



RNSA NEWS

www.rnsa.org.uk

Autumn 2017

News from our Vice Commodore – Phil Warwick



Welcome to this end of season or perhaps autumn newsletter depending on your perspective. I know there are plenty of you still sailing and making the most of the racing still available or indeed the quieter cruising grounds. I will leave the Rear Commodores and Branches to update you on their news and take this opportunity to touch briefly on our strategic direction of travel. But first, I would like to warmly thank both staff and volunteers for all their hard work this year in putting on or facilitating a huge range of sailing events. This has enabled many of our members to go sailing, enjoy the many of the RNSA benefits on offer and be part of a fantastic Association. I really do think we get value for

money for our annual fee and if you were in any doubt then you only need to see our young servicemen and women afloat to be reassured.

You will all recall from the AGM and the subsequent updates that we are working with the Charity Commission to understand the art of the possible as we shape RNSA to comply with the latest MOD policy. As expected the process is taking some time but a mutual understanding is developing and a recent telephone conversation with the CC was very helpful. Nick Fletcher is working hard as our lead and has recently provided an update on the website which is as follows for your convenience:

POTENTIAL CHARITY STATUS: *Perhaps the best indicator of progress with registering a Charitable Incorporated Organisation (CIO) for RNSA is the gap between my updates. After a hello in May it was Sep before I had much to say. Only a month later I have news.*

Trustees of the proposed CIO, the Chairman/Vice-Commodore and I recently had a very productive discussion with the Charity Commission staff about our application to register as a charity. We were appropriately thoroughly grilled to test whether the proposed CIO meets the standards for demonstrating 'public benefit'. The Charity Commission was very helpful and left us with reason to suppose that, with a tweak or 2, our application may succeed. Given their workload, it may still take some time before we get the final outcome.

Despite finding, as Frigate navigator, that almost all forward planning is wasted because the Ops Officer moves the goalposts, I'm now starting to think about the steps. If you have any input, I'll be in the Charthouse; if I'm not there please leave a Post-It!

We will continue to keep you up to date and hope to be in a position to offer a proposition to members by the AGM. Trust me, we are not stalling but the Charity Commission is busy and under its own pressures. We now have the initial trustees in place and continue to shape our business plan to meet

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the likely legal requirements, maximise our ability to deliver against our objects and optimise the potential sponsorship that might be available. I am particularly grateful to Nick for his support on this transformation work.

Away from the transformation work, we are also setting the future of RNSA and RN dinghy sailing which until recently was termed Project Adventure. The reason for dropping the 'name' is simply to reflect that this work is mature enough to be core RNSA business. There are now brand new dinghies and support RIBS available at RN Sailing Centres, providing a great opportunity to our members whether serving or veteran. The backing of the RNRMC has been superb and hugely appreciated.

In terms of sailing we have been successful in the Inter-Services this year, but you will need to read on for the detail! Our yachts (JJT, SB20 and J80) have all been busy and tangibly contributing to the underpinning aims of RNSA. I also took a team of 6 over to the Royal Yacht Squadron last month for a team racing development weekend in their J70s. Huge fun and 2 new helms ready to represent the RN and complete next season. One specific aspect I would like to touch on is the article on Navy Sailing in last month's Yachting Monthly. The brainchild of my predecessor, it was great to see it come to fruition in such a positive way. We need to more in this area if we are to spread our message and highlight our charitable roles.

Finally, it is my great pleasure to announce that Rear Admiral Chris Gardner CBE is our Commodore Elect and Commodore Rob Bellfield our Chairman Elect. The 17 Feb 18 AGM should bring a number of important strands together, so please ensure it is in your diary. I hope you have had a great season (thus far) and I would encourage you to continue to support our Association in any way you can.

All Members are Encouraged to attend the: **Annual General Meeting**

Saturday 17 February 2018 at 1800



Venue: Hornet Services Sailing Club - Gosport
Haslar Road, Gosport, Hampshire PO12 2AQ

There will be a dinner at the Club 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 security access.

