

Prologue.

It was in 1998 that I noticed a significant increase in the requests for help from others especially from the Commodores of ever more senior yacht clubs. It was becoming apparent that these gentlemen, some of whom who had not shown a great interest in their own flags were realising that they had members who wished to know and expected their own Commodore to be able to answer their questions.

One day the penny really dropped. The Royal Dee was running an important international race for the RORC. The finish team arriving in the foreign port with instructions to “dress over all” as is normal for such an important event. The competitors were already at sea. They suddenly noticed that the flags outside the Lifeboat station had dropped to half mast. Later those of the local yacht clubs did though one had come to us for advice.

The country’s brand new RNLi helicopter had set out on its first rescue mission. It was to a British Yacht and following the tradition of never thinking of their own safety, they had set out in poor visibility. They had crashed and all were lost!

It is hard to believe that anyone would not want to immediately display their sadness and support. How is it done. Is there a tradition that covers such a situation? Should the race be cancelled? Where will one find out but now! We hadn’t even berthed yet. How helpful it would be to have that knowledge on board in a little booklet available at once! Yachts of the Royal Dee had.

Following the tradition of this ancient club, formed of a very limited number of experienced yachtsmen by invitation only, to help others, this information is made available to all.