Welcome to the latest edition of the ICOYC Newsletter. This issue contains a succinct summary of the recent Forum discussions which clearly demonstrates the value of member clubs sharing their experiences with each other.

ICOYC Cruises provide the opportunity for all members of ICOYC Clubs to explore some of the best cruising waters in the world. Maggie Widdop’s report on the recent post-Forum Cruise highlights the rich variety of experiences offered to those taking part. These include the fantastic scenery, the comradeship, food and drink, the chance to visit hard-to-reach places and, not least, the sailing!

We have a tempting preview of the next ICOYC cruise, scheduled to take place in October of this year. Cruising the waters of the Chesapeake Bay, in eastern USA, it will, no doubt, provide an unparalleled chance to visit hard-to-reach places and, not least, the sailing!

As part of its continued growth and development, the ICOYC welcomes two new clubs to its ranks. Both the Long Beach Yacht Club and the Republic of Singapore Yacht Club offer the long traditions and excellent facilities that characterize ICOYC member clubs.

Remember, the next ICOYC Commodores’ Forum is being held at the Royal Danish Yacht Club in October 2016.

Best wishes
Alison Boyd
Newsletter Editor
newsletter@icoyc.org

Now, what will you DO with this?

As I write this, I am still absolutely energized by the excellent Forum hosted by the Royal New Zealand Yacht Club in Auckland. Beyond the summer climate in February, the gorgeous surroundings, and warm and welcoming people, the very active interchanges in our meetings were invigorating!

For the record, there were over 40 delegates from 23 clubs, including half the current club leaders and a dozen from general management. Imagine all of us sitting in a meeting room, with a beautiful view of the harbour, discussing issues and events, and noting that it was rare to see someone looking longingly at the boats outside. The engagement and commitment of those attending Forums is exciting!

And then I thought, what will come of all this in the next year or so? Will this level of involvement carry everybody home with the energy to turn what was learned into actions? Too often people walk away from meetings of this sort and somehow fail to follow through in the coming months. I decided the only solution available was to, at least, make the point, so it was on the minds of all. So, I began my Auckland mantra of ‘Now, what will you DO with this?’, which was said many times over the following days.

I am looking forward to hearing from Forum goers, and even those who may have missed the event, but I will take the time to review the proceedings at www.ICOYC.org. There should be some interesting tales late this year in how the Forum discussions have affected the progress of member clubs.

We are all involved in this, due to a mutual love for our sport and our clubs, with an interest in improving both for our fellow members. However, love is not enough. In order to accomplish what we aspire to, actions must support the desire. The information we develop in the ICOYC must find its way to our club leaderships in order to be of any benefit. Beyond that, the efforts we put into direct benefits need your active support in order to succeed. We have an eight-year history of the heavy lifting at the Council being provided by a few gallant people. We are now involved in enough efforts that those few can no longer do it all. Certainly, they will continue to do the heavy work, but the time has come when we must have the help of a good number of light lifters to take action in pursuit of our aims.

I appeal to you to back your belief in the Council’s goals by getting a bit more involved and enlisting some outside the ranks of Representatives to join you. At the AGM in Auckland, we announced some new initiatives that might be of interest. They were all part of effective committee actions, where any can join in with as much, or as little, support as is comfortable. In most cases, a few hours a month would be enough, but it is elemental to our success. As an example, the Interclub Activities Committee is forming a task force to develop a Youth Exchange Program, where the ICOYC will act as a facilitator and guide for clubs who would like to create such activities. Another is the commitment of Chris Carlile of the Sandringham YC to develop an interclub data exchange, providing a confidential means of ICOYC clubs exchanging a broad range of operating data, so each participating club can have a measure of performance versus the group to consider in planning. Last of all, the Communications Committee is in the process of organizing a network of club correspondents to assure that we are effectively talking with each other regularly and have a channel to allow sharing of news, events and such efficiently. Each of these efforts is intended to directly benefit our Member Clubs and their members, but needs a few light lifters to make that happen.

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So, ‘Now, what will you DO with this?’ If any of this interests you, or someone you know in your club, reach out and volunteer! Contact me or those involved. We need your help, too.

Fair seas

John McNeill
ICOYC President
Forum Summary

Introduction
The Royal New Zealand Yacht Squadron hosted the 4th ICOYC Commodores’ Forum in the middle of February in Auckland. Fifty delegates from 24 yacht clubs spent five action-packed days in the ‘City of Sails’.