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

REAR COMMODORE CRUISING - Terry Corner

As a new boy on the block I have spent some time finding who does what in the Branches. The sailing season will soon be over. Cruising activities are weather dependant. Mixed reports from around the coast. Everyone has suffered from reduced participation but can also report that the events that have run have been enjoyable. I always feel one has to have a poor experience each year in order to appreciate those balmy summer days. Yes, they do exist but with climate change sometimes are well disguised.

Branches are working on the 2018 season's programme. The availability of the Nautical Almanac at the Southampton Boat Show kick starts my planning. Centrally we have the Branch budget requests ready for the Central Committee's consideration. Some interesting and challenging ideas emerging. Please share programmes with adjacent Branches. They might want to join in and help create a greater buzz.

World War 1 commemorations continue. 23 April 2018 is the centenary of the Zeebrugge Raid. Principally a Royal Marine event. East Coast are looking at attending even though early in the season. Portsmouth have been asked to consider visiting Dover at the same time. Longcast NL75 in 2019. Looking for a small steering group.

Do we appreciate the efforts our Branch committees put in on our behalf. They beaver a way in the background, the only reward being a well-attended event.

Make Time for Safety. Better to be 5 Minutes Late In This Life than Many Years Early in the Next.

REAR COMMODORE DINGHIES - Gavin Marshall

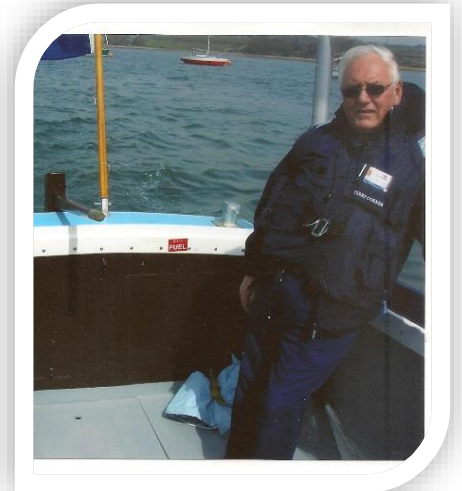


For the first time in many years the Holt Cup (Inter Region Team Racing) was held in Portsmouth, courtesy of Lee Bichard and his team at the Royal Navy Sailing Centre. The event welcomed teams from a variety of locations including Bristol University Royal Naval Unit, Dartmouth and HMS QNLZ. The Fleet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

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 Farnborough to take the Inter Service title. If the wind had held on



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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!

Another trip to the superb Lake Como for the RS Europeans was rewarded with event victory for Hamish Walker and Emma Hivey. A nice way for Hamish to mark him taking back the reins as our Team Captain. Thanks to Ray Workman for the initial arrangements and then Wayne Shirley for making the event happen financially, administratively and then with a driving marathon!

Individual campaigns took precedence for most of the summer; some highlights include Keri Harris and son Theo at the Laser 4000 Europeans, five RNSA entries to the RS200 Nationals with our leading boat, Hamish and Emma, finishing only one point off 1st. Russ Clark fighting to 14th at the challenging RS400 Nationals and Dan Vincent in his new Exocet International (foiling) Moth coming 17th at the Nationals having collected a 3rd and two 4ths but sadly having to miss the final day.



Meanwhile in the Sportsboat world, the Plymouth based J80 Jackeroo was competing in the J Cup in Torbay enjoying some stupendous downwind sailing – great stuff. One better was the SB20, being managed this year by Lizzie Farrington, that qualified for the World Championships at the Cowes and what a great experience it was for the team.



The last two Inter Service Championships of the year came in a rush in September. Firstly the Inter Service Keelboats sailed in Sonars hosted by the Island Sailing Club. Hamish's boat was the one to catch on day 1 (no one did!) but James French in the second RNSA boat fought back on day 2 to make it close and ensure an RN one-two to win the Coningham Cup. The following weekend was the Inter Service Asymmetric Championships for the Gold Cup hosted by the Army at Thorney. The

event favoured the 2000 dinghies sailed by the Army and RAF; an enjoyable weekend's sailing was had but we were unable to retain the mighty cup won last year by Hamish and Alex Pickles.

