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ROYAL ENGINEER YACHT CLUB OFFSHORE ANNUAL REPORT 2018

Introduction

1. Another season has passed, and 2017 has been no less busy for Offshore. Interestingly, the 2017 season has seen a slight shift away from racing towards adventurous training and courses but the general trend in participation is still positive. With the cancellation of Joint Service Adventure Sail Training Centre Courses until April 2018, the Army Sailing Association has leaned on the different service yacht clubs to provide yachts and instructors to run RYA Competent Crew and Day Skipper courses and the REYC has benefitted from this. Serving soldier usage figures are still proportionally low, so every effort will be made this year to advertise the Club's services to regiments. The plan for this year's RE Sail Training Week will be to invite COs and Group Commanders to visit and understand what the Club can offer their soldiers. Thanks to the successful conclusion of the "Trojan Project", *//ex* has had a full refit.

The Fleet

//ex

2. *//ex* has had a busy season. She was campaigned inshore with Southampton University Officer Training Corps, took part in Cowes week and was raced by the Royal Signals Yacht Club on the Fastnet. After a complete refit in 2017, the general condition of the yacht is good. During the winter refit period her wooden interior was lightly sanded and re-varnished, the electrics have been replaced with marine grade cable where possible, and 240V sockets have been installed. 12V USB sockets have also been installed in each cabin. All sails are in good condition and new sails have been obtained from one of *//ex*'s competitors, including a One Sails race main. During the refit *//ex* had her old instruments replaced with a brand new chart plotter and three new on deck instruments. All rigging is in good condition, with only the main halyards needing to be replaced. New spinnaker sheets and guys, jib sheets, main sheet pulleys and brackets were added during last year's refit.

Right Royal

3. *Right Royal* has had another good charter season. The cabin continues to be the comfort of yacht which makes her such a success with cruising charters i.e. pressurised water, temperature

controlled fridge and abundant storage. In terms of electronics, the instruments themselves are very temperamental; every charter has had issues with these and these will be replaced at the earliest opportunity. The electronic chart plotter proves to be very popular. Slight damage was done to one of the winches from a charter but parts have been replaced and all winches are fully working. With regard to instruments, the AIS has had difficulty with its range so a VHF splitter will be installed during the season, raising the height of the existing VHF aerial and therefore achieving better range.

Trojan

4. *Trojan's* had an excellent charter, AT and racing season. *Trojan's* cabin area is a good compromise between cruising and racing. It has pressurised water, spacious births and adequate storage. A new *Jabesco* toilet has been added for sailing abroad. The installed USB sockets and chart plotter have been a success and added to the popularity of her to both cruising and racing charters. *Trojan* has a huge sail loft on paper but, in reality, a lot of the sails are old and worn and some are unsuitable for racing. Tom Barker (an experienced racer and sail maker) from North Sails carried out an assessment of the sail locker which will enable Offshore to ascertain what sails can be repaired and used (for racing or cruising) and which are to be disposed of. The new B&G instrument system has been a real asset to this yacht and, provided individuals have adequate training on the system, it should remain desirable for years to come.

Hebe

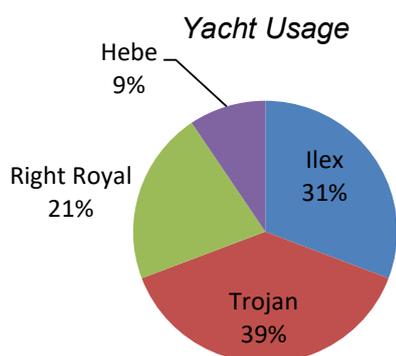
5. **Hull.** *Hebe* needs quite a lot of maintenance throughout the year with regard to stripping and varnishing. To make her more comfortable for charterers, shore power battery charger and a 240V system will be discreetly installed during the winter refit. All sails are in good condition, however, a new sail cover is required to protect the condition of the mail sail. With regard to the instruments, the echo sounder is dated but is functional. All jib sheets and furling lines are new, the furling gear has been serviced and all halyards are the new traditional three strand design.

Yacht Usage

6. The yacht usage statistics by boat and type of user (Nov 16 – Nov 17) are below (total number of person sailing days: length of charter x number of crew).