A social welcome introducing Maori creeds and customs started the week off and was followed by a tour of Southern Spurs HQ, visits to the Auckland and Voyager Museums and a sail-off in a race between all attending clubs in Auckland Harbour.

While partners where looking at the finer things of life in New Zealand, such as wine tasting in Waiheke, a tour of the Gibbs Sculpture Farm and, of course, a bit of shopping, the delegates got down to the real business of the Forum, namely how to bring innovation into the running of a yacht club.

Each of the five sessions had moderators, appointed by RNZYS, to manage the discussions. Speakers for each session were recruited from the clubs attending and while introductory presentations were given, they were intended to stimulate participation in the following rounds of plenum discussions.

Summaries from each session follow and they will be posted under ‘Past Forums’ on the ICOYC website in due course.

On behalf of all delegates a big thank you goes to Commodore Andy Anderson and his team for organizing a very successful Forum. We all went back with new and innovative ideas to be implemented in our respective clubs.

President John McNeill concluded by announcing the next Forum will take place in Copenhagen and will be hosted by the Royal Danish Yacht Club at the beginning of October 2016. Details will be posted on the ICOYC website as soon as the planning takes shape.

Inge Stromp-Jepsen
Royal Hong Kong Yacht Club

Strategic Planning: How far ahead are you thinking?
This topic was arguably the cornerstone topic of the Forum. The reason being that it decides on the future direction of each of our clubs and the techniques we will adopt to achieve our individual purposes.

The topic was broken down into two halves, the first being focused on the theory of strategic planning and what it means for our club situations. President John McNeill starting off the discussion talking about what information was required to formulate our strategic plans. This included whether information should be professionally sourced, member based, qualitative versus quantitative information and how much we should be considering demographics in shaping our plans.

The second topic, led by Inge Stromp-Jepsen from RHKYC, discussed what types of people should be formulating the strategic plans and what skill sets they need. This discussion included the requirement to negate the ‘noisy type A’ types, how to counter organizational bias and whether our traditional committee structures were adequate.

Chuck Lowry from SYC then led the discussion on using the information with the right people and turning this into a plan.

Kerin Millar then discussed the need to keep the plan evolving and relevant. Kevin gave an illuminating presentation on the Royal Queensland Yacht Club and the process around the purchase, removal and reinstatement of their new building. This really illuminated the necessity to keep plans – formal or informal – dynamic enough to enable opportunities to be snatched when they arise.

The discussion really was just that, an interactive process where delegates challenged and proposed alternatives, used real-life situations and reported on their own successes and failures. All in all, a very useful discussion and one that we all took plenty from.

Steve Mair
Vice Commodore RNZYS

Finance: Is innovative financial management protecting our assets?
A panel of Mark Bovaird, Sheila Smith, Stuart Walton and Phil Smith, who had respectively been a member of the royal household, an EY international tax partner, an automotive and mining executive, and a partner in a top Boston law firm, provided lots of experience to draw on, with plenty of valued contributions from the floor. The panel also represented a good geographic spread of clubs and an even split between flag officers and management which gave good perspectives to the discussion.

It was clear that the clubs at the Forum make a valued contribution to the communities they serve. They have substantial asset bases but are generally challenged over the cost of repairs, maintenance and redevelopment.

Committee approval and delegated authority for ‘capex’ was a hot topic. At one extreme, committee approval would be required for a club to buy a coffee machine. At the other extreme, a major redevelopment project could be undertaken without a member vote. The differences were mainly driven by previous club financial management and clubs seemed to have reached a workable solution.

On the revenue side, the general consensus was that the food and beverage operations should make a positive contribution to club finances. Clubs commonly increased revenue by hosting functions beyond the circle of membership, but this was heavily influenced by the tax rules in the respective countries.

Prepaid revenue for marina, slipway or ‘pen’ licences was fairly commonly used by clubs to advance cashflow. Life memberships had also been used but were expensive when taken up by wealthy young members with a long lifespan! As you would expect, corporate sponsorship of events and corporate memberships were a key item for most clubs. Other potential revenue sources included heritage grants for clubs in historic buildings.

The response to maintaining inter-generational equity between members included: treating the depreciation expense as ‘real’, banding of member dues by age categories and joining fees in recognition of the ‘goodwill’ of an established club. To spread redevelopment costs across future generations, some clubs used member debentures or bank debt while others were prohibited from borrowing. This was a philosophical issue depending on facts and circumstances.

