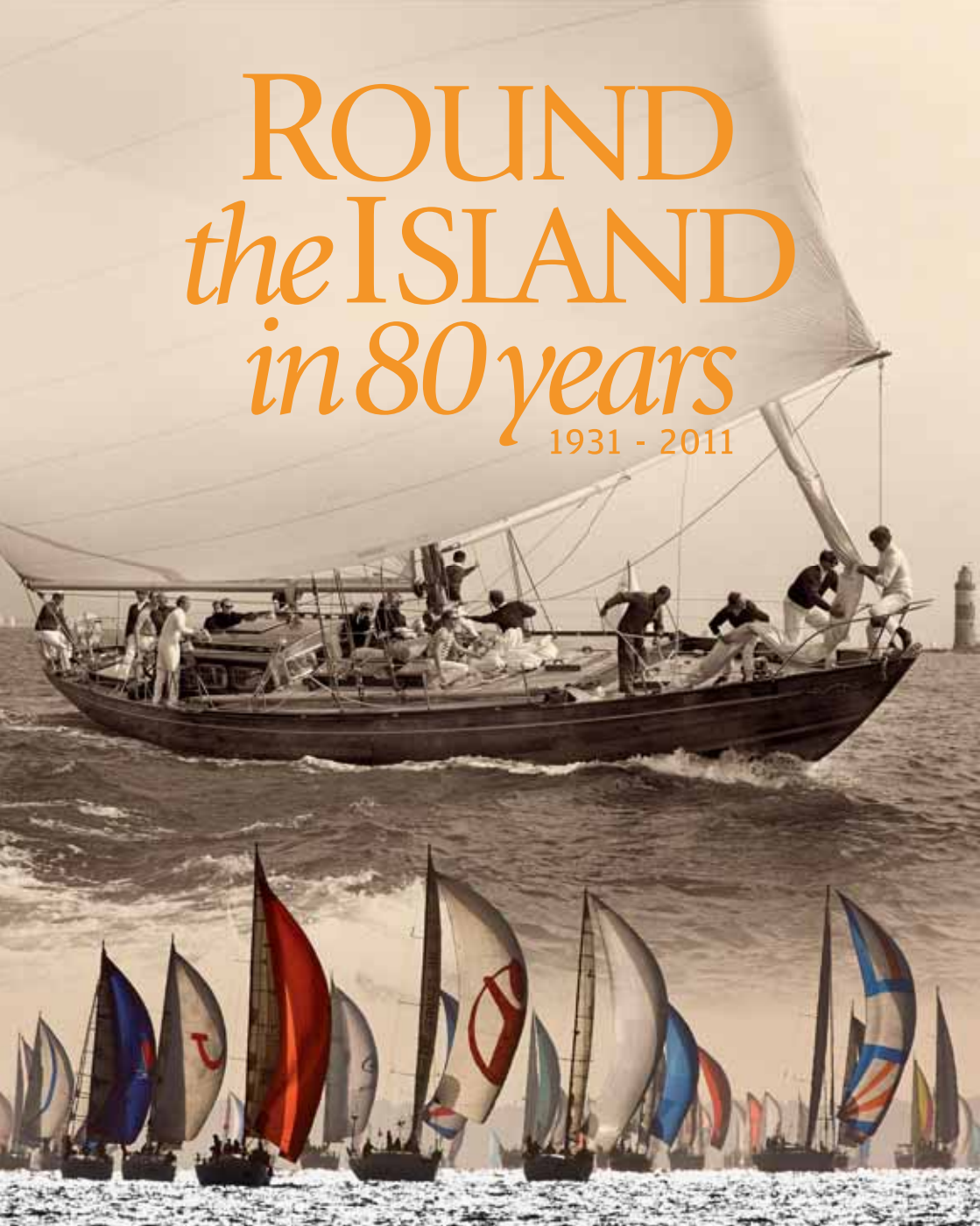


# ROUND *the ISLAND* *in 80 years*

1931 - 2011



**J.P.Morgan**  
Asset Management



**Round the  
Island Race**

Photo: Beken of Cowes



# ROUND *the* ISLAND *in 80 years* 1931 - 2011

This exhibition to mark the 80th anniversary of the Round the Island Race illuminates an era of profound change.

The Race has become one of the largest sporting events and spectacles in the world. Its history also reflects enormous social and technological changes.

The images on display document how sailing's appeal has broadened and the enormous development and diversification of yacht design.