So we end the year holding two of three Inter Service titles which is petty satisfying. Team racing is the focus now with teams entering University Team Racing events to refresh our skills ready for the Holt Cup in February and the Inter Services again in April. Next year will see more new and exciting boats rolled out under RNSA ownership to the various sailing centres and I look forward to releasing the plan for the 2018 as I strive to ensure we offer our members experiences and opportunities that only membership of the RNSA can deliver.

REAR COMMODORE OFFSHORE - Mark Durkan

Be grateful for what you have

This summer has not been the one we'd planned. The preliminary events went well with a particularly strong turn out for the service regatta, this year combined with the Yarmouth Race. We had the opportunity to host a journalist from 'Yachting Monthly', he raced to Yarmouth on a Joint Services Victoria 34 and raced back with the cruiser fleet on board Swordfish. I encourage you, if you haven't already seen it, to look out the significant article he wrote, and perhaps agree with me that it showed RNSA sailing in a very positive light.

In parallel with preparations for the SOR and RORC qualifying races the offshore committee were very busy prepping for this years Fastnet race. With everything set, and the sensible decision made to shorten our Cowes week campaign, this allowed for a thorough reset of Jolly Jack Tar, from Inshore to Offshore racing spec.

The call came on Sunday morning, JJT recovered from the Bramble bank having been aground for some time. No one could know the full implications but safety must always come first, the midnight oil was burnt, many options discussed and discarded, but there was simply not enough time to be confident in her before the Fastnet, so we withdrew. It was extremely heart-warming to receive many offers of race places to the crew, thank you everyone concerned.

We defended our J Cup in a chartered J109 'Jazzy Jellyfish'. it was quickly apparent that regardless of how much fettling we did, she could never replicate JJT's abilities so finished in the middle of the field.



So, after learning that JJT's mast required replacement as well, we have had to reset our season's plans and ensure that 2018 is filled with success.

A Final Note: The emphasis on tide when racing in the Solent has the datum and emphasis on High water, the risks lie at Low water, our crews will be briefed about when that is, before every race from now on.

REAR COMMODORE WINDSURFING - Nic Dodd

As I sat in front of the pub enjoying a very well earned pint with fellow RNSA windsurfers following an "exciting" afternoon's sailing with Storm Brian, I pondered a key difference between we windsurfers and the wider sailing fraternity: As most sailors are hauling out their yachts and over-wintering their dinghies, we windsurfers crave the autumn and winter gales. To many experienced windsurfers the big waves and extreme winds (we saw 55 knot gusts while on the water battling Brian) are the very essence of our sport – the competition is against the elements and the consequences of "getting in wrong" unpleasant! So this is a great time of year for us! But of course there are many other facets of our sport that we have enjoyed in the warmer months: Training in more benign conditions as we

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did at another very successful Vassiliki development camp; getting to grips with foiling windsurfers; competing on the national racing circuit; simply meeting at the beach for a day's sailing with friends; taking part in Weymouth Speed Week; winning the Inter-Services Team Championship once again... for an unprecedented third year running, or a matelot, Tom Eskdale, regaining his crown as the Inter-Services Individual Champion! So the first half of our year has been busy and successful. It has brought new sailors into the RNSA fold, developed skills, identified exciting new talent, demonstrated our strength in depth, and reaffirmed our position at the top of Service windsurfing. Great stuff and we'll tell you all about it in the Journal, but for now – roll on the winter storms!