The finance session ran for about three hours and a full record is available on video.

Greg Knoules
Director, Yachting New Zealand
Royal New Zealand Yacht Squadron

Racing: Are clubs leading yachting’s direction, or are we simply facilitators to current trends?
With the theme of the conference ‘Innovation’, the racing session focused on how clubs deal with their race programs. In particular, on ensuring clubs were meeting their current members’ requirements, as well as looking into the future to provide the type of racing which would continue to attract good fleets.

Four excellent speakers outlined their particular country’s activities. Andy Anderson outlined the history of racing at RNZYS and reviewed the youth program in the Auckland area. Richard Chapman of the RSYC explained the focus on getting more Australian youth into keel-boat sailing. Gero Brugman of NRV outlined the steps being taken in Hamburg, and more extensively in Europe, to form a ‘championship league’ for club racing. Their objective was to simplify the racing with short races between clubs on identical four-person boats. One of the key outcomes of this was to create a ‘club’ atmosphere amongst the entire racing fraternity in Europe.

We then had a Canadian perspective from Mike Newbury of the RCYC on the steps their club was taking to promote racing. They had a focus on short-handed sailing, which was proving to be very popular, ensuring that races simply proceeded at the time published, whatever the weather, to give some certainty and predictability to the race program. One of their interesting innovations was to introduce model yacht racing in the local swimming pool.
Forum Summary (continued)

during the winter months when the club was otherwise closed and their waters frozen over. The whole idea was to keep the Club active throughout the year.

Some very interesting contributions and discussions followed. Various clubs have tried a number of different innovative events, but it seemed clear there was, also, a large focus on youth development and women’s sailing. Subscriptions were put on dinghy sailing, while others are focusing on their small keel-boat programs. A number of clubs were looking to simplify their racing fleet, leading to one-design yacht racing. Most clubs were keen to shore up their membership base by offering entry-level racing with a wide range of participants on simpler and smaller yachts to keep the sport alive, rather than time-consuming ‘Grand Prix’ events.

There was plenty of discussion on attracting youth. One club, for example, expressed how much interest and how many new members had been created by incorporating kite boarding into their club racing program.

The issue of yacht racing and the Olympics only briefly emerged at the end of the session, so it will have to await another time.

In summary, it is encouraging that one of the key themes from the session was to keep alive the ‘club’ culture.

Matthew Flynn
General Committee
Royal New Zealand Yacht Squadron

Membership: Why belong to a yacht club?

David Abercrombie, the CEO of Yachting New Zealand, one of the larger membership organizations in NZ, moderated this session.

Initially, the discussions touched on demographic changes to existing membership, recruitment of new members and retention of existing members.

Engagement, level of volunteering and how clubs communicate with their members was discussed at length before the subject of value in regards to facilities and activities was tabled and what makes being a member attractive.

On a final note, the importance of national entity affiliation and or reciprocal rights was discussed for a while.

The guest speakers from three different continents provided their knowledge and ideas to the appreciative audience.

Robert Davis, Vice Commodore of Sandringham YC pointed out that clubs are competing for leisure time and, hence, value for money is important. Therefore, clubs need to communicate their offer. He suggested member discounts for functions while still promoting great facilities, embracing families by offering free junior with senior membership and giving youth a voice, such as their own committee, social events, free boat access and recognizing new social media. Finally, Robert suggested clubs should open their doors for ‘Discover Sailing Days’ and offer flexible membership options such as ‘Crew Membership’ and ‘Day Pass Memberships’ – try before you buy!

Annette Newton, Past Commodore of the RSMYC stressed the importance of good facilities to attract new members and highlighted their new marina that is currently under construction. Taping into youth via the universities had been a good source for membership recruitment at the Royal Southern.

Paul Shield, Commodore of RYCYC, summarized that sailing programs are solid feeders to membership, and junior sailing programs, introduce sailing and racing programs, expand SUP, dinghy, kayak and keelboat offers encourage younger members to join and stay on through their intermediate years to become active members. Home ports and offshore stations ensure adult membership interest as they represent exceptional value. The clubhouse, social activities and affiliations with other major clubs worldwide all add important aspects to the overall package. Commitment to a long-term financial plan helps stabilize joining fees and help new member interest.