At its heart, the Round the Island Race remains a great day's racing.

**These photographs show its  
history in the making.**



***“I first took part in the Race in 1990 in a Sigma 33 and have participated on many occasions since then. What’s fantastic is that every time it has been different but always a challenge and always great fun”***

A handwritten signature in black ink, appearing to read 'Roger Thompson', written in a cursive style.

“On behalf of J.P. Morgan Asset Management I would like to welcome you to the “Round the Island in 80 years” exhibition which celebrates the 80th Anniversary staging of the Round the Island Race. It’s our seventh year as title sponsor, and we believe each year the Race gets better and better. It is incredible to think that in 1931 there were 25 yachts and last year saw more than 1,700 compete.

It has been fascinating to see the exhibition come together including the archiving of previously lost pictures and receiving anecdotes of sailors from the last eight decades. A key component of the exhibition is that the pictures are available for purchase with all proceeds going to the official Race charity - the Ellen MacArthur Cancer Trust.

On a personal note, I first took part in the Race in 1990 in a Sigma 33 and have participated on many occasions since then. What’s fantastic is that every time it has been different but always a challenge and always great fun. We hope you enjoy the exhibition and look forward to seeing many of you in Cowes for years to come.”

**Roger Thompson**

Head of UK, J.P. Morgan Asset Management

**J.P.Morgan**  
Asset Management

# Island Sailing Club



There is no better way to pay homage to this iconic yacht race and its diverse participants than by launching an exhibition celebrating its history. This is the first time the incredible imagery, captured over the past eight decades by some of our finest yachting photographers has been shown.

I feel extremely privileged to be Commodore of the Island Sailing Club, who organise and host the Race, in such an historic year. We would like to thank our Race sponsor, J.P. Morgan Asset Management, our Race Partners, the sailors, photographers and the media, for helping us to ensure there is always a special place in sailing history for Britain's favourite yacht race.



Organised by the  
Island Sailing Club

## Rod Nicholls

Commodore, Island Sailing Club



Frank Beken using his  
self-built box camera  
Photo: Beken of Cowes

# Behind the lens

**From the scramble for clear air at the start to listless calms reflected in glassy water, it has been the photographers who have done most to document the Race history.**

They have captured the famous yachts of its early years, its rise in numbers and the moments of victory and disaster.

Many of the images of the Race from the 1930s until the last few years were made by the Cowes-based photographer Keith Beken. With his father Frank, he photographed the first race in 1931, using a self-built twin lens box camera taking 8 x 6in glass plate.

He continued to shoot in black and white as colour photography developed and achieved the statuesque, tonal images that we now associate with the classic era of photography.

Photographer Eileen Ramsay captured some of the most evocative images of the 1960's in black and white using a technique that drew the eye to the striking shapes from the interaction between yacht, sails, sky and water.

In the 1960s and 1970s the single lens reflex became the preferred camera for professionals. Fast shutter speeds and telephoto lenses made it perfect for sports photography and a new generation of photographers began experimenting with effects such as compressing perspective and using depth of field for dramatic effect.

Video and TV arrived, yet the ability of stills photography to capture a split second in time and highlight the significance has deepened its impact.

Good examples are to be found here in the work of Beken of Cowes, Eileen Ramsay, Rick Tomlinson, Hamo Thornycroft, Paul Wyeth, Patrick Eden, Mark Lloyd, Alastair Black, Christel Clear, PPL Ltd and Dan Towers & Matt Dickens from onEdition.

Thierry Martinez, one of the official photographers of recent years, brings a special perspective from the air, using a long lens to compact the fleet. "To see nearly 2,000 boats going round the Needles is always impressive from above. You never know what you are going to get, but it is always colourful."

Meanwhile, digital photography has broadened photography from pure art. Today, we are in an era of citizen reportage with hundreds of photos being uploaded directly in real time to blogs, social network sites like Facebook or shared via Twitter. Anyone can convey the Race as a personal record or narrative.

Photographer Eileen Ramsay with her Rolleiflex camera in the 1960s



French photographer Thierry Martinez, famous for his aerial shots

Photo: Carlo Borlenghi



World renowned sailing photographer Rick Tomlinson has captured the Race on film over 15 times

Photo: Annika Tomlinson

# The Gold Roman Bowl

**At 0800 on 11 July 1931, the starting gun was fired and a fleet of 25 yachts set off on the Island Sailing Club's first ever Round the Island Race.**

As a prize, race founder Major Cyril Windeler chose to have a replica of a Roman drinking vessel that been dredged from the Thames and had caught his eye in a goldsmith's shop in London. He commissioned a copy, which was made of silver gilt to look like the original.

