



THE ROYAL ENGINEER YACHT CLUB

FOUNDED 1846

RULES 2019

(Draft as at 29 March)

DATA PROTECTION

Membership of the REYC and acceptance of these Rules by the Member will be deemed to constitute consent to holding their relevant personal data for the purposes of the General Data Protection Regulation 2018.

A Charitable Incorporated Organisation registered in England and Wales.
Number 1178311

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CHARACTER OF THE REYC

This section is included as an introduction to the Club and these Rules.

History

The Royal Engineer Boat Club was formed in 1846 at Chatham “to encourage sailing and boating among the officers of the Corps”. It became the Royal Engineer Yacht Club in 1864. The Club sponsored and owned both sailing yachts and sculls for racing and recreation. After the Club yacht Fulmar came second in the first Ocean (Fastnet) Race, her crew were founding members of the Royal Ocean Racing Club (RORC), and Ilex won the second Race in 1926. In 1945 the REYC Germany Branch was formed in Stickenhorn harbour, Kiel for Baltic sailing, with the British Kiel Yacht Club, also formed in 1945, relocating there in 1951. The rowers broke away in 1950 and became the Royal Engineer Rowing Club. In 1947 the Army recognised sailing as an official sport and the Army Sailing Association (ASA) was set up to control it. In 1963 the Corps of Royal Engineers (Corps) and the REYC formed the Royal Engineer Sailing Association (RESA), open to all ranks, with complementary objects and affiliated to the ASA. The RESA became responsible for Corps Sailing as an Army sport in 1980. This arrangement continued until 1992 when the REYC assumed responsibility for all aspects of Corps Sailing, the RESA was disbanded and the REYC was opened to all ranks. The first volume of the Club history was written by Maj Gen Sir Gerald Duke KBE, CB, DSO in 1982.

Ethos

The function of the REYC is to facilitate sailing and seamanship as a means of promoting the efficiency of the armed forces, especially in the Corps of Royal Engineers. The Club does this by providing sailing boats, equipment and facilities, and sponsoring activities, thereby developing Royal Engineer team spirit and esprit de corps for those serving in the Sappers. Members who are retired from active service or are Associate Members support the Club by taking part in its activities as like-minded people who enjoy marine pursuits, contributing knowledge, experience and continuity, and financially. Older Members' organisational and practical skills benefit younger, less experienced members, and those who use the Club's boats and equipment help to maintain the fleet in good condition.

The Club has always been at the fore-front of skills training and has raced enthusiastically, inshore and offshore. We are probably the only club to enter a yacht in every Fastnet Race. Members are helped and encouraged to develop their skills to instructor and examiner level under Royal Yachting Association (RYA), ASA and British

Kite -Sports Association (BKSA) schemes. Corps yacht, dinghy and board sailors have a fine record competing in Service regattas, as well as civilian events. The Club organises its own Adventurous Training, and strongly support blue water Service sailing expeditions. In addition, a quarter of our members' own yachts which race and cruise extensively round the UK, Europe and even around the world.

Traditions

Our Patron since 1952 is HRH Prince Philip, The Duke of Edinburgh, KG, KT, OM, GBE, AC, QSO, PC. The Club sends loyal greetings at the time of the Annual Dinner.

We are one of few yacht clubs privileged to wear an undefaced Blue Ensign by permission of a Warrant first received in 1872, and the oldest and only Army yacht club to do so.

The Club holds an Annual General Meeting and a formal Dinner which has normally been held in the Royal Engineer Headquarter Mess, open to all members and their guests with official guests from other clubs and organisations. The Club Grace, and the Club annual prizes and awards, are recorded in the Annexes. Other less formal events are the Lymington Meet in the Solent and the Mary Cup on the River Medway. A long-standing fixture is the Ilex Trophy match against the Royal Navy, racing yachts, dinghies and boards for a silver model of the original Ilex. There are a number of arrangements with other Clubs including, in some cases, honorary membership for certain club officials during their tenure; details are recorded in the Annexes. The Year Book is sent to all Members and, with the Website, keeps them in touch with activities.

Service Sailing Organizations

The REYC as an ASA affiliated Club is represented on its Council by the Commodore who provides an annual report on Club activity. The ASA is appointed by the Army Board through the Army Sport Control Board (ASCB) as the authority, advisor and coordinator for all sailing matters. The Club thus receives advice, guidance and support from the ASA including access to grants and sponsorship, use of its training facilities and the award of formal qualifications, participation in Army sailing events, and Club membership of the RYA (the national sailing authority) with associated benefits. The ASA also acts as the voice of Army sailing with the other Services, the Ministry of Defence and civilian sailing bodies; eg RYA and RORC.

