



News *from our Chairman—Rob Bellfield*



This has been an incredible year for RNSA and it has been a real honour to be your Chairman. As you will read in the articles in the newsletter we have achieved considerable success on the water and I want to express my sincere appreciation for all the hard work and commitment from all volunteers, both serving and no longer serving (not retired!), in delivering our activities from grassroots training up to high level elite competition. I do not have enough room to thank everyone personally but 'Bravo Zulu' to you all and I hope you can reflect on a job well done.

Not only has it been an exciting year on the water but we are also going through a major transformation ashore. You will all be aware that on your behalf I have chaired an interview process for the post of the Chief Executive of RNSA. The first change you will notice is the change of title from General-

Secretary, which I feel reflects a difference in the business area for the post as we move into the CIO era and properly reflects broader and more demanding responsibilities. We had 3 very impressive candidates for interview and I could have recommended any of them to take the role but it was clear that Phil Warwick had the broadest skill set and a good track record of success. As Mike mentioned in his email I purposely selected an independent selection panel of Ed Phillips from the Portsmouth Sail Training Trust, Steve Cockerill from Rooster and Rowan Taylor from TERMERAIRE. Phil has negotiated an early departure from the Navy and he and Mike will conduct their handover and early next year, with Phil being in post in time for the AGM in March.

I have known Phil for over 35 years and his passion for sailing is inspirational but he is also a superb administrator; as you will have seen in his article, he has done an immense amount of work as our Vice Commodore in taking us along the journey to being a charity. Phil – RNSA is very fortunate to have you joining us on the payroll and I wish you all the very best with your transition from the Service.

Looking into 2019, the move to charity status will be Phil's highest priority but this will be quickly followed by developing a strategy for the future that reflects the new world order but also brings together all the diverse elements of RNSA into a coherent sustainable model that is financially viable. Much to discuss in the autumn round of meetings. In the meantime, for those who will still be on the water over the winter I wish you good luck and for those lifted ashore, I hope you keep to your maintenance schedules! I will doing a bit of both!

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All Members are Encouraged to attend the:
Annual General Meeting, Prize-Giving and Dinner

Saturday 23 March 2019 at 1800



Venue: HMS Nelson Wardroom - Portsmouth

Queen Street, Portsmouth, Hampshire PO1 3HH

There will be a dinner in the Wardroom Dining Room on completion. The charge will be announced when the final details are available. Members who wish to attend (including any guests) are asked to let the office know by email gensec@rnsa.org.uk or telephone 02392521100. This includes those who wish to attend the **AGM only** to give an idea of the number to cater for and for security access as we will need to place a named list at the gate 24 hours before the AGM.

Timings: AGM: 1800. Prizegiving: 1900. Dinner: 1930.

Vice Commodore-Phil Warwick



You will see from this newsletter that we have had a packed season and I hope you have all had a chance to get afloat and enjoy some of the great weather. There have been many successes and I will leave the details to the other contributors. I would, however, like to say a big thank you to all our members for their continued and valuable support of our Association's aims and objectives. You have heard me say this many times, but 'getting sailors sailing' is at the core of our business and without RNSA this simply would not be happening.

This brings me to the subject of transformation and progress towards our aspiration to become a CIO, or Charitable Incorporated Organisation. As a quick reminder, the aim behind this is to conform to MOD policy and, inter-alia, optimise our ability to enhance the military efficiency of the Royal Navy through the sport of sailing. This is an important responsibility and one that your flag officers and committee take seriously. Over a number of months we have had several high level meetings and firmed up the support of the Navy in our endeavours. We have matured our application, resubmitted it to the Charity Commission and in the process re-emphasised the importance of RNSA remaining 'all of one company'. At no cost to us, we have been generously

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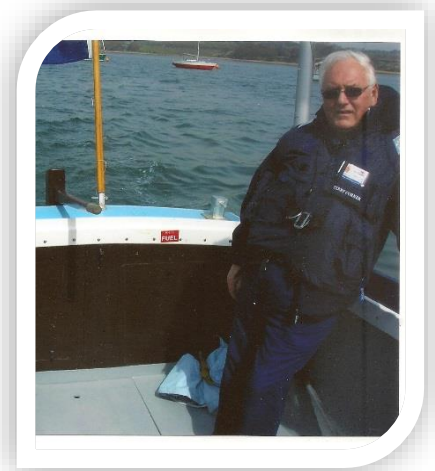
provided with financial support to deal with the legal aspects and I am sure that this will greatly help progress.

