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ROYAL ENGINEER YACHT CLUB MAIN COMMITTEE MEETING – OFFSHORE REPORT

Introduction

1. There has been continued interest from affiliated sailing clubs in chartering the REYC's boats and the Club has continued to offer what few other service clubs can; a completely varied fleet for all types of sailing activity. The highlight was winning the Army Offshore Regatta (AOR) with strong performances from Trojan and REYC skippers. Once again, participation in Cork Week showed off Trojan's ability in light airs and, with 11 Sappers taking part in Ex PACIFIC LONGBOW, the reach of the REYC was significant. Another successful RE Sail Training Week (for which demand was actually greater than supply) took place in July, introducing novices to the discipline and hopefully inspiring future skippers to do more with the Club. In 2019, the aspiration is for at least one boat to take part in the Fastnet to continue the – as yet – unbroken record of taking part every year since 1925 and to run another successful RE STW with more Commanding Officers visiting their regimental crews on the planned VIP day.

The Fleet

2. **Yacht Maintenance.** The two bosuns and Captain of Boats have worked tirelessly to keep all four boats on the water over what has been a busy charter season. Careful balancing of repair work and materiel sourcing has been key to this and means we can look forward to 2019 without major concern for the hulls or finances. In summary:

a. **Ilex.** "Ilex" is now finally registered as such and is no longer 'Ilex of Upnor', thus retrieving the Club's ownership of that name. She has had a steady season, proving herself once again as an excellent training vessel because of her reliability in most weather conditions and her tiller. Her refit in 2016 has held up well and ingress of water through her loose toe rails has been largely resolved by a thorough repair by the bosuns. Her rigging is in good condition and her halyards have been replaced, as have spinnaker sheets, guys and jib sheets. She has had a House Battery added, which doubles the original capacity to match her increased domestic load. Her sails are in good condition and there has been a recent purchase of second-hand Dacron main sails which should keep her going for a few years.

b. **Right Royal.** Right Royal remains in good condition and continues to offer the Club a versatile sail training and cruising boat. Her charters have dropped off slightly with the arrival of Trojan, but her relative comfort, pressurized water, fridge and storage space means she remains popular. The biggest issue has been her temperamental instruments which will be replaced during the winter refit courtesy of an Army Welfare Grant. At the same time a VHF

splitter will be installed, allowing the AIS to read from the top of the mast rather than its current position in the push pit. She has a brand-new wash board which is considerably more user-friendly than the original

c. **Trojan.** Trojan’s third season with the Club sees her as the most popular hull overall. She is one of the few competitive service club racing hulls but is also suitably equipped for sail training and cruising. She has had new *B&G* instruments installed which will only make her more attractive. She will undergo minor repairs to her gel coat over the winter maintenance period, her heating system should be fixed and her hydraulic backstay will be serviced. The Army Welfare Grant donation has allowed for the purchase of a new No3 racing sail and the next significant purchase is likely to be her cruising foresail which has seen the end of its useful life.

d. **Hebe.** Hebe has continued to delight her charterers. Her gaff-rigging and lack of modern electronics give her an old-world charm which appeals to our more traditional members. The slight “modernisation” of elements of her cabin, including shore power fittings, have made her more comfortable for cruising without spoiling her uniqueness. Her bowsprit was damaged during the year and all charterers will now receive practical handling instruction from one of the bosuns before setting off. Repairs have been slow as the new bowsprit has had to be built by hand from scratch but she is now back in the water as good as new with a newly strengthened and varnished mast (12 layers!) and new jammers.

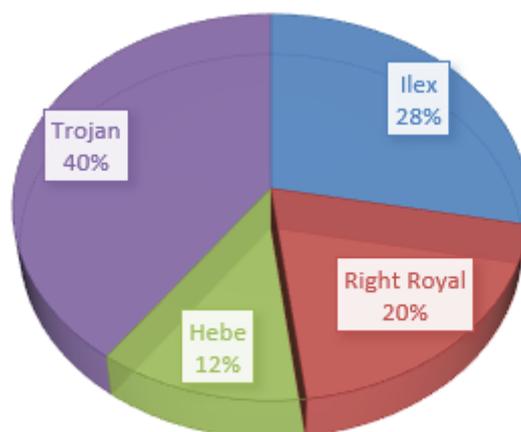
3. **Yacht Usage.** The yacht usage statistics by boat type and user (Nov 17 – Nov 18) are in the table below, showing the number of days each boat was sailed multiplied by the number of crew (‘Person Sailing Days’ [PSDs]) and broken down by rank. It also shows the average crew size.

	Snr Offr	Junior Offr	SNCO	JNCO	Spr	Retd RE and Others ¹	Total PSD	Total Days	Average Crew Size
Ilex	40	70	22	36	3	112	283	56	5
Right Royal	31	36	19	32	20	65	203	38	5
Hebe	18	30	0	0	2	72	122	33	4
Trojan	72	56	50	73	36	116	403	72	6
JS Hulls ²	56	60	72	96	124	0	408	68	5
Total	217	252	163	237	185	365	1419	267	NA

4. Usage of the current fleet has been steady over the last three years with almost the same split between the fleet. Trojan is used equally for racing, cruising and training, proving her to be a versatile hull; Ilex is used for mainly for AT, but is still popular for cruising and some racing; Right Royal offers comfortable cruising and is what she is mainly used for. Hebe remains a ‘unique selling point’ and is particularly enjoyed by retired REYC members and senior officers who want to experience a different type of sailing.

