

NEWS UPDATE

July 2014

By the Commodore—14 July 2014

Following the blustery sailing seasons of recent years, 2014 is certainly - so far - proving to be a much improved year, although sometimes a paucity of wind (much loved by some of our ladies), has left us to the mercy of the donkey.

The Round the Island Race was the slowest ever, and of the 8 club yachts participating this year, 5 fell victim to the doldrums and had to retire. Simon Harwood in *Talisman* wins the Elizabeth Cup for the second time, with congratulations also going to David Murch in *Myst* and to Peter Costalas in *Susan Ayu* who both reached the finishing line before the bell.

The Fitting Out lunch at The Royal Southampton Yacht Club was very well attended and we were delighted to welcome their Royal Highnesses Prince and Princess Michael of Kent as our guests. We were honoured also, that Princess Michael was our "Godmother" for Volunteer Yachting's new yacht and named the yacht during the ceremony performed by Rev Chaplain Bernard Clarke MBE. He blessed the yacht with minted holy water and went on to bless the crew behind him, but additional blessing rain was also provided by God himself. Perhaps God also gave assistance in that the red and black umbrella that we greeted the Princess with, coincidentally matched her outfit.

The take up of *Volunteer* for all our club events this year has demonstrated that it provides a timely and much needed platform for those members who do not have their own yachts on the South Coast. The number of berths available has diminished in recent years and many of the younger, more recently joined members, do not have their own yachts. I know that the numbers at all of our events afloat would be higher if more berths were available.

Our Summer rally designed to coincide with the D-Day 70 celebrations, was enjoyed by all who were able to attend, enjoyment that was much enhanced by the thousands of enthusiastic re-enactors, bands and historic vehicles that were present in the area. Well covered on the next page.

As we go to press, the Five Harbours cruise is imminent with much careful organisation and planning having been involved in arranging this 'mix and match' rally. This is followed by the August Bank holiday meet (23 to 25 Aug) to

Poole, which includes a trip by local boat to Wareham, of which details are now on the website. During the weekend of 11 to 12 October, by combining the Autumn Meet at Hornet and the Laying Up lunch at the RNC & RAYC, we are hoping to encourage a high turnout to both of these popular events.

I am sure you are all much appreciative of the time and effort that your committee, who as a team, work together in to making this club the success it is. If any others would like to be a part of that team, we would be very pleased to hear from you. In particular, we are looking for an Honorary Secretary to assume responsibility for taking of minutes and other secretarial roles; basically keeping us organised. Richard Olsen, who stepped in temporarily is now often abroad so we would be keen to find a relief for him very soon. Sue Walker our Membership Secretary is another officer who is looking to hand over her baton, having now streamlined this role by setting up an excellent membership database. Any member can now update their own contact details and profile themselves on line. The role of membership secretary does not necessarily require attendance at Committee meetings so please make contact if you could assist.

Wishing you calm seas and a fair breeze.
David Whitby - Commodore

New Members

A warm welcome is extended to the following who have joined in the last 6 months:
John Edgely – List 2
Simon Furminger – List 1 – AB RNR
Douglas Wilkinson – List 1 Surg Cdr RNR
Jane Snoswell – List 1 – OC RNR
Guy Woodward – List 1 – Sub Lt RN
Bob Smith – List 2
Eugene Morgan – List 1- Cdr RNR
Crispin Farrant – List 1 – ex Lt Cdr RNR
Dave Benyon – List 1 – AB RNR
Tamar Howard-Pearce – List 1 – Lt RNR
Matt Edwards – List 1 – Lt RNR
Helena Hamlyn – List 1 – AB RNR
Tosca Barnes – List 1 – OC RNR
Liam Connors- List 1 – OC RNR
Chris Myatt – List 1 – AB RNR
Roger Coates-Walker – List 2
Richard Graham – List 1 – Surg Cdr RNR
Oliver Bowen – List 1 – Lt RNR
Peter Adamson – List 1 Surg LtCdr RNR
Rob Trefny – List 2
Charles Howeson – Captain RNR – (Awarded one years Honorary Membership from April 2014)