Staff Commodore George Dott revealed StFYC has enjoyed a relatively stable membership for the past few years. A recent survey found that racing (including over 130 regattas and six weekends at the outstation), the clubhouse, prestige of membership, social activities and the Tinline outstation all attracted members. An unsubscribed Junior Sailing Program includes after-school activities and summer sailing camps at the outstation. Recently, the impact of large teams on younger members, transitioning through college and early career, the age limit of the Junior membership category was raised. Opportunities are now being examined for a membership relocation program between clubs.

On a final note, the discussions in this session confirmed the ISAF prediction that dwindling yearly participation in the sport of sailing will be about 5 to 6 per cent.

Yacht clubs throughout the world have to renew themselves and look at new and different type of memberships to recruit and retain their membership.

Inge Stormpf-Jensen

Youth: Are they our future?

My first thought when appointed Chair of the Youth session was to define ‘youth’, so we were not too stereotypical or judgemental. For some clubs it is school children and dinghy sailing. For others, including the RNZYS, it is around the late teens through to the late 20s. I was, also, conscious of being the last session – what could we do that was new or fresh? The youth session began with us trying to define a purpose. In the opening session of the week, John McNeill suggested an overall purpose for the Forum of ensuring we do something – even if it is not perfect or successful. Therefore, the overall purpose of the Youth session was deemed to share knowledge and experience to allow us to understand the importance and relevance of youth within clubs/organizations.

So that we didn’t remain too individually focused on what each club simply does, I explained the Apple and Steve Jobs story to portray that youth, in general, is needed for progress and the future. Jobs was a typical youth and everyone has been – showed no fear/baggage, showed plenty of ignorance/attitude and some arrogance! But he showed belief, ambition and had a vision.

However, as John McNeill said – Steve Jobs did something. Jobs loved an ice-hockey quote, ‘I skate to where the puck is going to be, not where it has been’ and this is what we’ve always tried to do at Apple…since the very, very beginning. And we always will…’

All ICOYC clubs should attempt to implement this idea and look forward. Youth can help clubs look forward – because something has been done one way in the past does not mean it is the only way of doing something. Our speakers offered their expertise, ideas and own research to the appreciative audience.

Claes Tallberg (Commodore, Nylandska Jaktklubben) spoke on why dinghy sailing is important for youth and why we should focus on them. Having recently hosted the 49er Worlds, Claes showed his club’s passion for youth dinghy sailing and their quest for Olympic sailors in 2016.

Brian Thomas (Director, SDYC) shared what his club is doing right, what they could do better and where they are headed. Interestingly, the SDYC actually subsidise youth sailing to around 38 per cent, but the club, genuinely, see youth as future income so accept this fact.

Ray Lynch (Staff Commodore, SFYC), with so much hands-on experience (with his own children, as past Commodore, Youth and past Commodore), unfortunately, had his time cut down, but the delegates enjoyed his, from the heart, presentation. The SFYC have a very successful system for youth aged seven through to young adult and have an increasing number of high-school students participating from a fairly direct marketing approach.

Paul Bayliss (CEO, RFBYC), with so many hands-on experiences shared his interest in research with a focus on how to attract/retain the youth and convert/retain them into adult membership categories. This issue was certainly a common theme and clearly a worldwide question – attracting, retaining or converting the youth members to become active adult/senior members through what is a very busy changing world with too many options and a lack of time.

I leave you with a final thought – keep your club focused on openness, access, simplicity and fun. These are all critical to attracting new or young people to sailing – if not, the same old same old will get really old!

Aaron Young
RNZYS Chairman of House
The cruise begins

The cruise started after the Commodores’ Forum on Saturday 21 February from Auckland Harbour. Our boat, Audacieuse, an Oceanis 40, was moored in Westhaven Marina near the Royal New Zealand Yacht Squadron. Having completed the handover and sorted our gear out, we set sail at about 1pm for our first night’s anchorage in Home Bay on Motutapu Island. The wind was on the nose from the north east and, as we were supposed to be having a tour of the Conservation Forest at 2pm, we motored all the way but, sadly, did not arrive in time. We passed North Head, where we had watched the Louis Vuitton Cup in 2010, and we were then out into the Rangitoto Channel. Rangitoto Island is coned shaped with its highest point at 259m. In fact, it erupted 800 years ago and is the youngest of all the volcanoes located around Auckland. We left the aptly named Browns Island to starboard. It looked very scorched by the sun. The next landmark was Emu Point on the southern end of Motutapu which is joined to Rangitoto by a causeway. As we passed Ota-huhu Point, we could see quite a few boats anchored in Home Bay. We anchored in a spot near the jetty at about 3pm. Having put the dinghy in the water and sorted the outboard out, we went ashore for drinks on the lawn of the Reid Homestead. It was great to meet the other ICOYC cruising people. Many of which had been on previous ICOYC cruises.