The Association of Service Yacht Clubs (ASYC) acts in a similar manner to the ASA at the Services level, reporting to the UK Armed Forces Sports Board (AFSB). The AFSB

reviews at regular intervals the status of sports in the Armed Forces, the duty status of personnel participating and the eligibility to public funding for individual sports within the Services. ASA affiliated clubs are represented on the ASYC Council by the ASA Flag Officers.

The REYC is an RE Sports Committee responsible for inshore and offshore sailing in accordance with RE Sports Policy. Annual reports are required by the designated RE Board from which grants and other support may be obtained.

REYC boats are also available for charter through reciprocal arrangements to Royal Naval Sailing Association (RNSA), ASA and Royal Air Force Sailing Association (RAFSA) affiliated club members.

REYC RULES 2019

PREAMBLE

1. These Rules are made by the Trustees in accordance with Clause 26 of the Constitution for the proper conduct and management of the Club. If circumstances arise when interpretation is inconsistent with the Constitution, the Constitution shall prevail.
2. The purpose of the Rules is to provide direction and guidance to the Main Committee on how the Club is to deliver its Object, and thereby give visibility to Members. The Rules and any other regulations authorised by them shall be binding on all Members. The Main Committee will maintain Policies and Procedures in support of these Rules.
3. References to Clauses in these Rules are references to the Constitution. Reference to Full Members is to those at Clause 9. (1) as distinct from other categories of membership authorised by these Rules.
4. It shall be the practice of the Club that any new or amended Rules, changes to the Yacht fleet and major expenditure be brought to the attention of Members at a General Meeting.

ORGANISATION

ELECTED TRUSTEES

5. The eligibility for Elected Charity Trustees who are appointed in accordance with the Constitution by voting Members at an Annual General Meeting shall be:
 - a. Two Trustees who are Full Members of the Club who should previously have served as Flag Officers and be experienced sailors.
 - b. One further Trustee

FLAG OFFICERS

6. The Principal Flag Officers shall be the Commodore, Vice Commodore, and three Rear Commodores (Inshore, Offshore and Regions). Additional Branch Rear Commodores may be appointed for management of REYC affairs in the

UK and overseas, if such Branches are of sufficient standing to justify a flag appointment. Normally only serving senior Full Members of the REYC are eligible for election, with the exception of the Rear Commodore (Regions), who will normally be a retired Regular Army Full Member of the REYC.

7. All Principal Flag Officers shall be elected at an ordinary General Meeting of the REYC, normally the Annual General Meeting. Those for overseas shall be confirmed by an Ordinary General Meeting of the REYC on nomination by the Branch concerned. They shall normally hold office for three years.
8. In the event of the Commodore or Vice Commodore retiring from the Regular Army or resigning before expiry of their tenure of office, the Trustees shall co-opt a replacement until the next General Meeting, when a new election shall take place. In the event of a Rear Commodore retiring from the Army or resigning before expiry of their tenure of office, the Commodore may co-opt a replacement until the next General Meeting, when a new election shall take place.
9. **Honorary Rear Commodores.** In addition, six Honorary Rear Commodores of the Club may be nominated at the discretion of the Trustees for election at an Annual General Meeting. The Honorary Rear Commodores will be elected for a period of five years. They may be re-elected for a further term of five years. All Members of the Club are eligible for election as Honorary Rear Commodores. The criteria for election shall be distinguished service to the Club and willingness to give advice and guidance to the Club on request. Honorary Rear Commodores may resign their appointment at any time during their tenure.

DELEGATED MATTERS

10. Under Clause 18, responsibility for day to day management of the Club is delegated to the Main Committee. This is to be in accordance with law, MoD regulations, best practice (eg Maritime and Coastguard Agency (MCA) and RYA) and these Rules. Particular matters that shall be addressed on behalf of the Trustees are:
 - a. Use, inspection and maintenance of Club and any loan boats and equipment, including charters and Club moorings.

- b. Management of risks, health and safety. Any incidents notifiable to authorities or which may impact on the Club's reputation are to be reported to the Trustees immediately and investigated as necessary.
 - c. Financial plan, annual budget, accounts, financial controls, asset register and insurance.
 - d. Programme of events, training and development.
 - e. Capital investment programme.
 - f. Management policies (reviewed annually).
 - g. Annual awards and prizes.
 - h. Club records and archives.
11. The Main Committee may incur expenditure on behalf of the Trustees for current expenses and maintenance of Club assets. They may also incur new capital expenditure up to the approved budget for the year. The Main Committee is not empowered to buy or sell Club yachts unless previously approved by a General Meeting of the Club.