¹ Others include those such as serving or retired officers or soldiers of other Arms and Services (under reciprocal arrangement with other service yacht clubs), civilians who are closely associated with the Corps of Royal Engineers as well as family relatives of Full Members.

² Where serving RE have represented the Corps and Club on non-Club yachts such as during the ASA, or where events such as the RE Sail Training Week use additional hulls to match demand.



Proportion of usage by yacht

5. **Summary of Income and Expenditure.** A summary of each yacht's net income/expenditure for the last three years is below.

Ser (a)	Yacht (b)	16/17 (£) (c)	17/18 (£) (d)	18/19 (£) (e)
1	Ilex	-8,021.17	8,040.70	1,960.09
2	Right Royal	3,319.24	4,462.07	2,261.46
3	Hebe	-1,943.45	-3,330.49	-2,453.26
4	Trojan	-5,322.93	-4,213.64	4,767.42

Individual yacht income over expenditure

Hebe is the only hull this year with higher expenditure than income. Due to a light racing season and previous investment, Trojan did not require any major outlay. There has not been any large-scale refurbishment of the hulls except for a relatively lengthy replacement of Hebe's bowsprit and furling mechanism. A gross sum of £20,760 was returned to the Club main funds this year through careful hull and financial management.

Offshore racing

6. Although 2018 was a quieter year than most (no Fastnet and no coordinated REYC participation in the RORC Easter Regatta, Cowes Week and the Ilex Trophy), the yachts were kept busy on charters. Here is a summary of those events that did take place:

a. **Ex PACIFIC LONGBOW.** This was the first sailing event of the year, a Joint Services expedition involving Sappers on the Hawaii to Vancouver leg of the exercise, from February to March 2018. Eleven members of the Corps undertook a passage of 2400nm in the North Pacific in winter. The qualification requirement for this 'high risk and remote' leg meant that the Corps had to 'borrow' three Yachtmasters and a doctor to complete the mandatory crew requirement but it provided an excellent training opportunity in a relatively unusual part of the world. This year's Yearbook has an excellent article by Maj Tim Ives with all the detail.

b. **Army Offshore Regatta (AOR).** This year saw the club enter two boats and crews into the AOR; Trojan and STC Dosinia. Trojan competed in the IRC Division against three other boats from the RAC, RLC and REME yacht clubs, and was skippered by Sergeant Adam Hearn. Dosinia competed in the Victoria Division against six other boats from the R Sigs, AGC, RLC, AAC, REME and CSTTG, skippered by Spr Joel Reeve. It was a strong turn out from the Corps with representation from 22, 26, 24 and 32 Engr Regts as well as the RE Warfare Wing. Trojan won all four inshore races and Dosinia won one of the Victoria Division inshore races, followed by respective wins of the offshore passage race despite some

challenging racing conditions. During the hotly contested windward/leeward series, Trojan beat off their closest competition, Ajax, for another clean sweep over the three races, and Dosinia managed to win one of their races and placed second in another. The 2018 AOR proved to be extremely successful for the REYC; not only were there a lot of new faces introduced to the sport, but both crews also dominated the racing. Trojan and Dosinia won their respective series as well as numerous other accolades and the RE were crowned overall Army Champions, claiming the elusive Dolphin Trophy.

c. **Cork Week (the Beaufort Cup).** Trojan once again participated in the Beaufort Cup (an International, Inter-Service sailing regatta run alongside the bi-annual Cork Week Regatta). As well as teams from all the Irish Defence Forces, there were teams from the RNLI, the RNSA (with a visiting RN warship present in Cork all week), the PSNI, 38 (Irish) Bde, R Signals YC, REME YC, RAFSA and Warrior Sailing (a US Forces injured serviceperson's organisation). Very light airs meant for a relatively benign set of races, but a most enjoyable time was had by all, including a number of novices. Skipped by Major Lloyd Hamilton, Trojan came 9th overall in class (after seven races) - in fact, beating all the other non-Irish entries except for the RNSA on Jolly Jack Tar.

d. Thanks, as always, must go to Maj Murray Smith for organising, cajoling, backfilling and regularly advance financing entry fees to ensure that the yachts have participated in these events with appropriately qualified crews.