Major Windeler was disappointed by the result and asked the Cowes jewellers Bruce Benzie to make another replica in gold. In 1931 the first winner was Peter Brett in his 5-ton gaff cutter *Merry Conceit*.

The 2nd prize in 1931 was £5 - around two weeks' average pay.

A few years later, a silver replica of the Roman Bowl was introduced as a second prize.

It came about because the then Rear Commodore of the Island Sailing Club, Chris Ratsey, had declined the winner's prize because, he admitted, his 20-ton Fife cutter *Evenlode* might have fouled another yacht during the Race.

Major Windeler was so cheered by Ratsey's sportsmanlike concession that the Silver Roman Bowl was commissioned and he presented it to Ratsey instead.

This meant that the Island Sailing Club now had three trophies and today the Gold Roman Bowl and Silver Roman Bowl are awarded for 1st and 2nd overall in IRC handicap classes and the original Silver Gilt Roman Bowl is awarded for 1st overall in ISC Rating System classes. All three trophies are of the same design, in different precious metals.

Incidentally, Chris Ratsey went on to win first prize, fair and square, in 1938 and the following year Major Windeler himself won the Race he had created in his Jack Giles-designed 7-ton cutter *Kalliste*.



Race founder Major Cyril Windeler sailing on his yacht *Kalliste* in the 1930s

Photo: Beken of Cowes

The crew of Ernest Juer's Admiral's Cupper Blizzard in 1979 after winning the race





A portrait of Major Cyril Windeler, past Commodore of the Island Sailing Club and race founder

## 1930s and 1940s

As the sport of sailing grew in the early years of the last century it began to spread beyond the big racing boats of the very wealthy. Family crews started to relish competitive challenges and in 1930 Major Cyril Windeler, a member of the Island Sailing Club in Cowes, suggested a race around the Isle of Wight.

The first race was run in June 1931 with 25 starters. The spirit was purposely Corinthian and designed to encourage crews of smaller yachts. Appropriately, it was won by one of the smallest yachts in the fleet, Peter Brett's 22ft Cornish fishing boat *Merry Conceit*, which he had bought in Looe for £45.

The idea for an annual event took root. By 1939, the Race attracted 80 entries and was firmly established when war was declared and the government banned private boating. This ban remained in place until 1945, but when the Race was resumed again the following year, it began to gain renewed momentum.

Yachts that had been laid up since 1939 were gradually put back into racing trim. People who had served in the war were demobilised, returned home and wanted to go sailing again and by the end of the 1940s, the race garnered a then enormous entry of 121 yachts.

# 1950s and 1960s

At the start of the 1950s, a new breed of Bermudan rigged metre boats were leading the way. The fastest of these was the 12 Metre *Little Astra*, whose 1948 time around the course was 7 hours and 45 minutes. As yacht ownership flourished and design developments accelerated, that record was soon history.

Throughout the 1960s offshore racing experienced a growth spurt. Fin keels and separate, balanced rudders were the new shape and came to dominate. Multihulls, too, were making their mark in ocean racing and cruising and starting to chip away at race records.



Don Robertson's race winning trimaran Snow Goose

The result was much quicker boats and much faster times in the Round the Island Race. In 1961, the first ever multihull entered - Don Robertson's 36ft Prout catamaran *Snow Goose*. The boat was dramatically faster than equivalent monohulls and Robertson triumphed over a fleet of 273 boats in a time of 6 hours 34 minutes.

Change was afoot among out-and-out racers as well. In 1966 Sir Max Aitken convincingly won the Gold Roman Bowl in *Roundabout*, a boat he had built for the new One Ton Cup. *Roundabout* averaged a previously unheard of eight knots round the course and the magazine 'Yachting World' reported: 'The performance is astonishing. The One Ton Cup competitors literally demolish all previous notions about fast offshore yachts.'

Some observers pondered that they would not see such a dramatic improvement in the record again. But they were wrong: the pace of change itself was about to accelerate.



Above: Sir Max Aitken's race winning yacht *Roundabout*

Below: *Meon Maid II* leads a chasing pack

All photos:  
Beken of Cowes





# A surge of entries

**In the decades after the first Round the Island Race the event grew steadily in repute. But it was not until 1960 that the numbers topped 200 and between then and 1980, entries quadrupled.**

What had begun as a local sailing challenge kept growing, peaking in 2008 at over 1,800 boats and claiming its place as the 4th largest participation sporting event in the UK.