It is difficult to judge timelines due to the challenges involved but my aim is very much to have a proposal in advance of the AGM. The speed of our progress hitherto may have been frustrating for some, but we have worked hard to ensure that this work has not impacted on RNSA day-to-day business and your enjoyment of what is on offer. Furthermore, I have been keen that as we continue on the journey towards charitable status, we do so in line with both MOD and Charity Commission policy, with clarity of argument and in line with RNSA values. The overarching vision is to be a professional, credible Sailing Association that is effectively focused on our objects and valued by its members. Thanks again for all your support.

REAR COMMODORE CRUISING-Terry Corner

The fine summer weather saw more yachts out taking advantage of sea breezes to keep the crew cool and the south is enjoyed an 'Indian Summer'. We look forward to a selection of photos from Branches to help produce the 2019 calendar.

The principle event in 2018 was the 100th anniversary of the Zeebrugge Raid on 22nd April 1917. Two yachts skippered by intrepid East Coast Branch members and their URNU friends attended, casting a wreath on the harbour waters as they departed. RNVR YC and RNSA members made the journey by road and rail. One enterprising group chartered a Zeebrugge yacht for their hotel accommodation. The Services were well represented by the Band of the Royal Marines and members of HMS Somerset's ships company providing the guard. The event attracted a lot of publicity in the UK but the media concentrated on family connection with 1917 participant. No mention of the large number of serving personnel in Belgium nor the supporting former members.



Having attended the commemorations on 20th April the action transferred overnight to Dover with a moving ceremony in the town cemetery and a march past up the Dover main street with the ceremonial ringing of the Zeebrugge Liberty bell.

The 2019 main cruising event is the 75 anniversary of the Normandy landing. A contingent of UK yachts are planning on attending. Declaration of interest received from Clyde, Falmouth, Plymouth, Portland, Portsmouth, JSATC and East Coast. Organisation is in conjunction of the RNVR YC. Outline plans are: Few WW11 veterans will be in attendance but the French continue to mark the liberation each year making a special effort every fifth year.

2019

Tuesday 4th June - Informal pontoon party for early birds.

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Wednesday 5th June - Church service pm and personal reflections. Evening reception. Yacht Club evening. Cash Bar.

Thursday 6th June - Skipper/crew option Pegasus Bridge is walkable but Caen a bus ride.

Friday 7th June - Coach to Arromanche & Port-en-Bassin. Royal Marine Battle Honour capturing the Port-en-Bassin village intended as a terminal for pumping fuel from off shore tankers. Formal dinner evening.

Saturday 8th June - Queen's Birthday. Attendees depart in accord with individual plans

There is no intention of organising a cruise across the channel. Branches may wish to coordinate like-minded individuals starting from similar points.

Fuller details of the coach trip will be released in the New Year. Seats will be limited so first come, first served. Planning to closely follow the route Royal Marines took from Arromanche to Port-en-Bassin, one hour in village and two to three hours in Arromanche including the museum. More details on the RNSA web site as plans firm up.

REAR COMMODORE DINGHIES-Gavin Marshall



It has to be a good sign that as I sit down to write this article I am firstly worried that I will forget something I should really report and secondly that I might not have space to fit everything in!

Holding the Holt Cup (Inter Region Team Racing) on the same February weekend as the RNSA AGM and Dinner proved to be a successful combination once again. 28 sailors took part in light winds but more importantly sunshine. 21 races were fitted into the Saturday and after a further 18 on the Sunday (well-done Race Officer Richard Tarr who was most ably supported by our

Commodore, Admiral Chris Gardner, and team) the winners were the Eastern Region.