Adventurous Training

7. The annual RE Sail Training Week in July 2018 was a great success. It was coordinated by the Honorary Secretary, Maj Oli Donaghy, and 42 soldiers from 14 RE units gained significant value from the experience. Right Royal, Ilex and five Joint Service Sail Training Craft (STC) were used and four days' sail training were completed. Two nights were spent alongside, one at anchor and one night at sea in positively Mediterranean conditions. Skippers were given the option of completing a 60Nm overnight passage around the Isle of Wight in order to add mileage to logbooks and give their crews experience at pilotage. RE Corps Funds generously donated £30 per person against an overall cost of £50. With most units making up the delta, the personal contribution was minimal. Only one visitor (CO 33 Engr Regt) accepted the invitation to attend the exercise this year. A RIB was laid on (coordinated by Lt Col Si Finch and facilitated by the Army Sailing Association) to take him to visit his troops. Next year's RE STW will take place 24 – 28 June 2019 with three STCs and the Club's yachts. Early invitations will be sent to units to maximise participation.

Forecast of Events

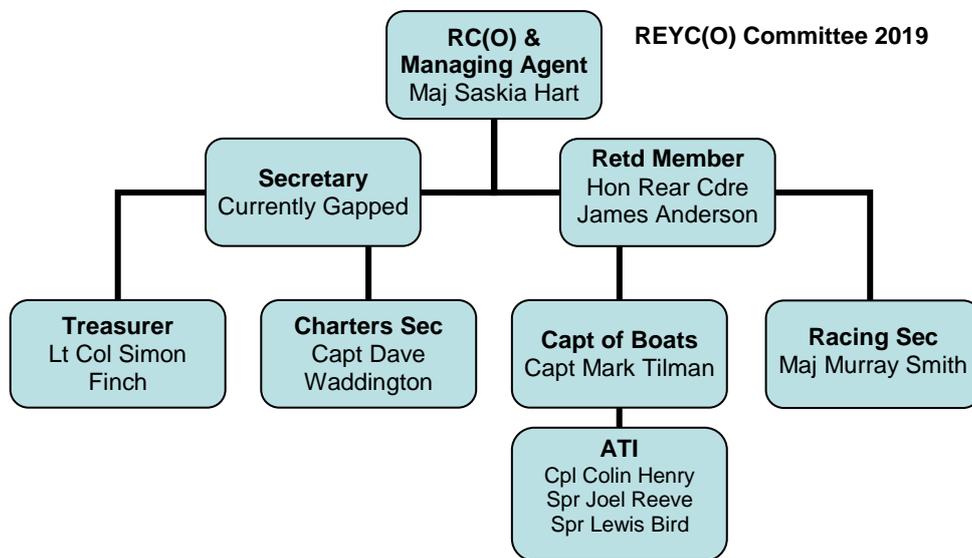
8. Offshore once again attempted to bring the RE Sail Training Week forward to April in order to increase opportunities for participants to take up the racing and cruising opportunities which happen May – July, however, due to a lack of JSASTC sail training craft, the week will still be mid-summer - in Jun 2019. The table below shows key events and dates:

Date	Event	Comment
19 – 21 Apr	RORC Easter Challenge	Cowes – Inshore racing
29 Apr – 3 May	Army Offshore Regatta	
4 May	RORC Cervantes Trophy	Cowes – Le Havre
10-12 May	REYC Lyminster Meet	'Regions' lead POC Peter Davies
8/9 Jun	Portsmouth Regatta	Inshore racing
17 – 24 Jun TBC	Services Offshore Regatta	
21 Jun	RORC Morgan Cup	Cowes – Dieppe
24 – 28 Jun	RE Sail Training Week	
29 Jun	Round The Island Race	
12 Jul	RORC Cowes-Dinard-St Malo	Cowes – St Malo

3 Aug	RORC Fastnet Race	TBC – on reserve list for Trojan & Ilex
10 – 17 Aug	Cowes Week	
TBC Sep	Mary Cup	
TBC	Ilex Trophy	

REYC(O) Committee

9. With the governance change, RC(O) has also become the Managing Agent. Corporal Henry arrived in Jan 19 and is the new senior bosun, heading up the team of Sappers Lewis Bird and Joel Reeve. Capt James Brown will be replaced by Capt Mark Tilman in Apr 19 as Captain of Boats. Offshore is currently recruiting for replacements for Sprs Bird and Reeve who will both finish work with the Club in July. There is an ongoing search for an Offshore Secretary to share some of the administration and take some of the weight off the retired committee member.



Summary

10. This year has had some excellent successes for the Club and 2019 looks to be another busy and, hopefully, equally enjoyable. The change of governance administration is almost complete (SOPs and charter contracts etc. still to be drafted!), leaving Offshore management to concentrate on the new season and recruit new members of the Committee. The Fastnet campaigners will be preparing to give Trojan (and possibly Ilex) a good run out in August and the STW already has an OIC named from 26 Engr Regt, with the VIP day promising to be a highlight of the week. We are hoping to identify a RNSA point of contact to set up the Ilex Trophy once more and planning for the Lymington Meet is well under way. As always, we will be focussing on getting more young sappers and officers out on the water – concentrating particularly on the southern-based Regiments. 36 Engr Regt has been named as the Offshore sailing regiment, so we shall be looking to them for their support too. And finally, thanks must go to those on my committee without whom running four boats and offering such a wide spectrum of activities just would not be possible. All the best and fair winds to our departing bosuns and Captain of Boats!

S J HART
Major

Rear Commodore (Offshore)
Royal Engineer Yacht Club