Back on board, we had a healthy meal of mixed vegetables and pasta followed by fresh fruit. It was a quiet night at anchor as the wind dropped completely.

Second day

The second day of the cruise dawned with some sunshine and a light north westerly wind. Two of the female crew of Audacieuse were brave enough to go in for a swim before breakfast. We then set sail for Man O’War Bay on Waiheke Island, crossing the Motuihe Channel just before 9am as the tide was ebbing, then turning more east to go along the north coast of Waiheke. While crossing the channel, we saw one of the many locals fishing, but he was on a jet ski with several fishing rods sticking up and a large container behind the driver’s seat presumably for his catch. We passed several interesting bays with some very expensive looking houses. There are 25 wineries on this island and we saw a lot of vineyards on the hilly coastline. We rounded Thumb Point on the north-east corner where the tide was running quite fast, so we switched the engine on and motored for a while against the tide. Arriving in Man O’War Bay we could see the others already anchored. We were due to go ashore for a wine tasting at 3.30pm, so it was into the dinghy. As it was nearly low tide, we had to get out and tow the dinghy in across the shallow sandy bottom. With the three wines we were tasting, we had a delicious platter of prosciutto ham, cheeses, olives and a few more tasty bits. Captain Cook had anchored in the uncharted bay in 1769 where he noticed the magnificent Kauri trees that would make ideal masts for the ‘man o’ war’ ships for the British navy – hence the name for the bay. For supper, we enjoyed some excellent New Zealand lamb chops.

Itinerary changes

The following day the itinerary was changed due to a fairly strong north easterly wind blowing into Oneroa Bay, so Andy, the organizer, who is also the Commodore of the RNZYS, decided we should go to Rocky Bay. So we set off after the morning swim and breakfast. We motored over to Rotoroa Island to have a look where we should have visited the day before. There was a very dark cloud up to windward, so we decided to go onto Rocky Bay down the Waiheke Channel past Sunday Rock and numerous bays.
We were fairly lucky that it didn’t rain too much until we anchored and then it poured down. Zuben with the Hoars, Lines and Lowrys aboard were just coming up to the anchorage unprepared and got soaking wet. Andy ordered taxis for us to get to Oneroa. When we got to Oneroa, we could see from the rollers coming into the bay that Andy had made the right decision. We enjoyed a delicious four-course supper in the Oyster Inn starting with very fresh oysters. We then had smoked salmon and shaved rare roast sirloin as starters, and swordfish, gurnard and green mussels, and slow-cooked shoulder of lamb as mains. For desserts, we had chocolate and mandarin pavlova. This was all washed down with either Chardonnay, Sauvignon Blanc, Pinot Grigio or Pinot Noir. There were stories told after supper of catching shark on Thai curried prawns and other daring do. The taxi drive back was uneventful, but there were rumours going round the next day that a past commodore of the RNZYS had done a bit of involuntary swimming on the way back to his boat.

Kawau Island

Tuesday turned out a bit of a grey day as we headed north on a 30-mile voyage to Kawau Island. The expected breeze of 15–20kts never went much above 12. Most of the boats went off around 8am, but we left later as we had to get the heavy outboard and dinghy on deck. We set sail and motored along the Tamaki Strait and then the Sergeant Channel between Waiheke and Motuihe Islands. We could see the Sky Tower and the skyscrapers of Auckland in the distance. The next channel to go through was the Rakino Channel between Rakino and Motutapu islands. Once we were clear of these islands, there was a bit of a swell. Of course, the next piece of land to the east is South America. We saw a few large ships to the west making their way in the main channel into Auckland harbour. The next landmark was Tiritiri Matangi Island which has been replanted with native trees and is a must for birdwatchers.