This led nicely into the Inter Services Team Racing Championships in April but sadly for the second year running a massive high over the centre of the UK meant that Farmoor Reservoir remained a mirror for both planned days. However, the event was reconvened in June which proved to be a difficult time to find a team but those that made it were led to victory by Natalie Roach. Inter Service title No 1 for the year.

June also saw the reinvigoration of Inter Service Match Racing for the first time in many a year (and it showed). The Royal Yacht Squadron was the venue and their well-matched J70s our steeds. Day One was breezy but bright and some really good racing was had by all but the new format took some learning. The absolute importance of the start sequence became very apparent. The Army sailed well to hold the lead

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overnight but both Navy helms, James French and Hamish Walker, were confident of a comeback on Day Two. Sadly the wind didn't make a comeback and the second day was abandoned leaving the team with a feeling of what could have been.

Throughout May, June and July there were evening series underway in Plymouth and Portsmouth with plenty of sailing in Faslane too. Highlights include the running of the Baring Cup and Woodcock Trophy but most especially the Fleet Commander's Cup which saw the last mass start of a Navy Bosun; the class is being phased out of use and will be gone by the end of March 2019.

Busy too were the J80 in Plymouth and SB20 in Portsmouth, offering an attractive mix of mid-week sailing and access to top level events such as Cowes Week, the J-Cup, Admirals Cup and the Dartmouth Regatta.

A Navy team attended the RS Eurocup in Carnac offering a brilliant learning experience for many and a very satisfying victory for Hamish Walker and Emma Hively (two years in a row now!). Great result. Meantime we had sailors competing successfully in RS700s (Richard Wadsworth), Musto Skiff (Dan Vincent) and Penny & Russ Clark (Fireball) to name just a few.

In late September the third of the Inter Service titles was competed for, the Asymmetrics Championships raced in 2000 Class dinghies as part of the Gold Cup. The event was hosted by the ASA at Thorney. Day One was a light wind affair with shifting wind and a dominant ebbing tide but 4 races were completed. Day Two delivered the promised high winds and some! The fleet headed out from the lee of Thorney into a F5 gusting F6 which had 5 of the 10 boats all over at the same time before we had even started. The first race ended with gusts over 30kts which left only two boats not having capsized – survival conditions. The second race of the day was a gruelling 5 laps with again only two boats staying upright throughout. An Army boat sailed by the 200 Class National champion, Simon Horsfield, won every race and thus the Gold Cup but with a civilian crew. The first all serving boat was Navy one and so Inter Service title No 2 was won.

We had real hopes of holding all 3 Inter Service titles this year but the weather denied us in the Match Racing – something for us to aim for next year.

Meantime the RNSA Boats Project has received a significant boost with a generous grant from the Nuffield Trust. The Watersports Activity Centres remain the prime beneficiaries and their fleets of new training boats and support craft should all be complete by next Spring. Exciting times for dinghy sailing!

For the first time in many years the Holt Cup (Inter Region Team Racing) was held in Portsmouth, courtesy of Lee Bichard and his team at the Royal Navy Sailing Centre. The event welcomed teams from a variety of locations including Bristol University Royal Naval Unit, Dartmouth and HMS QNLZ. The Fleet Air Arm team were controlled and effective all weekend and deservedly won the Cup.

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April saw Keri Harris lead an enthusiastic team back out to France to try and retain their title in the Royal Navy / Marine Nationale regatta that is known as Le Crunch. Having been roughed up by the RN in the team racing heavy event in 2016, the French loaded the event with fleet racing which they duly won but once again they lost out in the team racing elements – an honourable draw was declared!