	Snr Offr (Maj +)	Offr (Capt -)	SNCO	JNCO	Spr	Non-serving members*	Total Days
Ilex	123	26	0	36	11	50	246
Trojan	87	39	9	51	34	87	307
Right Royal	54	15	0	12	0	90	171
Hebe	18	0	0	4	2	51	75
Total	282	80	9	103	47	278	799

*Non-serving members are a mixture of civilian and retired RE.



7. *Trojan* is the most popular yacht for charter, mostly for racing. *Ilex* has been used for mainly AT and then charters and *Right Royal* predominantly for charters. *Hebe* has the lowest charter figures currently, but this might be the result of her requiring a familiarisation before chartering and the fact that she is not yet well known. The highest charterers are senior officers (Maj and above) and civilian members (which are likely to be a mix of retired RE and civilians). This illustrates a continuing trend and there is still more work to be done on attracting junior officers and ranks to the Club.

Racing

8. **RORC Easter Challenge.** Both *Ilex* and *Trojan* participated in the Easter Challenge, chartered out to external users, including a team from Southampton UOTC. *Trojan*'s crew also won the prize for best dressed "in the spirit of Easter" for their bunny ears!

9. **Army Offshore Regatta (AOR).** The AOR was run 8 – 12 May 17. A Victoria 34, skippered by Sapper Joel Reeve, and *Trojan*, skippered by Corporal Adam Hearn, took part. Although the Dolphin trophy once again eluded the Club, there was still a decent armful of silver for the RE crews, with Sapper Reeve receiving the award for best novice skipper.

10. **Lymington Meet.** The Club boats then took part in the Lymington annual meet. *Ilex* had an unfortunate race with a ripped sail, forcing retirement. *Trojan* had a close race in which local knowledge of the Lymington waters paid off initially, but in the end, the home team had a wet spinnaker drop and Club capitalised on it taking the win. It was another fun regatta followed by a fantastic "off the water" social.

11. **Round the Island.** The Round the Island race took place on 1 Jul 17. *Ilex* had a good start, with some competitive racing, but struggled on the final beat. She placed 22nd out of 144 in IRC Group 3. *Trojan* was skippered by Leigh Jackson (former VCdre) and placed 92nd out of 142 in IRC Division 2B. *Hebe* had a fantastic race even though the crew blew the outhaul and kicker in the last six minutes before the race start. She was able to go into shallower waters and pick up an inshore current, and, even though struggling with not having a spinnaker, with use of the boat hook to pole out the jib, not too much ground was lost. She won her class overall and received a beautiful trophy. First out of one with a corrected time of 10hrs 34min 25seconds!

12. **Services Offshore Regatta (SOR).** The Services Offshore Regatta saw *Trojan* being raced by the Army crew with a crew of mixed-capbadge bosuns and the REYC Racing Secretary (Major Murray Smith) on *Ilex* giving *Trojan* a close run for her money. In fact, before gear failure forced *Ilex* to retire (the wind was blowing 25 knots, gusting 32), there was a real chance that the Army team might have come second to 'Team Bosun'!

13. **Fastnet.** The Fastnet race took place over 6 – 10 Aug 17. With his usual canny skill, Murray Smith managed to gain an entry for the REYC (the 340 places were filled in five minutes). This makes the REYC still the only club to have entered every Fastnet Race since its inauguration in 1925. *Trojan* was skippered by Corporal Hearn in what turned out to be a typically shifty and light winded race. In the end bold calls were required and the other services boats had been luckier (and skilful) so *Trojan* didn't finish as far up the fleet as the crew had hoped for. It was still an excellent example of a well sailed race and hard-working crew. For a full report on the race, Leigh Jackson has written an article for Sapper Magazine.

14. **Ilex Trophy.** The Ilex Trophy race against the Royal Navy normally takes place in September but has been delayed until April 2018.