MAIN COMMITTEE

12. The Main Committee is to comprise:
- a. The Principal Flag Officers
 - b. The Honorary Secretary
 - c. The Honorary Treasurer
 - d. The Membership Secretary
 - e. Two non-commissioned Full Members
 - f. Information and Communications Officer
 - g. Others co-opted at the discretion of the Commodore
13. The Chairman shall be the Commodore or in his absence the Vice Commodore. The Chairman shall have a casting vote. If neither is present 30 minutes after the appointed time, the meeting shall be rescheduled.
14. All members of the Main Committee shall be Full Members of the REYC. All

shall normally be serving members of the Corps. The Main Committee may co-opt additional committee members to represent particular aspects of Corps sailing. The appointment of other REYC Main Committee members shall be subject to endorsement at a General Meeting.

15. Flag Officers may be represented in Committee, but those representatives may only vote in accordance with the Flag Officers' instructions.
16. A quorum shall consist of five persons of whom four must have either been elected, or whose appointment has been endorsed, at the appropriate General Meeting.
17. The Main Committee shall provide notice of its meetings and agenda in advance to the Trustees and Honorary Rear Commodores. Honorary Rear Commodores may be in attendance at their own request or by invitation. The acts and proceedings of the meetings shall be brought to the attention of Trustees and Honorary Rear Commodores as soon as reasonably practicable.
18. Meetings of the REYC Main Committee shall be called at least three times a year.
19. The Main Committee may be supported when appropriate by specific sub-committees.

BRANCHES

20. Members of the REYC may, with the approval of the Main Committee, form a Branch of the Club in any District, Garrison or Station in the UK or overseas. The affairs of the Branch should be organised by a Committee to consist of a Branch Captain, a Secretary, a Treasurer and such other members as shall be desirable, and managed in a similar manner to the Main Committee; e.g. meetings, etc. The Branch is to be overseen by a Principal Flag Officer, normally Rear Commodore (Regions). At least one Committee member should be a serving soldier; the other Committee Members are to be Full or Associate Members of the Club.
21. REYC Branches may manage Club boats, equipment and other assets on behalf of the Main Committee. Branch accounts shall form part of the Club finances.
22. If a Branch of the Club is to be closed down, recommendations for the distribution or disposal of any Club assets and of the Branch records shall be agreed by the REYC Main Committee and approved by the Trustees.

MEMBERSHIP

23. In addition to Full Membership, non-voting categories are available under Clause 9 (6), as described below.
24. **Associate Membership** is available to those ineligible for Full Membership but who are closely associated with the Club, support its Objects and Functions and whose application is supported by two Full Members. Those who may apply include:
- a. Serving or retired officers and soldiers of other Arms and Services.
 - b. Civilians who are closely associated with the Corps of Royal Engineers and the Club.
 - c. Part-owner(s) of a boat which is part-owned by an REYC Full Member. When that partnership ceases, Associate Membership also ceases.
 - d. Family of a Full Member, over the age of 18.
25. **Reciprocal Membership.** Any member of another Service Yacht Club, including RNSA, ASA, RAFSA and the other Army Yacht Clubs is considered to be a Reciprocal Member of the REYC. On establishing proof of membership of one of these Clubs, Reciprocal Members may use REYC boats and equipment at the discretion of the appropriate Rear Commodore at the relevant rates payable. Reciprocal Members have no other Club privileges.
26. **Honorary Membership.** Honorary Membership may be conferred upon anybody for special services to the Club. There is no automatic entitlement to Honorary Membership Status. Nominations are not limited by age, status within the Club or status within the Corps of Royal Engineers. Nominations are to be made in writing to the Main Committee, which, in turn, will present those considered worthy of election to the next AGM.
27. Membership is not transferable.
28. **Termination of membership.** Clause 9.(4) of the Constitution shall apply to all categories of Membership.
29. **Application and Approval.** Any person who is eligible for membership may apply in the appropriate form to the Membership Secretary, who is authorised by the Main Committee to approve such applications providing they meet the

appropriate criteria. Exceptions will be referred to the Board of Trustees for a decision.