The team racing season (roughly October to April) ended with a dominated display by the RN team sweeping aside the other Services at Farmoor to take the Inter Service title. If the wind had held on for another hour there might have been victories for both the A and B teams but sadly the Plate final had to be cancelled as the wind finally abandoned Oxfordshire. This event was the last for Natalie Roach after three very successful years as our team captain during which she has won numerous Inter Service titles both individually and leading her team – thanks Nat!



REAR COMMODORE OFFSHORE-Mark Durkan



The RNSA J109 “Jolly Jack Tar” competed at Cork Week, Cowes Week and the Dartmouth Regatta. This was after winning the Services Offshore Regatta and been crowned National Champions. At the J109 Nationals the team skippered by CPO(ET)ME Joe Henry (HMS Prince of Wales), was consistently strong throughout the Regatta and won 2 of the 5 races, posting the best cumulative score line and taking the National Championship title. Other team members were James

Baker (MWS), LAET Simon McGee (815 NAS), Lt George Cave (MoD Abbey Wood), AB(D) Jon Ellis (Southern Diving Unit), 2ET(ME) Michael Davies (HMS SULTAN) Lt Chris Pascoe (HMS Northumberland) and Lt Paul Harsent (HMS Charger). The RAF led the Services Offshore Regatta as part of their 100-year anniversary and the fleet of nine yachts raced from Gosport to the Hamble then onto Plymouth. After a day of close inshore racing in Plymouth Sound the fleet were hosted by the Royal Western Yacht Club. The return race started at 0500 due to a forecast of dwindling wind and finished just off Dartmouth where the fleet encountered HMS Queen Elizabeth on her sea trials. After a week of nip and tuck racing the Royal Navy emerged victorious and prizes were presented at JSASTC Gosport by Air Commodore Al Gillespie, Admiral (desig) of the RAFSA. The Royal Navy won the Inshore series in the Victoria 34 Class,

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both the inshore and offshore series for the J109 class, best Victoria 34 (Amoria – skippered by Lt Laura Blagden), the best J109 (Jolly Jack Tar – skippered by Lt Cdr James Baker) and the Madden bowl. The latter is awarded to the Inter-service Offshore sailing champions and it was received by Warrant Officer Mark Durkan (RNSA Rear Commodore Offshore). Mark accepted the trophy and said “We have enjoyed a very demanding week of racing, with over 300 miles raced in a wide spectrum of sailing conditions, all of them demanding a different set of skills. Such was the intensity of competition and concentration the best aspects of service ethos was demonstrated by serious competition afloat. Mutual support, assistance with defects in the marina, and an esprit de corps during the social events prevailed. I am extremely proud of all my sailors; they ranged from complete novice to expert. Regardless of their own ability or experience each gave their all to ensure that the Royal Navy regained the title of Inter-Service Champions”. Be grateful for what you have



REAR COMMODORE WINDSURFING-Trish Kohn



Warm water and reliable winds were the order of the week for 20 RN, RNR and RFA personnel of all ranks and rates who took part in the annual RN windsurfing training and development camp in July. Building on the success of last year, Lt Cdr Sarah Geneux organised the event which was attended by every ability of windsurfer: complete beginners to advanced competitors and everything in between!

7 members of the team gained their RYA Start qualification, and 6 gained their Intermediate Non-planing certificate. The 7 experienced team members who didn't require certification were able to take advantage of the daily 30 kn, and occasionally “nuclear” conditions to hone their racing skills in preparation for the 2018 events around the

country, in particular Weymouth Speedweek and then the Inter-Services Windsurfing Championships.

Gavin Nicholson reported that the final Grass Roots session on 02 November has marked the culmination of an amazing year for Heron WSC. Throughout 2018 over 30 new people



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have been introduced to the sport, helped returning windsurfers get back into the sport, coached intermediates and run a hydro-foiling course. Club nights proved a huge success allowing people to learn with great facilities, equipment, instruction and mentoring. Schemes with Chandlers and other associated marine-based services will be promulgated in the closed season.