15. A big thank you to Murray Smith for his tireless work to keep the Club competing in worthwhile competitions.

Property and Inventory Values

16. The REYC (Main) report covers property (hull) values. The REYC(O) inventory audit and valuation are covered in the board of officers' (BoO) report dated 17 Oct 18. A summary of values are below and more details are at Enclosure 1:

Ser (a)	Detail (b)	Ilex (c)	R Royal (d)	Hebe (e)	Trojan (f)	Misc (g)	Totals (h)
1	Cost on purchase (£)	£7,291.79	£6,481.61	£4,101.42	£5,490.26	£9,724.17	£33,089.25
2	Replacement cost (£)	£8,170.83	£7,250.98	£5,237.39	£8,512.01	£9,814.17	£38,985.38
3	Current (written-down) value (£)	£1,283.17	£1,590.17	£1,093.50	£3,890.94	£7,282.96	£15,140.72

17. In addition, to the North Sails expert inspecting *Trojan's* sails, the RC(O) and James Anderson conditioned a number of additional items in the sail loft.

Finance

18. **General.** The Offshore accounts were closed down as at 31 Jan 18 by the Treasurer and audited in Mar 18. 22 Engr Regt RAO remains the accountant for the Offshore account (at least until the change in governance later this year).

19. **Summary of Income and Expenditure.** A summary of Offshore's overall income over expenditure for the last three years is below as well as each yacht's for the 2017/18 season.

Ser (a)	Trading Year (b)	Income (£) (c)	Expenditure (£) (d)	Surplus/Deficit (£) (e)
1	15/16	31,370.62	29,728.68	1,641.94
2	16/17	51,292.17	51,197.74	94.43
3	17/18	54,200.61	54,200.41	0.00 ¹

Overall Offshore income and expenditure

Ser (a)	Yacht (b)	15/16 (£) (c)	16/17 (£) (d)	17/18 (£) (e)
1	Ilex	-4,163.82	-8,021.17	8,040.70
2	Ragna	-2,999.43	-	-
3	Right Royal	41.71	3,319.24	4,462.07
4	Hebe	-3,387.08	-1,943.45	-3,330.49
5	Trojan	-1,044.82	-5,322.93	-4,213.64

Individual yacht income and expenditure

The hulls contribution is broadly in line with last year and there has been a £1,177 surplus returned to the main account. The purchase of *Trojan* and refurbishment of *Ilex* were under budget (approx. £11,000 less than the £130,000 planned). *Right Royal* is the only hull with a higher income than expenditure, but taking into account the grants for *Ilex*, *Ilex* still cost the Club considerably less this

¹ The income/expenditure figure is zero because the profit of £1,177.20 was transferred back to REYC(M) on 25 Jan 18.

year compared to the last. *Trojan* remains the most expensive yacht to run, which is no surprise as she is the main racing yacht. *Hebe* cost slightly more than last year to run (an increase of £1,400), probably due to her replacement engine and her low charter fee.

Documentation update

20. **Documents.** James Anderson has spent the last six months updating and harmonising all the yachts' documents in preparation for the change of governance. Some documents are still to be found but the aim is to minimise the number of documents which need to be changed twice.

21. **Insurance.** Having received direction from the Owning Trustees we will also be renegotiating the yachts' insurance policies.

Hull Review

22. RC(O) has produced a Hull Assessment Paper which lays out the statistics from the existing fleet. It stops short of recommending options, which will be worked through later in 2018. These CoAs will be pushed to members in advance of AGM 2019² with a view to voting on a decision.

Forecast of Events

23. Offshore attempted to bring the RE Sail Training Week forward to April in order to increase opportunities for participants to take up the racing and cruising opportunities which happen May – July, however, due to a lack of JSASTC sail training craft, the week will once again be in July. The aim will be to move the date permanently to April.