Current Programme

2014

27 Jul-3 Aug	Five Harbours Cruise Solent Area
23-25 Aug	August Bank Holiday Meet Poole
6-7 Sep	East Coast Meet With RNSA
11-12 Oct	Autumn Meet Hornet Services SC
12 Oct	Laying-up Party RN and RAYC Southsea
14 Nov	Annual Dinner Royal Thames YC
8 Dec	Christmas Party The Naval Club
14 Jan	AGM The Naval Club

SOME PAST EVENTS IN BRIEF:

The Lecture Programme at the RTYC

Thursday 13 March - 'Trinity House' by the Deputy Master, Captain Ian McNaught and Thursday 20 March - 'Vendee Globe' by Mike Golding OBE. Both very favourably represented and well received by RNVR Yacht Club members in the elegant surroundings of The Royal Thames Yacht Club in Knightsbridge—also scheduled as the venue for the Annual Dinner on Friday 14 November.

SW Weekend, Berry Head Hotel

A memorable and most enjoyable gathering culminating in an excellent dinner at the Berry Head Hotel marking our return to that venue after a three year gap. The Saturday afternoon visit to Coleton Fishacre, (the family seat of the D'Oyly Carte family), above Kingswear, provided an appropriate and appetising forerunner to a gastronomic evening which passed all too quickly. Thanks to the thoughtful organisation provided by Rear Commodore Peter Costalas and Tim Clark, members were treated to a timely and delicious dinner followed by a topical and sometimes hilarious account of West Country affairs as rendered by Captain Charles Howeson RNR (also Chairman of the Board of Trustees of 'First Great Western') His first hand account of the events surrounding this Winter's Dawlish Warren landslip made it almost seem to be another 'Night to Remember'!

Round the Island Race 2014

The start (more civilised than previous at 0740) was interesting, with winds WSW 5-6 kts and a westerly going tide *Susan Ayu* was heading SE and going SW over the line. Fortunately about 20 secs after the start in contrast to the many yachts who were OCS (on course side) and attracted a 5% penalty. The first leg was a slow beat down the western Solent and greatly assisted by the tide we reached Hurst Point shortly after 1000. Although the light winds should have meant no accidents one competitor managed to go aground just after Hurst Point and resulted in the first lifeboat call out. The next obstacle was not the wreck off the Needles but the bunching of yachts at the turning point towards St Catherines. Hopes of a spinnaker hoist were dashed as it became apparent that it would be a close reach at best. In previous years we had always felt that we should have gone closer in to escape the west going tide. So that's what we did. Off course the inevitable happened and this year it would have been better to have stood out. The long slow haul to St Catherines was tortuous in the extreme. Suffice to say it took nearly 4 hours but worse was to come. Whatever wind there was, at St Catherines it died. The only good point was by then the tide had turned so had least we were drifting in the right direction. For the next hour we floated eastwards hoping that no other yachts would drift into us. Just who was on port or starboard seemed irrelevant as we all tried to get any benefit from any zephyrs the wind gods were sending us. Nothing seemed to work and as we had run out of virgins the night before we could not even sacrifice one on the fore deck. However shortly before 1600 we did start to see a breeze building from the south, so up went the "Cloud" (a very large light air spinnaker) and we were off towards Bembridge. Some 2 hours later we made the turning buoy and in the slickest move of the race the foredeck crew dropped the Cloud and hoisted the asymmetric in one seamless evolution. A further drop in the wind just before No Mans Land Fort gave another drop in spirits as we wondered if would we ever finish the race but with the tide now with us the wind built from the west and we tacked at a reasonable speed to the finish. We crossed the line at almost exactly 13 hours after we started and 1 hour 20 minutes before the 2200 deadline. To put it in context the fastest yacht this year finished in a time greater than *Susan Ayu* took to complete the race last year. Nearly half the competitors retired but fortunately *Susan Ayu's* crew were hand picked for bloody mindedness and nobody wanted to give up so we got over the line and headed back to Point Hamble for some well earned R&R. My thanks to my great crew Andy Froude, Nick Josephy, Jonathan Otter, Chris Siliteo, Peter Stonestreet, Marcus Ware and of course to the two Sue's (Costalas and Stonestreet) who did so much to help prepare and feed and water us on our late return .