SUBSCRIPTIONS

30. Full and Associate Members will pay an annual subscription. There will be two rates; a lesser one for those who are serving and a higher one for those who are not. Subscription rates will be reviewed annually by the Main Committee and form part of the annual budget.
31. Honorary Members pay no subscription.
32. Reciprocal Members will pay no subscription but will pay a higher charter rate for use of Club boats and equipment as specified by the Main Committee.
33. All subscriptions are due annually on 1 February and are to be paid by Direct Debit. A member elected between 1 January and 31 August shall pay an initial subscription for that season. Hulls Fund donations are collected with subscriptions.

PRIVILEGES

34. Members have the following privileges:

<i>Membership Privilege</i>	<i>Full</i>	<i>Associate</i>	<i>Honorary</i>	<i>Reciprocal</i>
<i>ASA/RYA Umbrella Agreement</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>	<i>No</i>
<i>Vote at General Meetings</i>	<i>Yes</i>	<i>No</i>	<i>No</i>	<i>No</i>
<i>Yearbook & Newsletters</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>
<i>Club Facilities</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
<i>Lower Boat Charter Rate</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>	<i>No</i>
<i>Blue Ensign</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>
<i>Club Moorings</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>
<i>Attendance at the Annual Dinner</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>

Allocation when shortage exists is in order Full, Associate, Honorary and Reciprocal, with those serving having priority within these categories.

FINANCE

35. The Club's finances including insurance shall be the responsibility of the Vice Commodore. He will be assisted by the Honorary Treasurer who is authorized to deputize on Club financial matters. Where deemed necessary, subordinate accounts may be delegated to Rear Commodores for activities for which they are responsible with further delegation to nominated Branch representatives where appropriate. When authorised, subordinate accounts are to be managed in accordance with the policy prescribed by the Vice Commodore.
36. All accounts are to be maintained in accordance with Clause 25(1).
37. The Vice Commodore is to chair the Finance Sub-Committee. It is to meet at least annually. In addition to the Chairman, the Finance Sub-Committee shall consist of representatives of all Rear Commodores and Branches where appropriate, and the Honorary Treasurer shall be the Secretary. Records of financial decisions made shall be recorded in writing.
38. The Finance Sub-Committee is to produce and maintain a 12 year financial plan detailing the Club's projected income and expenditure. It will prepare an annual budget recommendation and financial management framework setting out financial controls and delegations. The financial plan, budget, management framework and Asset Register are to be agreed by the Main Committee prior to presentation to the Board of Trustees for approval before the commencement of each accounting year.
39. Accountancy services and annual audit arrangements for REYC accounts will be provided by the Corps Treasurer. In accordance with RE Charities policy, the Trustees delegate day-to-day operation of the accounts to the Corps Treasurer, with the Corps Colonel and Corps Secretary as additional account signatories. The Commodore, Vice Commodore, Rear Commodores and nominated Branch representatives may authorise expenditure within their respective budgets and delegations, with transactions effected by the Club's nominated Treasurers.
40. The Club accounts are to be subject to independent examination or audit annually as at 31 December. The resulting statement of accounts and the Trustee's annual report are to be presented to the next following Annual General Meeting.
41. **The Hulls Fund.** The Hulls Fund is a Restricted Fund for the Club's equipment replacement programme. Income to this fund comes from the following

sources:

- a. **Members' Donations.** All Club members are encouraged to donate to the Hulls Fund. Hulls Fund donations will be collected annually.
 - b. **Charter Fees.** A percentage, to be set annually, of all charter fees is to be passed back annually to the Hulls Fund.
42. **Sub-Account Net Income.** In closing down the REYC Sub-accounts each year, the Sub-Account is to transfer all funds less a float for the next season to the REYC Main Account. The value of the float is to be approved by the Board of Trustees.
43. **Charges.** Charges for charters, ensign permits and other benefits will be reviewed annually by the Main Committee and form part of the annual budget.
44. **Insurance.** The Vice Commodore shall review Club insurance policies annually to ensure appropriate cover is provided for all Club activities. A report, together with any recommendations, shall be agreed by the Main Committee prior to presentation to the Board of Trustees for approval. Club boats, equipment and other assets are provided solely for the use of Club Members and this is to be reflected in the insurance cover provided.