24. The table below shows key events and dates:

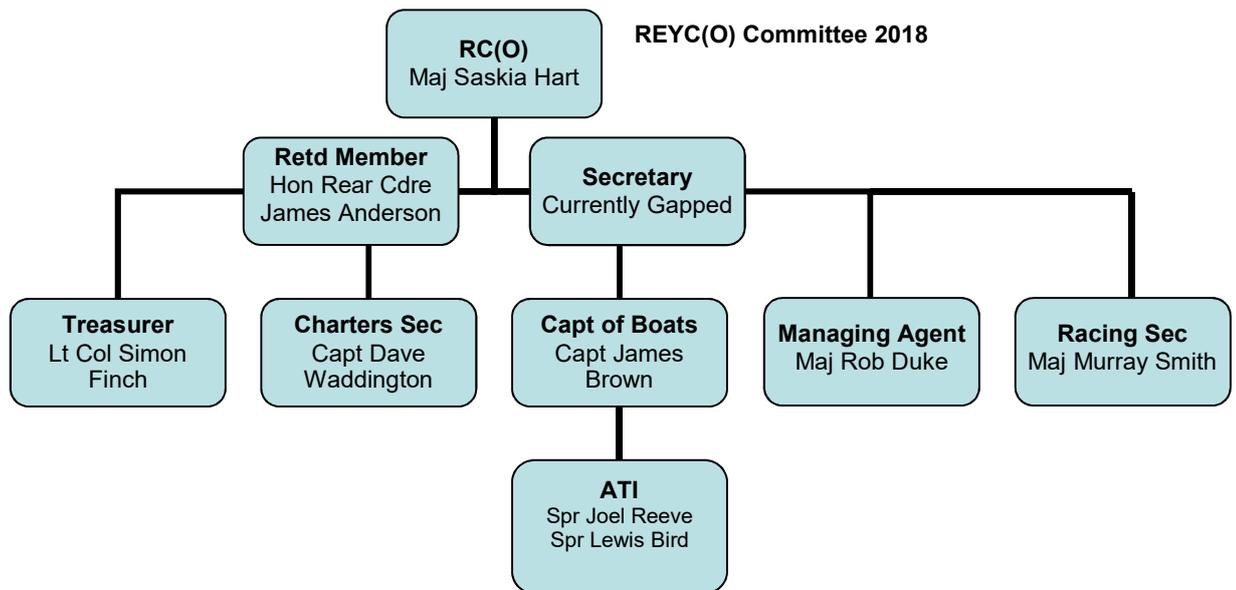
Ser	Dates	Event
1	30 Mar – 1 Apr	RORC Easter Challenge, Cowes
2	21 - 22 Apr	Ilex Trophy
3	14 – 18 May	Army Offshore Regatta
4	19 May	Lymington Meet
5	19 - 23 Jun	Joint Services Offshore Regatta
6	7 Jul	Round the Island
7	16 – 21 Jul	Volvo Cork Week (Beaufort Cup)
8	23 – 27 Jul	RE Sail Training Week
9	4 – 11 Aug	Cowes Week

25. **Ex TIGER PACIFIC LONGBOW.** This year-long, ASA sponsored expedition started in Sep 17 and the Sapper leg departed Hawaii in Jan 18, taking five weeks to sail to Vancouver. Murray Smith was the project officer and has coordinated the RE contribution. 12 RE individuals took part, most of which were sappers and lance corporals.

²² The 12 Year Budget Plan identifies 2020 as the next year for a "new" hull purchase.

REYC(O) Committee

26. Corporal Hearn has now been assigned out of the bosun role, leaving Sappers Lewis and Reeve. With Captain of Boats on operational tour, the management of the ATIs and yachts has been slightly disjointed, but workable. RC(O) is keeping an eye out for a replacement Captain of Boats (Captain James Brown is assigned to Catterick in Jul 18) and an Offshore Secretary to share some of the administration and take some of the weight off the retired committee member.



Summary

27. The main achievement of last year has been Colonel Gavin Hatcher's (former RC(O)) successful conclusion of the "Trojan Project", which also financed *Ilex's* full refit, all to time and considerably under budget. Next year's main focus for Offshore will be the preparation of the division for the proposed change in governance, involving the continuing documentation review and updates. In addition, the boats will be prepared for the 2018/19 season and a replacement for Corporal Hearn will be identified. This is a non-Fastnet year, which means there are more time and resources available to concentrate on attracting young officers and soldiers to the water, particularly focussing on southern-based Regiments. And finally, thanks must go to those who have made this such a successful year, namely, James Anderson, Major Rob Duke, Captain James Brown, Corporal Adam Hearn, Sapper Joel Reeve and Sapper Lewis Bird.

S J HART
Major
Rear Commodore (Offshore)
Royal Engineer Yacht Club