Peter Costalas

THE MAIN EVENT

Annual Cruise - 'NL 70' - St Vaast and Ouistreham

At the beginning of June and after a brief stopover in St Vaast, 16 RNVRIC boats assembled in Ouistreham, joined by some 40 yachts of the RNSA. One by one the berthing in the marina was achieved with small raft-outs being the order of the day. Those who felt inclined dressed overall. With HMS *Bulwark* offshore in the 'deepfield', HMS *Ledbury*, along with two P2000 patrol craft proceeded up the Caen Canal. A Norwegian frigate and the Norwegian Royal Yacht were also much in evidence. HMS *Richmond* remained in the lock with the First Sea Lord embarked.

Thursday 5 June dawned fine and walks in and around Ouistreham and to Pegasus Bridge were much enjoyed whilst others visited Caen. There were flypasts of the RAF Memorial Flight Lancaster accompanied by spitfires and a typhoon, sporting the classic D-Day markings. Parachute drops were made at various locations with C47 Dakotas much in evidence.

The assembled company of yachts was swelled with the arrival of 14 yachts taking part in the Services Offshore Regatta. At 1600 most assembled at St Sampson's church in Ouistreham for a service of thanksgiving for those who had made the ultimate sacrifice 70 years before. Led by RN Chaplain Jon Backhouse embarked in our 'Flag Yacht' *Volunteer*, it concluded with wreath laying at the two commemorative windows by Vice Admiral Simon Lister (Commodore RNSA) and our Commodore.

The Club Night at the Ouistreham Yacht Club was well attended and around 2300 a brilliant fireworks display erupted over the port area and all along the landing beaches.

'D-Day' itself started for some with a mass on Colville Beach after which attempts were made to find suitable viewpoints overlooking Sword Beach. Others made themselves comfortable in front of TV screens an various locations to watch the antics of the 'Great and the Good'. A small number did get to the approach road to see the VIPs arrive and were shocked to see the black balaclava clad security men with automatic weapons deployed closely behind Vladimir Putin's car. In contrast, HM The Queen arrived with effortless ease just after the gendarmes had been stood down for a short break. Regrettably, due to the lateness of some Heads of State, the flypast was unable to proceed owing to 'chicken' fuel states, requiring an immediate RTB.

After a hot, frustrating day, being corralled by one security cordon or another, the French Theme reception at the Yacht Club was a welcome relief. Copious quantities of food and drink ensured that

the day ended on a high with some of the younger members of the Services Offshore group partying until very late (- to the chagrin of our more mature brethren!) Saturday saw the departure of two coachloads for a sightseeing tour of the beaches. Despite jam-packed roads and crowds of other participants, it was a most worthwhile experience. A return, delayed amongst other things by the opening of the Pegasus Bridge, caused a bit of a 'wobble' at the start of the Cruise Dinner but did nothing to detract from a superb meal after which the Commodore RNSA gave a brief resume: 'The Birth of the New RN' followed by the Commodore RNVRIC on the merits of 'Sea Sense' and how the club was playing its part.

Sunday morning saw some early departures with others leaving later, in company, for Dives-sur-Mer and a few, Honfleur.

(By Scribes - A more detailed and illustrated account of this major Club event will be included in the forthcoming Autumn News Letter)

HOT SCOOP

As mentioned by the Commodore on the front page, Richard Olsen's period of duty as 'Temporary' Hon Sec is coming to a close and a permanent appointee must be found very soon. Richard's advice is that, ideally, this should be someone who is London-based, to alleviate the onus of travel in attending meetings at the Naval Club. Similarly, a replacement for Sue Walker as Membership Sec is being sought. However this post does not depend on the appointee being London-based.

ANYMOOSE

FLYING RED, WHITE OR BLUE'

As long as its clean and intact
It definitely goes for a fact
That a Red one will do
When left always in view
And at Sunset not caused to retract.

Now if you really must go and fly White
The regs. are surely quite tight
And most chaps agree
That this has to be
Or get drummed-out of Cowes Castle in Wight

But when warranted to fly a Club Blue
The least one's expected to do
Is ensure that its hoisted
(With 'slack drill' - not be foisted)
Make sure that the Blue is on cue!!