As we approached Kawau Island, there was much navigation to be done to miss Beehive Island, Passage Reef, Albert Rock and Martello Rock. We eventually turned to starboard into Bon Accord Harbour. On the way to anchor off the Kawau Boating Club, previously run by RNZYS, we motored into Mansion Bay to have a look at the large house that was occupied by the boss of the local copper mine. Later, we had drinks on the lawn of a house belonging to the RNZYS, then supper in the club house.

Visit to Warkworth

The plan for the next day was leave at 8pm to go to Mahurangi Harbour and then get taken up the river by Steve and Kath Burrett in their motor yacht to Warkworth. It was a most enjoyable trip through Kauri forests and mangrove swamps. We saw a sailing scow called the Jane Gifford, built in 1908, which was used to carry granite from the mines in the Coromandel to Auckland.

Later, we all motored down to Scott Landing to go ashore to have BYOB drinks in the evening sun. We had supper on board – again some delicious lamb chops with green beans and some potatoes for Maggie!

Final day

The last morning, Thursday 26 February, dawned with sunshine, a few wispy clouds and not much wind. After a swim and a leisurely breakfast, we weighed anchor at 10am and motored out of the harbour towards Whangaparaoa Peninsula. As we were approaching the headland, we were buzzed by the New Zealand Navy in a RIB to say we were in an exclusion zone, so we altered course. We examined all our charts, chart plotter and pilot guides, but we could not find any mention of this. Before we rounded North Head, we anchored off Narrow Neck beach for a swim and lunch before heading back into Auckland Harbour to fill up with diesel and then return to the berth in Westhaven Marina. David Jordan, one of the co-owners, was there to greet us and help us moor up. It was an amazing coincidence that he was a great friend of our Past Commodore David Mead.

Goodbyes

Our last gathering together was an enjoyable supper at the RNZYS. It had been a fantastic week, thanks to Andy Anderson, the Commodore, along with his wife Barb, Steve Burrett and Mike Malcolm. This was my seventh ICOYC cruise and they just seem to get better and better each time.

Maggie Widdop
Chairman of Royal Southern Yacht Club Cruising Committee
Chesapeake Bay Cruise, 2–10 October

‘Flavor of the Chesapeake’
The unique and beautiful estuary known as the Chesapeake Bay is considered to be the largest inland body of water on the Atlantic Coast of the United States. With Maryland’s temperate climate, an approximate length of 200 miles, and 40 rivers and hundreds of tributaries, creeks and harbours, ‘The Bay’ (as it’s locally known) is one of the best cruising areas in the United States.

From 2–10 October 2015, the Chesapeake Bay Cruise (‘Flavor of the Chesapeake’) will start and end in Maryland’s state capital of Annapolis where cruise participants will enjoy the amiable hospitality of the cruise’s host, the Annapolis Yacht Club. AYC is a full service, year-round, premier private yacht club that provides high-quality programs for its members. The Club was founded in 1886 as an informal canoe club and, today, its mission is to encourage and support a wide range of boating activities and to maintain facilities for the recreational and social use of its 2000 members.

Several of these members will serve as guide and host for the cruise which will begin with guided walking tours of historic Annapolis and the United States Naval Academy. Later that evening, they will then enjoy a welcome reception at the Annapolis Yacht Club.

Day two of the cruise will begin with a trip to Aberdeen Creek on the South River where participants will enjoy an informal, outdoor party at the home of AYC Past Commodore and Mrs William (Bill) Torgerson.

Then, on day three, the cruisers will make their way across the Chesapeake Bay to Baby Owl Cove on the Choptank River and enjoy an informal raft party.

On day four, participants will head to the historic town of Oxford on the Tred Avon River. While in this peaceful town, cruise participants will enjoy guided walking tours of Oxford as well as a visit to the Cutts and Case Traditional and Wooden Boat Building Yard. Oxford’s generous hospitality doesn’t stop there, as participants will then enjoy cocktails and hors d’oeuvres at the Tred Avon Yacht Club, followed by dinner at the historic Robert Morris Inn which was established in 1710 and is considered to be America’s oldest inn.

After spending the night docked at TAYC, participants will make their way to the tranquil Miles River on day five, where they will stay for two days at the Chesapeake Bay Maritime Museum in the charming, historic town of St Michaels. Participants will enjoy an informal cocktail party at the museum and then dinner on their own at either the Miles River Yacht Club or one of the local restaurants downtown.