A good turn out by RN Windsurfers for Weymouth speed week allowed the organisers to place the service entrants with their own results and their best speed over the 500 metre course. Adrian was only 4.077 knots off the fastest achieving 15th place overall in the Gold Fleet and 'one more knot' would have placed him in the top ten:

HM Forces

	Name	Craft Type	Speed (kts)
1 st	Adrian Wallis	Sailboard	30.091
2 nd	Alex Smith	Sailboard	28.833
3 rd	Jason Sawyer	Sailboard	27.827
4 th	Dave Strudwick	Sailboard	27.152
5 th	Gavin Nicholson	Sailboard	26.043
6 th	Tom Joyce	Sailboard	23.226
7 th	Rob Dunn	Sailboard	22.686
8 th	Rob Griffiths	Sailboard	22.442
9 th	Trish Kohn	Sailboard	20.966
10 th	Henry Merewether	Kite Board	18.010



POLLUTION - Letter to Editor

This morning, I went to my boat berthed on the mid Creek RNSA pontoon to do some essential maintenance and as I climbed aboard noticed a fairly large white polythene bag just afloat under the aft part of the hull between the pontoon and the boat. It was quite difficult to lift out as the bag, or rather its contents, was completely waterlogged. However, once out, it was more apparent that it was a gash bag stuffed with galley rubbish and tied off ready for disposal - one would hope in the correct place, rather than Haslar Creek. I am surmising that it accidentally went overboard when being transferred to a dinghy - it certainly is much less likely to have gone in the Creek from a walk ashore pontoon. How it went overboard is clearly impossible to determine, but if it was noticed, it begs the question why wasn't it recovered - it contained sufficient low-density contents to ensure it floated. So let us surmise that it was balanced on top of a lot of other gear and slipped overboard from the dinghy unnoticed. On arrival ashore, and the gash bag was noticed to be missing, why didn't the guilt party retrace the short passage just taken to recover the bag?

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Now for the interesting bit. I decided to check the contents for a clue as to who the offending polluters might be and protected by a pair of Marigolds, sifted through the contents while transferring them to a stronger and undamaged polythene bag. The owners clearly shopped at Waitrose and ate salad, chicken in jelly and venison meatballs. Someone enjoyed a six-pack of Heineken and Tesco's low alcohol pre mixed G & T. They liked their coffee percolated rather than instant because the bag was full of coffee grounds, and they preferred fresh milk to long life because there was an empty plastic container of filtered milk. Some of the salad had not been eaten, and at a guess, someone didn't like the sweet corn, as it shared space throughout the bag with the coffee grounds. This was all washed down with some cider - at least two empty bottles bear witness. This is all I could stomach to sift through - there was a lot more!



So if the guilty party reads this and recognises their "menu" and has a twinge of conscience, rest assured that it all ended up in the proper skip, and didn't become a bit more plastic etc to pollute our seas and waterways or wrapped around my propeller just before I slipped my berth.

RYA Interactive Courses

Members are reminded that RNSA is recognised as a RYA Interactive Training Centre and is able to offer Interactive Training Courses at a reduced rate for members. The following are currently available through the 'Members Only' shop:



Essential Navigation & Seamanship course

This is a highly informative course where you will find many interactive exercises to help reinforce the information.

The ICC CEVNI Test

A valid ICC is often required for cruising Europe's inland waters. The CEVNI test checks your knowledge of the rules and signs that skippers of pleasure craft are expected to know and follow.

Professional Practices and Responsibilities

Required if you apply to the RYA for a commercial endorsement. Whatever your job is on board, in the commercial world you are a professional seafarer and you have a duty of care to crew, passengers, and other water users, and you will be held to account if things go wrong.

Marine Radio (SRC)

A course for anyone who owns a fixed or handheld marine VHF radio. It is vital to understand the correct procedures. The Short Range Certificate is the minimum qualification required by law to control the operation of VHF and VHF Digital Selective Calling (DSC) equipment on any British flagged vessel voluntarily fitted with a radio. This includes both fixed and hand held equipment using International channels.