OFFSHORE ACTIVITIES

45. **Activities.** The three strands of the Club's offshore activities are Offshore and Inshore Racing, Training (including Sail Training (ST) and Adventurous Training (AT)) and Cruising. Details of these activities should be published in advance on-line and in the Year Book.
46. **Rear Commodore (Offshore).** The Rear Commodore (Offshore) is responsible for the management and coordination of the Club's Offshore activities and is appointed ex-officio the Managing Agent (MA) of the Club's yachts. The Rear Commodore (Offshore) must be qualified at least as a RYA Yachtmaster Coastal and must have completed successfully the RYA's Professional Practice and Responsibilities Course before taking over as MA. Ownership of the yachts is vested in the Club, and the MA will report to and take direction from the Commodore. The Rear Commodore (Offshore) should report on all offshore activity to the Annual General Meeting.
47. **Offshore Fleet.** The Club should aim to provide yachts for all three Offshore Activities, but the priority should be to maintain a yacht suitable for the

Fastnet Race.

48. Fleet Management.

- a. **Registration and Coding.** All Yachts purchased by the Club are to be registered on Part 1 of the UK Ship Register as Commercial Vessels and are to be coded as Small Commercial Vessels (SCV) at the time of purchase. As such, they are to be managed and maintained in accordance with the appropriate procedures and to the standards set by the MCA. Although Coded and managed as SCVs, the Club's Yachts are not to be used for commercial charters.
- b. **Chartering.** Rear Commodore (Offshore) is to provide the necessary instructions for the use and chartering of yachts. Skippers are to abide by these instructions.
- c. **Safety.** When on charter, responsibility for the safety of yachts and their crew rests with the Skipper. When Racing or Cruising, Skippers and Charterers are expected to follow RYA guidance and the relevant racing regulations, including those on Lifejackets and Lifelines. When those on board are Service Personnel on Duty the guidance given in extant Service Regulations is to be followed. In no circumstances shall the Skipper allow the maximum combined weight of Cargo and Persons, as shown on the yacht's SCV Certificate, to be exceeded.
- d. **Crew and Equipment.**
 - (1) **Racing.**
 - (a) Club yachts shall only be raced by skippers who are authorized by the Rear Commodore (Offshore) and with appropriately qualified crew. While racing, the skipper should not normally helm.
 - (b) Yachts may be manned and equipped in accordance with the Racing Rules for that particular event, but the Club's Rules for manning and for the Skipper's and crew's qualifications as set out in the Club's management policies must always be observed.
 - (2) **Charters and Adventurous Training.** When used for Charters and Adventurous Training, Club Yachts shall be manned and equipped in accordance with the SCV Certificate. Limitations for use and manning requirements are set out in the SCV Certificate and the Club's

management policies.

49. Only the Rear Commodore (Offshore) or in his absence, the Deputy Rear Commodore (Offshore), may authorise derogations from these Rules.

INSHORE ACTIVITIES

50. **Activities.** The 3 strands of Inshore Activities are Dinghy Sailing, Windsurfing and Kite Surfing. Details of these activities should be published in advance online and in the Club's Year Book.
51. **Rear Commodore (Inshore).** The Rear Commodore (Inshore) is responsible for the management and coordination of the Club's Inshore activities and for managing the Club's dinghies, and Wind and Kite-Sports equipment. The Rear Commodore (Inshore) should be an experienced sailor, preferably qualified as a RYA Dinghy or Windsurfing Instructor, and who, working with the ASA as necessary:
- a. **For dinghy sailing and windsurfing:** understands racing and the ASA and RYA's Training Schemes and policies on health and safety.
 - b. **For Kite-Surfing:** understands racing and the ASA's and the British Kite-Sports Association's training and management procedures.
 - c. Ensures that all Inshore Activities are properly organized, conducted and supervised by suitably qualified personnel.
 - d. Ensures that all sailors comply with the relevant regulations on lifejackets and buoyancy aids.
52. The Rear Commodore (Inshore) should report on all inshore activity to the Annual General Meeting.
53. **Boats and Equipment.** The Club should provide a mixture of boats and equipment to support Inshore Activities. Rear Commodore (Inshore) is responsible for:
- a. Recommending to the Main Committee any changes required to the Club's Inshore boats and equipment. The Main Committee may authorize boats and equipment purchases and disposals within its financial delegations.
 - b. Providing written procedures that cover the use, inspection and maintenance of Inshore boats and equipment.

- c. Ensuring that all Inshore boats and equipment are properly used, inspected, maintained and documented.

REGIONS ACTIVITIES

54. **Activities.** The three strands of the Club's regional activities are the Club's Branches, the Club's Regional events and the Club's Port Officers.
55. **Rear Commodore (Regions).** The Rear Commodore (Regions) is responsible for the Club's regional activities. The Rear Commodore (Regions) will normally be a long-standing retired member of the Club who knows the Club well and has a good knowledge of the wider sailing world.
56. The Club's Regional Activities will be published in advance on-line and in the Yearbook, and Rear Commodore (Regions) should report on Regional Activities to the Annual General Meeting.