## **How did that happen?**

Several factors played a part. Until the 1950s every boat was constructed of wood, plank by plank. The building process was laborious and the end product a one-off. By the 1960s this was changing as the new wonder material, polyester resin, was being used to manufacture glass fibre boats.

A glass fibre yacht had many advantages: the solid watertight moulding was strong, impact resistant and lower cost to produce, buy

and maintain. Production became practical for small-scale producers all the way up to large, industrial manufacturers that could make boats by the hundreds.

The first glass fibre yachts recorded in the Race were from the same moulds. Peter Nicholson's *Janessa* and Guy Bowles's *Sunmaid IV*, both Nicholson 36s, competed hotly against each other in the 1962 Race and took 1st and 3rd place respectively in their class.

In the 1970s the Race had its biggest surge of entries. Increasing prosperity made these new production yachts more affordable while social mobility spread the appeal of sailing well beyond the established yacht clubs. New people poured in and brought with them fresh ideas.

The Race's original attraction as a complete voyage in a day resonated with a modern generation of family sailors and the Round the Island Race ripened into one of sailing's best-loved events.

Photo: Thierry Martinez





Photo: Rich Page / OnEdition

## 1970s and 1980s

**In two decades, the Round the Island Race went from being a very large yacht race to one of the biggest mass participation sporting events in Britain, on a par with the Grand National and the London Marathon.**

In 1970 there were 479 entries. By the end of the 1980s numbers had peaked at over 1,800 boats. The huge growth of the race happened in parallel with an explosion in leisure sailing and an influx of new enthusiasts.

It also marked a broadening of ambitions. In the 1960s a majority of crews would have been in it to win it. By the 1970s and 1980s there were just as many, if not more, family crews whose goal was to complete this racing circumnavigation and have a memorable day's sailing.

The Race was becoming a spectacle that people wanted to be a part of and a competition not to be missed for thousands who rarely raced.

Modern glass fibre yachts became the norm during this time and the Race gradually reflected a growing diversity of yacht designs and styles

of sailing. In the late 1980s, the fleet embraced boats from sedate production cruisers such as the Westerly Centaur to racers such as Stephen Fein's Formula 40 catamaran *Full Pelt* and the towering J Class *Velsheda*.

Even ocean racers came to have a go. In 1988, the Gold Roman Bowl was won by the former Whitbread Round the World Race maxi *Drum*, steered to victory by Harold Cudmore. This was one of the few races where top sailors and family crews could compete side by side.

Stephen Fein's Formula 40 catamaran Full Pelt

Photo: Rick Tomlinson



# Hazards of the course

**A racing circumnavigation that most sailors can tackle and hope to be ashore for dinner - or last orders, at least - the Round the Island Race is a unique challenge.**

The 50-mile course from Cowes anticlockwise around the Isle of unfolds past lighthouses, high chalk cliffs and seaside towns that provide a dramatic backdrop.

But the same landmarks pepper the course with wind shadows, tidal eddies, rocks, wrecks and sandbanks ready to catch out the unwary and propel the wise.

In light winds, it can be a very long day's racing. The slowest was in 1971 when three boats took longer than 24 hours. After this epic of endurance, the Island Sailing Club introduced a time limit.

In 1989, the winds were so fickle and the Race so slow that the course was shortened at Bembridge to allow more than half the fleet to drift across and catch the midnight finishing deadline.

The start has always been in the early morning so competitors can hitch a ride on the westgoing tide as far as the Needles, the Race's hairpin bend.

A south-westerly gale tears across The Needles  
Photo: Patrick Eden

Spirit of the North gets some help after grounding hard on Goose Rock in 1995  
Photo: Jamie Lawson-Johnston / PPL



It was here in 1947 that a Greek cargo steamer, the *SS Varvassi*, sank. Her boilers still lie about 150m west of the lighthouse. A narrow inner passage between the wreck and Goose Rock is a tempting shortcut, but nearly every year someone miscalculates it.

From St Catherine's Point to Bembridge, hills and high cliffs can cause large wind shadows. After that, you must beware of getting too close to Bembridge Ledge, another spot that has caught out many crews over the years.

Back in the Solent, the hazard of Ryde Sands has to be dodged and the wind gusts and bends off Castle Point negotiated to finish back where you began, just off Cowes.