"Tom" Sawyer – relaxed at 30 knots

Clyde Branch – Paul Williamson



2017 has been a busy year for the Clyde Branch. Significant changes are afoot on the Clyde (potential JSASTC activity and a diversification of dinghy sailing to offer more to families) with an inevitable impact on RNSA and the Branch. There has been a drive to improve the benefits to members and encourage people to get out on the water more, and attract new members and boat owners at all levels, particularly younger members. A number of social events have been offered on the cruising front as well as shoreside developments. Of particular note is Paul's initiative to develop a deal with Ardrossan Marina on the Clyde, to provide RNSA members a facility. Initially, this offer is a small number of pontoons and our own lay up ashore area at a much-reduced rate. The Clyde Branch administers and runs this facility directly with the marina. The facility is starting to prove popular and in the near future we intend to develop our own indoor storage and workshop facilities for our members as demand grows. We see this, as an important catalyst to our current and future cruising members. We have to thank the Clyde Marina for providing this facility and working with the Clyde Branch on a handshake basis. RNSA Clyde is also working on a number of local discount schemes with Chandlers and other associated marine-based services. These will be promulgated to our members in the closed season.

Training. We now have our own YM Cruising Instructor in the Clyde Branch, and with a coded boat. We intend to conduct a Training Needs Analysis and once again establish our own RYA courses.

RNSA local profile. The Clyde branch has an initiative to rebuild relationships with the local sailing communities. As part of this, we entered a team in this year's West Highland yachting Weeks 70th

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Anniversary. It was fantastic for PR, and many people said it was good to see the Navy taking part in events again. We were overwhelmed by the numbers of people who made it a point of speaking to us. However, we did not appreciate how competitive the racing was. Eventually, after working hard to play catch up, we laid down a marker which will ensure that we will be remembered on our return next year. The intention is to make this a yearly event along with a few others. We intend to practise and prepare the teams with the aim of hopefully winning some silverware and having a great time, in some of the best sailing grounds in the world.

Events. The first RNSA BBQ was held this year at Ardrossan Clyde Marina, which was well attended and confirms that these events are well worth it, and good at getting members together. It is also an excellent vehicle for spreading the word as to what is going on within the organisation.

Finally, we have started an initiative of offering crew places at the weekend which will be promulgated next year. These dates will mostly be on weekends and will be aimed at people who do not own a yacht but wish to gain experience or just take part for enjoyment. There will be a RYA Yacht master instructor on board who can discuss all aspects of your sailing and offer guidance.

EAST COAST BRANCH - Gale Bryan

Soupscons from the North Sea –what will we find at Zeebrugge?

A facet of the North Sea is its shallow muddy bottom so East Coasters can be a little more aware of what is on the bottom – or ‘bolted’ to it - than most. The historically eye-catching marks, and a definitive part of navigating these waters, are the eerie WWII Thames AA forts, once throbbing with soldiers or sailors, also the masts of the Ammunition Ship SS Richard Montgomery off the Chatham Estuary. The forts were hurriedly put into service in 1942 while the Richard Montgomery (too dangerous to remove) dragged anchor and ran aground on a sandbank around 250 metres from the Medway Approach Channel on 20 August 1944.



There are numerous other pieces of history littering the bottom of the North Sea, but one of the most unusual is the wreck of the SS Cantabria, a Spanish cargo ship which was sunk in a military action 12 miles ENE of Cromer on 2 November 1938 by the Spanish Nationalist (disguised) auxiliary cruiser Nadir (Ciudad de Valencia). Being ‘peacetime (for Great Britain, at least) and in international waters, responding to the loss of life presented a headache for the House of Lords, which had to determine ‘what should be done?’

In our quest to understand our patch next on the East Coast Branch list will be the Centenary of the Zeebrugge Raid, which took place on 23 April 1918. The Battle will be commemorated in Zeebrugge on 21 and 22 April 2018. Below is a contemporary photograph of the result of this daring Raid. There probably isn’t much left to see in this intensely developed port; we know that the formerly excellent Museum model of the Battle has disappeared. Nevertheless, we might find something? If not we can always wander round the Foxtrot submarine with its ‘politically correct’ design (no control room and a 270 degree only periscope), which is now part of the Zeebrugge Maritime Museum.)



We are talking to the Belgian and British authorities and once we have a programme we will let the RNSA and RNVR YC know - and welcome any other boats or members who might wish to join us, should the weather so early in the season favour the venture.