INCIDENTS AND ACCIDENTS

57. Incidents or accidents during Club events or involving Club Members or those using Club boats or equipment are to be reported to the Commodore as soon as possible and normally within 48 hours via the relevant Principal Flag Officer and investigated as directed by the Commodore.
 - a. When those involved are service personnel on duty, Service Procedures, including any necessary disciplinary action, are to be followed.
 - b. In other cases, the Principal Flag Officer concerned is to ensure that the relevant civil authorities are informed as necessary, and that the Club assists them in their inquiries thereafter. As well as the Emergency Services these authorities may include the MCA, the Marine Accident Investigation Branch (MAIB), the RYA and the BKSA.
 - c. If a Club boat or other equipment is found to have been damaged as a result of negligence or carelessness, after suitable investigation by the Commodore, the Skipper, Charterer or User will normally be asked to contribute to its inspection and repair. In the case of a dispute, it will be referred to the Board of Trustees.
 - d. If the competence of qualified persons is called into question, advice should be sought from the MCA, the RYA or BKSA, or the ASA.

58. Any matter reported to a Flag Officer which might have brought or might bring the Club into disrepute, or incur significant expenditure of Club resources, is to be reported to the Commodore and, if necessary, to the Board of Trustees. The Commodore should decide how the matter should be investigated. A non-involved flag officer (including an Honorary Rear Commodore) may be asked to look into the matter and report to the Commodore recommending appropriate action. Sanctions may include restriction of club privileges or requiring a member to resign from the Club.

FLAGS

59. Members of the REYC are privileged to wear an undefaced Blue Ensign by permission of a Warrant first received from the Admiralty in 1872. The Club expects Members to respect this privilege and observe the conditions and customs of the Permit which may be obtained from the Honorary Secretary. Conditions include the obligation to maintain a valid certificate of British Registration, and having this and the Permit on board. Customs include hoisting and lowering ensigns at morning and evening colours, and flying the Club Burgee. Further guidance is in the Annexes and on the Club website.

60. The flags of the Club are a Burgee quarterly azure and argent, in the first three guns in pale, and in the fourth a lion passant gardant, all or, and the Blue Ensign of Her Majesty's Fleet. The Flag Officers are entitled to fly distinguishing flags and there is also a Special Flag which may be flown by distinguished persons to be approved at a General Meeting of the Club.

AWARDS AND CORPS COLOURS

61. Club prizes and trophies are shown in Annex C. These will be awarded annually by the Main Committee, along with Corps colours. They are normally presented at the Annual Dinner.

POLICIES AND PROCEDURES

62. The Main Committee is to maintain Club policies and procedures as required by law, the Charity Commission and other appropriate bodies. Any such policies and procedures will be reviewed by the Board of Trustees on a regular basis.

Annexes:

- A. Flags.
- B. Blue Ensign Warrant.
- C. Prizes and Trophies.
- D. Grace.
- E. Affiliations and Honorary Memberships.
- F. Policies.
- G. CIO Governance Structure (Association Model).

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ANNEX A

FLAGS

1. The flying of flags on yachts is governed by longstanding custom and tradition, and by Ministry of Defence regulations.
2. The flags of the Club are the Blue Ensign of Her Majesty's Fleet and a Burgee quarterly azure and argent, in the first three guns in pale and in the fourth a lion passant gardant all or. The Flag Officers shall be entitled to fly the following distinguishing flags; Commodore, a swallow-tailed flag displaying the same devices as the burgee; Vice- Commodore, a flag similar to that of the Commodore with one white ball in the first quarter; Rear Commodores, Additional and Honorary Rear Commodores, a flag similar to that of the Commodore with two white balls *horizontally* alongside each another in the first quarter.
3. The Burgee shall be worn at any place on the main mast, preferably at the truck, or else from the lower starboard spreader where the distinguishing flags shall also be worn. If a country courtesy flag is worn, this is inferior only to the yacht's own national ensign and shall take precedence, with these flags preferably worn on the lower port *spreader*.
4. There is also a Special Flag which may be worn by distinguished persons to be proposed by the Board of Trustees and decided by a General Meeting. The flag is rectangular, quarterly azure and argent in the first quarter 3 guns in pale and in the fourth quarter a lion passant gardant over all in fesse point a grenade all or.
5. Any Full, Associate or Honorary Member of the Club is entitled to fly the REYC burgee on any yacht or sailing dinghy of which he or she is in effective control.
6. In accordance with the Admiralty regulations any Full, Honorary or Associate Member of the Club, or group of such members of the Club, may apply for a permit to fly the Blue Ensign on any yacht with British Registration (Part 1 or Part 3), of which he or she is, or they are, the sole or part owners. All such applications must be made through the Honorary Secretary. Any permit, or Blue Ensign Admiralty Warrant, becoming no longer valid or out of date must be returned to the Honorary Secretary for cancellation or alteration.