The Eastern Shore chapter of the cruise will wrap up on day six with a guided walking tour of the Chesapeake Bay Maritime Museum and the town of St Michaels, followed by a ‘Flavor of the Chesapeake’ themed dinner at the Miles River Yacht Club.

The cruise will end the next evening where it began – the Annapolis Yacht Club. At the Club, cruise participants will be treated to a delicious farewell dinner and reception on day nine, the last day of the formal portion of the cruise.

On day ten, participants will close out the charter formalities and depart and/or continue their vacation in the United States. Check out the US Sailboat Show on your way out, which takes place from 8–12 October.

And what better place to end the cruise, than in Annapolis, which local author, Fessenden S Blancard says in his book, A Cruising Guide to the Chesapeake, that because of Annapolis’ ‘interest, charm, snug anchorages, friendly people, all sorts of facilities, it is hard to beat. As a base from which to cruise the Chesapeake – north, south, east, or west – it is unexcelled.’

The ICOYC 2015 Chesapeake Bay Cruise (‘Flavor of the Chesapeake’) is a highly anticipated event that is sure to provide both visiting and native cruisers with beautiful scenery, unique charm, generous hospitality and a lifetime of memories.

For more information on the cruise and boat sharing opportunities, or to register, please visit www.annapolisyc.com/cruising/icoyc.

Tracie Parkinson
Member Services Director
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A group at the Club that understood the many prowesses sailing offers created the Long Beach Sailing Foundation to make the sport more accessible to potential sailors.

Foundation activities feature the 11 Catalina 37 yachts used for the Congressional Cup. Training and instruction are offered to children and adults from all walks of life, who compete on an amateur basis. Financial assistance is offered through donations that offset the costs of equipment, training, entry fees, travel and lodging.

**Facilities**

Along with the main dining room, the Club has a lounge, private dining facilities, a quarterdeck with a balcony views of the marina, library, pool and 100-foot dock.

**Republic of Singapore Yacht Club**

Located in the south-western part of Singapore at West Coast Park, the Republic of Singapore Yacht Club (RSYC), originally founded as the Singapore Yacht Club (SYC) in 1826, is the oldest yacht club in Asia with a history stretching back to Singapore’s early days as a British colony.

SYC had its ups and downs and eventually became inactive towards the 1890s. Its members becoming honorary members of the young and vibrant Singapore Rowing Club in 1897. However, when Singapore celebrated its centenary in 1919, a group of sailing enthusiasts gathered and revived the SYC. On 1 July 1919 Walter Nutt, Maxwell Blake and 30 others met at the pavilion of the Singapore Cricket Club to vote unanimously to revive SYC.

Its first clubhouse, at Trafalgar Street, was completed in December 1920. In 1922, the then-governor of the Straits Settlements, Sir Laurence Guillemard, was elected Commodore. During his early stewardship, the SYC was granted the coveted royal charter by King George V and its name was changed to ‘Royal Singapore Yacht Club’. Prince Edward, the Prince of Wales, became the first British royal patron in 1922. After his abdication in 1936, George VI became patron in 1937, followed by Elizabeth II from 1953 to 1967.

After the difficult times of the Second World War, the Club began the process of repair and renewal. The Club revived rapidly, and at the Melbourne Olympic Games in 1956, RSYC members represented Singapore; Ned Holiday in the Dragon and Jack Snowden in the Finn. In 1965 the RSYC had to leave its Trafalgar Street clubhouse to make way for the new PSA container terminal. After reclaiming five acres of mangrove swamp along the Sungei Pandan, a new clubhouse, built with the help of the British army, was opened on 8 October 1966.

When Singapore became a republic, the RSYC changed the ‘Royal’ in its name to ‘Republic’ in January 1967. In the same year, President Yusof bin Ishak became the Club’s first Singaporean Patron. In the succeeding years, the RSYC completed its evolution from an expatriate club to a Singaporean social institution. The Club elected its first non-expatriate commodore, Teo Eng Tat, in 1979.

In the early 1990s, the club began the move to its present site in West Coast Ferry Road. This move was completed with the official opening ceremony on 17 June 2000.

**Facilities**

Today, the mission of the Club is to build on its rich tradition as Singapore’s premier yacht club – member-owned, affordable and providing the best sea-sport facilities with excellent amenities. Boating facilities include 218 berths on the dry stack for boats of up to 35 feet and 127 wet berths for boats of various sizes, including seven berths for Super Yachts. An array of marina facilities is available to cater to the safety, security and comfort of boaters and their vessels.