NORTH WEST & ISLE of MAN BRANCH - Cedric Loughran

Well here we are in autumn. As I write this, storm Brian has just passed by. In the North West, where are sailing is still seasonal, many boats are now laid up until spring. The season at Liverpool Bay has been poor because of extremely windy weather. Many of us are on a lee shore and although sailing is possible, one does not risk ones boat trying to get out of small creeks. The poor weather has been a feature of the last 5 seasons. Very few members of the branch sail where they live around Liverpool and Chester but venture far.

Our members who sail in distant UK and exotic places have in general had a good summer. In September a number of branch members joined those from other branches on their very first canal adventure. Most of the salty dogs thought it would be an easy walk in the park and were most surprised when they found this was not the case. Taking on the Warwickshire Ring in one week proved this. We had a number of boats and one boat observed that their average age was 74 years. An article is being written for the journal but here is one snippet. "Nobody wears any kind of buoyancy aid whatsoever". There are other startling facts you may not be aware of – but will have to wait to read.



Planning is now going ahead for the annual dinner which will be held joint with RNVR Yacht club, RNSA leading this year in on Saturday 17 March. I can feel a St Patrick's day theme developing. This year we are going to the Tri-Service officer's mess at Altcar Camp, just north of the city of Liverpool. RNSA traditionally have a raffle and all proceeds go to the Merseyside Sea Cadet Association who do excellent work at fund raising for our local Sea Cadets. We wish all members the compliments of the forthcoming season.

PLYMOUTH BRANCH - Shane Doran

2017 has been another busy season with many branch members, both serving and retired, being involved in a wide range of activities on and off the water. Once again the weather has certainly played its part, not always for the better, although most of the planned activities took place. It was pleasing to see many new members getting stuck in, helping out and enjoying the some of the best sailing in the UK.

A highlight of the season was Plymouth Branch participation at Devonport NavyFit Sports Festival where a large number of new entry from HMS Raleigh were able to undertake a test sail in Jackaroo, our resident J80, in almost perfect conditions. Feedback was extremely positive and we hope that some will be tempted to join RNSA and become actively involved. The Branch has also continued to support Service Sailing throughout the season by providing qualified skippers to take small groups of serving personnel out for informal sailing trips on Wednesday afternoons in Ocean Dragon, HMS Drake's Establishment Yacht. Again this has been very well received and should go some way to promoting local Branch activities, RNSA and wider service sailing opportunities. We plan on



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continuing both these activities next year and are currently looking to expand our influence by forming closer ties with the local RNR unit, HMS Vivid, and Sea Cadets.

Jackaroo has also had an extremely productive season with serving personnel willingly stepping up and volunteering to ensure that she gets maximum use and is ready to go. Lt Ed Pearson recently handed over to Lt Tom Thickness and we all thank Ed for his efforts to promote sailing both in the Port and across the RN. Jackaroo consistently finished in the top half of the Royal Western Yacht Club Wednesday evening 1884 Series and often sailing with novice crew still managed to notch up a couple of wins, BZ. She was also used by the RN for both the J Cup, hosted by the Royal Torbay Yacht Club and Dartmouth Royal Regatta, with predominantly novice crews producing very credible race results and ensuring that the RN and RNSA were represented at both these classic South Coast Regattas.



Francis Douglas leading the way in *Seahorse*

Notwithstanding the ever increasing support to Service Sailing, the Branch has continued to run a full diary of events including Single Handed and Offshore Races, Bosun Dinghy series and Cruising Meets. The Single Handed Series in particular remains the most popular event in Plymouth. With over 30 boats regularly turning up on the start line; we all thank Francis Douglas for his unbounded enthusiasm and herculean efforts and wish him well as he steps down from the Committee to sail further afield next season whilst welcoming Neil Moffatt as the new Single Handed Secretary. Another first this year was the inclusion of a RNSA sponsored and run singlehanded race in Plymouth Regatta - I am very happy to report that the Branch

Chairman, yours truly, narrowly beat some stiff competition in his Sun Fast 32, Amazon, to take first place by 30 seconds on corrected time over the challenging 28 mile course.