ANNEX B

BLUE ENSIGN WARRANT

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ANNEX C

PRIZES AND TROPHIES

The Anderson Trophy (1959) The cup was presented to the REYC in memory of Lt Col E P Anderson DSO in 1959. It is awarded annually to a Club member, selected by the Main Committee, for outstanding results or services to the club.

The REYC Seamanship Trophy (1969) The trophy was established in 1969 by the Royal Engineer Sailing Association Main Committee. It is awarded annually to a serving soldier of the REYC, sailing in a Club boat or any other boat, who in the opinion of a Select Committee, put up the all-round best performance during the season in respect of racing or cruising, or care of boats.

The Brewer Trophy (1986) The trophy was presented by Maj W Brewer in January 1986. It is to be awarded annually to the REYC Member who, in the opinion of the Rear Commodore (Inshore), has produced the most consistent results throughout the year in dinghy or sail board racing.

The Blagden Trophy (1986) The trophy was presented in July 1986 by Brig P M Blagden CBE. It is to be awarded annually to a young officer (below the rank of Capt) who, in the view of a Select Committee, has been the most enthusiastic sailor of that year.

The Jardine Trophy (1990) The trophy was presented by Lt Col S Jardine OBE in January 1990. It is to be awarded annually to a junior soldier (Cpl or below) who, in the opinion of the Rear Commodore (Inshore), has contributed most in either results or general participation in dinghy sailing.

The Carlier Plate (2009) The trophy was presented by Maj Gen A N Carlier CB OBE in July 2009. It is to be awarded biennially to the skipper of the best-placed REYC yacht entered in the Fastnet Race.

The Torch Trophy (2012) The trophy was proposed by the Rear Commodore (Regions) and approved at the REYC Annual General Meeting in 2012. It is to be awarded for the best log, in the opinion of a Select Committee, for a cruise in mainly coastal (or inland) waters, with a duration of 7 days or more.

The Avalanche Trophy (2012) The trophy was proposed by the Rear Commodore (Regions) and approved at the REYC Annual General Meeting in 2012. It is to be

awarded for the best log, in the opinion of a Select Committee, for a cruise containing a passage longer than 1,000 nautical miles.

The Mary Cup (1864/1965), The Sheerness Regatta Tankard (1864) The Cutter Mary, skippered by Lt Frere, won the REYC regatta in May 1864, and the four members of the crew each received a finely engraved pewter tankard. In 1964, one of these was found in private ownership at East Malling and presented to the REYC. Accordingly, the first race for the Mary Cup was raced on the Medway following a course similar to the original race in September 1965. A matching tankard in disrepair was found that year in Wyke Regis, was repaired by the Pewterers' Guild and also presented to the REYC to be competed for in the same race. In 2015, the 50th anniversary of the Mary Cup race was celebrated with the presentation of the Sheerness Regatta 1864 Tankard originally owned by Col Jack Bucknill, first Honorary Rear Commodore of the REYC. This has been added to the trophies presented at this event.

The Ithnan Cup (1949) Awarded to the winning REYC skipper at the annual REYC Lymington Meet, this trophy is the bequest of Col J T Bucknill and named after the yacht Ithnan, which he owned. It has been competed for since the inception of the REYC Solent Meet in about 1949. Prior to the Meet settling on its present venue, it was held at Yarmouth and was at the time known as the REYC Yarmouth Meet.

The Ilex Trophy (1950) The Club, with the approval of the Corps Committee, commissioned a silver model of the Club's yacht *Ilex* which, together with a ship's bell, was presented to HMS *Ilex* at a ceremony in Portsmouth Harbour in 1937. When she was paid off at the end of the war, the model and bell went to HMS *Pembroke*, then the shore barracks at Chatham, for safe custody. In 1950, at the suggestion of the local RN Commander in Chief, it was agreed that the model would be put up as a challenge trophy for which the REYC and RNSA Chatham would compete each year on the River Medway, the types of boats to be used and other details to be decided by mutual agreement. When the RN presence at Chatham ended in 1983, the regatta moved to Portsmouth Harbour and the Solent. In the early days the competition was sailed in dinghies, changing in 1961 onwards to include yachts and in 2003 wind surfing was added. With RNSA agreement, the model is in the custody of the RE HQ Mess at Chatham, and can be seen by a generation of REYC members to whom this great yacht would otherwise be merely a name. Also in the Mess is the picture of *Ilex* rounding the Fastnet Rock in 1926, coming first in the race and winning the Fastnet Bowl.