The club also offers social and recreational activities throughout the year to meet the needs of its members. Two restaurants offer spectacular views of the sea. A Chart Room offers a wealth of information for the avid mariner, the Children’s Room entertains the younger member and adults are provided for by the Jackpot Room and The Mess. A swimming pool and gym cater to those who lead more active lifestyles.
A quorum of ICOYC member clubs gathered at the Royal New Zealand Yacht Squadron before the Forum to conduct Council business and hear from President McNeill about the state of the Council. In the course of the morning, the recommendations of the Nominations Committee for Election of Directors were presented and resulted in the re-election of Ambrose Lo of the Royal Hong Kong Yacht Club, Chris Carlile of Sandringham Yacht Club and Council President John McNeill to continue their service as Directors. New Directors elected by the Member Clubs were Aaron Young and Carlo de Thierry.

Aaron is a Member of the Royal New Zealand Yacht Squadron and has served on Committee for three years. He is Chair of the House Committee, on the Sailing Committee and the Youth Training Committee. He has a passion for sailing. He sees a major benefit from the ICOYC in governance improvements in yacht clubs, and in improving decision making and direction. Aaron was born into a sailing family, is married to Kate and has two young children. He runs his own businesses which centre around materials handling. Many will remember Carlo as the very effective and congenial Host Club Representative for Yacht Club Italiano during the Elba Cruise in 2014. He is a member of the Board of Directors in the Club and the ICOYC Representative, replacing the late Paolo Caffarena. Sailing with his wife Silvia in the Mediterranean during holiday periods has been a passion and it has been instrumental in the education of his son and daughter. Carlo has retired as a broker in the international steel trade, handing the business to his son, and is now a happy grandfather dedicating his experience to youngsters in Sail Training International, in Atlantic Challange Genova with the Bantry gig, in Rotary International and, of course, in Yacht Club Italiano.

In further business, the members were provided with a review of the Council’s financial results for 2014, which were well within budget, and the Board approved the budget for 2015, calling for a basically breakeven performance with solid support for Council events and member benefits. In addition, the members approved a new charter for the Financial Review Committee (previously named the Audit Committee) and the recommended members for that Committee for the 2015–16 term.

The President reported that the good performance results in 2014 were the result of effective teamwork within the Board and Officers, and these are expected to continue. Projects for 2015 were outlined as continued development of the interclub communications network, creation of a Youth Exchange within the Interclub Activities Committee, headed by Joachim Isler of the Royal Hong Kong Yacht Club, development of a Member Relocation Exchange among the Member Clubs by Guy Walters of the Royal Vancouver Yacht Club and study of the feasibility of an ICOYC Operations Data Survey, to be shared by participating Member Clubs, chaired by Chris Carlile of the Sandringham Yacht Club. All clubs were invited to suggest participants in the projects from their club membership.

Following an ‘Eight Bells’ moment of silence for the loss of Dott. Paolo Caffarena of Yacht Club Italiano, the 2015 Annual Meeting of Members was adjourned by unanimous vote.

**Forum Extras**

As can be seen from this small selection, a variety of additional events were held during and after the recent Forum at the Royal New Zealand Yacht Squadron.

**Forum social events**

Whilst the Forum was in session, there was, as usual at a Forum, a comprehensive program of social events organized by the host club. Alongside the official Forum sessions, there was a Partners’ Program including a visit to Gibbs Sculpture Farm and a wine tasting. For all those attending the Forum, there were a number of evening socials. These included a visit to the Auckland Museum, where there was a traditional Maori welcome, and a guided tour of the Voyager Museum.

**Motley crew wins Commodores’ Cup**

After the official Forum sessions finished, the every-popular Commodores’ Cup was contested in the waters off the RNZYS.

Despite some semi-pro organizing of teams for this regular Forum event, the Cup was won by a team made up of Tom Whithcraf (Royal Varuna), Brian Thomas (San Diego), Graham Rose (Royal Natal), Kat McNeill (St Francis) and a rather helpful Royal New Zealand member, apparently known for his Rum Racing skills.

**Post-Forum success**

Jack Sullivan, Past Commodore of Seattle Yacht Club and past ICOYC Director, caught a fabulous rainbow trout during his post-Forum holiday in New Zealand.