# Fast and faster

Multihull record holder Francis Joyon at the helm of the 30 metre IDEC II  
Photo: Paul Wyeth



**Although it's a handicap race that seeks to place all boats on equal terms, from its earliest days there has always been a special status in being first to finish the race.**

In 1931 the first ever line honours went to Thomas White Ratsey, who set a course record of 9 hours 51 minutes. In the next decade this time was to be bettered by degrees, but not until the 1960s were there much more substantial improvements.

The revolution behind this change was the advent of the racing multihull. In 1961 the first to enter, Don Robertson's trimaran *Snow Goose*, blew away the existing course record. Two years later he reduced it even further to 5 hours 50 minutes, a record that was to stand until the mid-Seventies.

But this was just the start of the multihull design revolution. Tony Bullimore got the record down to 4 hours 4 minutes in 1985 in his ground-breaking Nigel Irens-designed 60ft trimaran *Apricot*. The following year Mike Whipp and triple Olympic medallist Rodney Pattison knocked another ten minutes off the record in the 60ft trimaran *Paragon*.

The pinnacle of record-breaking was achieved in 2001. Conditions were perfect: a northerly wind of Force 4-5 throughout the Race, with shifts that enabled leading boats to sail the course with few, if any, tacks.

French sailor Francis Joyon blasted round in his 60ft trimaran *Dexia Eure et Loire* in 3 hours 8 minutes. Rodney Pattison was aboard as co-skipper and navigator and remembers:

"There was quite a lot of water flying around. It's a struggle to drive that boat. When I had a go, it was incredibly hard." Their top speed between No Man's Land Fort and the finish line was 28 knots.

That same year, a new monohull record was set by Mike Slade in his 92ft maxi *Skandia Life Leopard*. It was Slade's third monohull record in this race, but not his last. In 2008, he shattered it again in his latest yacht, *ICAP Leopard*, setting a new time of 3 hours 53 minutes.

After 50 years of yacht evolution, it was an astounding illustration of how monohull design was closing the gap with multihulls.

## 1990s and 2000s

As one of Britain's biggest and most colourful sporting events, the Race established its place as one of the high points of the international yachting calendar. This period saw a huge expansion in sports sponsorship and professional sailing. The Round the Island Race was an ideal opportunity to fly the flag.

For many professional sailors it is a high-profile platform to have a blast. Olympic heroes such as Ben Ainslie and Shirley Robertson have demonstrated their talents.

Silver medallist Simon Hiscocks remembers a wild ride in 1991 in a lightweight Ultra 30, a boat so quick and unstable it had to be accompanied by a crash boat.

"It was exhilarating sailing flat-out at 17 knots," Hiscocks recalls. "We were soaked in spray all the way. On the two-sailer between the Needles and St Catherine's there was so much water you couldn't see."

The same year the record of 3 hours 10 minutes was set in a 60ft trimaran by another professional racer, Frenchman Francis Joyon.



Monohull record holder Mike Slade at the helm of ICAP Leopard  
Photo: Rick Tomlinson

A speed revolution had happened. Not far behind, a legion of other smaller multihulls and monohulls routinely complete the Race in times less than half what was the norm in 1931.

Besides the increasing band of high-profile professional sailors the Race became a favourite for charter, corporate hospitality and guest appearances of famous personalities or sportspeople.

Far from detracting from the seriousness of competition or the fun of a family day's racing, it has made the Round the Island Race a festival of sailing that is as keenly followed ashore as it is afloat.

Dame Ellen MacArthur at the helm of an Extreme 40 catamaran on the way to line honours in 2007

Photo: Paul Wyeth



# A sudden halt

**On a tricky race course with several tidal corners to negotiate the Race has had victims as well as victors.**

The first recorded incident was in the first race of 1931 when Dr R. T. Cooke's 1899 gaff cutter *Enid* sprang a leak. Despite frantic pumping by the crew, she sank off Alum Bay.

As the Race grew and became more hotly contested by larger fleets in the 1960s, crews were sometimes tempted to push their boats a bit too hard.

The late yachting journalist Jack Knights recalled a dismasting in fresh conditions in 1963 in his yacht *Bristol III*.

"The wind began to freshen. Our alloy spar, under the pull of a big masthead genoa, began to pant a little. Being dinghy sailors and accustomed to mast bend, we didn't take much notice. Then suddenly, when we weren't looking, there was a crash and our rig went over the leeward side."