The Fryer Cup (1952) In 1952, the trophy presented by Maj Gen W G Fryer, was awarded to the winner of the REYC Keelboat Regatta sailed at the Seaview YC in the Mermaid Class. Past winners have included medal-winning and aspirant Olympic sailors of the REYC. Bill Fryer won the trophy himself, and it is worth noting that he was Mate of the crew of Ilex in 1931, when she competed in the first Transatlantic Ocean Race. The Fryer Cup race is no longer staged as an REYC event and the trophy is in storage in the REHQ Mess.

The Carlier Trophy (1997) The Trophy was presented by Maj Gen A N Carlier CB OBE in 1997 to recognise the connection between the REYC and the Royal Lymington Yacht Club, and thereby encourage participation both afloat and ashore at the annual REYC Solent Meet. To be awarded to the winning Club in a match between the Clubs sailed during the Lymington Meet, the arrangements to be decided by mutual agreement, eg three yachts with similar racing handicaps from each Club.

The Peter Clarke Memorial Trophy, a Corps of Royal Engineers Trophy (1991) The award of the Peter Clarke Memorial Trophy is to recognise endeavour in relation to one of the sports with which the late Maj Peter Clarke was particularly associated, namely gliding, private flying, sailing, skiing and sub-aqua. One award may be made annually in each of the sports and the names recorded in the memorial book.

Anyone who has shown dedication in perfecting their own skills in the sport and assisting others to benefit as well, is eligible. Those selected may not have performed outstandingly well at the sport themselves, but will have made a contribution of an outstanding nature.

To be awarded annually to a Club Member selected by the Main Committee.

ANNEX D

GRACE

For the spirit of adventure, which takes us to sea

For the Grace of God, which brings us safely to shore

For the spirit of fellowship, which brings us together tonight

For the gift of the food we are now to eat

For these and all His mercies

God's Holy Name be praised

ANNEX E

REYC AFFILIATIONS AND HONORARY MEMBERSHIP WITH OTHER CLUBS AND ASSOCIATIONS

Affiliations

The REYC is affiliated with the following Associations and Clubs:

Army Sailing Association

Association of Service Yacht Clubs (through the Army Sailing Association)

Royal Yachting Association (through the Army Sailing Association)

East Anglian Offshore Racing Association

West Mersea Yacht Club

Honorary Membership

Honorary Membership and other facilities kindly offered to members of the REYC:

Royal Artillery Yacht Club: Commodore and Secretary are honorary members

Royal Forth Yacht Club: Members are offered temporary membership while visiting Edinburgh

Royal London Yacht Club: Flag Officers and Members are honorary members

Royal Thames Yacht Club: Flag Officers are honorary members

Salcombe Yacht Club: Flag Officers and Members are invited to consider themselves honorary members whenever they visit Salcombe

Ex-Officio Honorary Members of the REYC

	Since
Commodore Royal Artillery Yacht Club	1951
Honorary Secretary Royal Artillery Yacht Club	1951
Commodore Medway Yacht Club	1956
Honorary Secretary Medway Yacht Club	1956
Commodore Royal Air Force Yacht Club	1959
Commodore Royal Burnham Yacht Club	1962
Commodore Island Sailing Club	1962
Commodore Seaview Yacht Club	1962
Commodore West Mersea Yacht Club	1962

ANNEX F

POLICIES

The following is a list of principal policies and guidelines maintained by the Club:

- GDPR/Data Protection
- Safeguarding (Child and Vulnerable Persons' Protection)
- Boat, Inshore and Offshore, Inspection and Maintenance
- Boat, Inshore and Offshore, Operation and Safety Management (including Charter arrangements and Lifejackets/Buoyancy Aids)
- Club Moorings (including associated shore facilities)
- Flag Etiquette including Blue Ensign
- Investment
- Strategic Risk Assessment
- H&S for Adventure Training Instructors (Bosuns)

The Main Committee also follow other informal guidelines, developed over the years, but not recorded here.

ANNEX G

REYC CIO GOVERNANCE STRUCTURE (Association Model)