Finally may I personally thank the Committee and all volunteers for their efforts throughout the 2017 season to ensure that RNSA remains at the forefront of water borne activity in the West Country whilst continuing to promote and support Service Sailing.

PORTSMOUTH BRANCH - *David Wright*



The Portsmouth Branch committee has delivered the advertised programme over the summer. There have been the usual dinghy races run with the RNSC at Whale Island, racing in the Solent and Hayden's popular cursing programme venturing across our area. However, your local branch needs you!

Short notice job changes mean that most of our serving committee members are looking for replacements. We are looking for volunteers to service as dinghy rep and branch secretary and so far, have been unable to find any offers. The committee contact details are all on the branch page of the RNSA website. Additionally, I am only the Acting Branch Captain covering the post since Capt

Chris Hodgkinson's short notice departure. Like my fellow committee members, I am being moved out of the area – so the Branch Captain is also looking for a relief!

If you think you can help, please get in touch

We look forward to seeing as many of the branch as possible at our prize giving and AGM on 29 Nov, at the Hornet Sailing Club. Details will be on the website and emailed to all registered Branch members shortly.

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THAMES BRANCH - Chris Thompson

The TVB season began in May with a fully-subscribed lunch at the Beetle and Wedge in Moultsford. A number of RNSA boats attended, one a beautiful classic open launch which, in the best traditions of the Association, had continued to the destination through a heavy rainstorm: thankfully her crew soon dried out! The weather did improve and we ate in the conservatory, overlooking the river, where the ambiance was delightful and the food and service excellent. The next chance to meet up was in July at the Thames Traditional Boat Festival in Henley-on-Thames. This event is now firmly re-established and offers not just classic boats but also classic vehicles of all sorts, including an amphibious element, plus lots of retail and gastronomic opportunities. The weather was poor, but we enjoyed a very pleasant lunch in the "Friends" enclosure in the company of the members of a number of other local boating groups. Perhaps the amphibious element of the Rally inspired to our next event, the charter of the Windsor Duck, an enormous yellow amphibious bus which does tours of the river at Windsor. Lunch at the Waterman's Arms, a traditional pub in Eton, followed the tour and a qucracking good time was had by all. Our final event of the year will be our AGM and lunch to be held at the **Ferry in Cookham** on Saturday 21 October, Trafalgar Day when, obviously, a toast to the Immortal Memory will be drunk!



Membership Cards

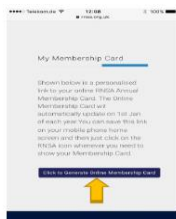
To keep progress with emerging technology we are always striving to enhance the RNSA Website for members benefit. One of the initiatives was to allow members to save an Online Membership Card to your iPhone. This has the benefit that the current year is displayed rather than the hard copy membership card where the year you joined the Association is typed. If asked you can prove you are a fully paid up member of the Association by showing it on your phone and the date will change each year. We elected to use a calendar year for these electronic cards rather than February to February to tie in with the month the subscriptions are taken. Every membership profile now has a tag named **Mem Card** under the photograph box in the top right hand corner of the page. Click onto the tab and you will see the electronic card.

How is this done: Members need to login to their profile and click the top tab 'My Details' followed by the sub-tab 'My Membership Card'. There is a useful guide written by Clive Woodman on this page which is copied for your convenience. Please give it a go - it is simpler than it looks.



Saving Your Online Membership Card to your iPhone

Step 1
On your iPhone browser, go to the **My Details/My Membership Card** page, and tap on the **Generate Membership Card** button.



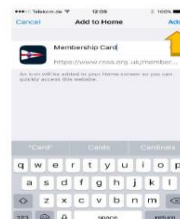
Step 2
When the card appears tap on the **Send** icon at the bottom of the screen.



Step 3
Tap on the **Add to Home Screen** icon which appears in the popup window



Step 4
Tap on the **Add** icon at the top RH corner of the screen



Step 5
To access your card in future tap on the **RNSA** icon on your phone Home screen