Groundings have been regular occurrences. The chief culprit is the wreck of the ship *Varvassi* lying just off the Needles - a tempting spot to cut a corner.

In 1990 the French Admiral's Cup yacht *Xeryus* hit the wreck, ripping the bottom out of the boat and sinking it.

But perhaps the most high profile encounter was in 1993 when another yachting journalist, Bob Fisher, ended up too close to the wreck. His 45ft *Barracuda of Tarrant* hit with the keel and one of the rudders, which bent the stock and rammed the rudder blade up through the wooden hull. The boat nearly sank as it was being towed back to port by Yarmouth lifeboat.

Unfortunately for the skipper, the incident attracted considerable attention as the drama had unfolded in front of a press boat full of photographers.

In another high profile mishap in 1995, the maxi *Longobarda* hit Goose Rock off the Needles. Owner Mike Slade recalled: "The boat stopped violently. Helmsman Chris Law went through the leeward wheel and I went through the windward one. I remember waking up with someone sitting on my head."

The maxi *Longobarda* hits the rocks and struggles to tame her spinnaker  
Photo: Christel Clear



## Familiar faces

For some sailors the Round the Island Race becomes something of an addiction and winning it, even once, isn't enough. Someone for whom this was definitely true was Philip Colville.

A grandson of one of the Island Sailing Club's early Commodores, Lord Colville of Culross, he made it a lifetime's habit never to miss a race. He raced in a record 54 Round the Island Races.

One of the most high profile and successful competitors in the 1970s was Prime Minister Edward Heath. He won the Gold Roman Bowl four times in three different yachts, all called *Morning Cloud*, ranging from 40ft to 45ft – a record that still stands today.

His helmsman in the 70s, Ian Lallow, remembers Heath's talent for managing a winning crew. "He was a born organiser who always wanted to win. And when we did the champagne always flowed."

Edward Heath toyed with the idea of having another replica made of the Roman Bowl, a special prize to be held permanently by anyone who had won the race three times or more. So far only one other crew has been eligible: boatbuilder Jeremy Rogers, his wife Fiona and their family.

The Rogers won the Gold Roman Bowl in their Contessa 26 *Rosina of Beaulieu* in 2002, 2003 and 2006. Their third win was a close-run thing.



Formula 1 champion Lewis Hamilton tastes action on the IMOCA 60 Hugo Boss. Photos: Thierry Martinez

"At Bembridge we lost the wind completely and sat despondently for over an hour as a group of sails including, we thought, our main rivals disappeared over the western horizon towards the finish line," remembers Fiona Rogers.

"We very nearly turned on the engine to go home, because it was getting late. Thank goodness we didn't."

In recent years, the Round the Island Race has grown to become a major sporting event that attracts top sportsmen and women from other disciplines as well as attracting top level title sponsorship, currently from J.P. Morgan Asset Management until 2012. Olympic Gold Medal sprinter Linford Christie has raced in it, as has Formula 1 champion Lewis Hamilton.

Some star sailors have themselves made famous sporting appearances. In 2007 Dame Ellen MacArthur skippered an Extreme 40 catamaran. Fittingly she took line honours in just over four hours and was back in Cowes by late breakfast.



# Photography Catalogue

The prints in the 80th Anniversary Exhibition Collection represent some of the best images ever captured of the Round the Island Race, with at least one for each of the eight decades the race has taken place.

After searching through photographic archives, yachting magazines and newspapers we have assembled a remarkable collection of pictures. The best processes have been used to restore and reproduce images that originated from an array of mediums ranging from old glass plates to digital files.

The Giclée printing process has been chosen and reproduced on fine art paper - a dramatic departure from normal photography reproduction. The process is widely regarded as the highest quality reproduction currently available.

All of the images will be available to purchase with proceeds going to the Ellen MacArthur Cancer Trust. Image numbers 1 and 30 are Special Edition prints that have been specially mounted and signed by Dame Ellen MacArthur, who will be competing in the Race again in 2011.

All the photographers have generously given free use of their images.

**Please visit the Exhibition at the following locations:**

## Quay Arts

Newport, Isle of Wight  
14th June - 20th June 2011

## Race Village

Cowes Yacht Haven, Isle of Wight  
24th - 25th June 2011



Ghosting along to windward in 1932. The 8 Metre Felise leads from Guenora, Cutty Sark (the eventual winner) and Farewell. To leeward is the gaff-rigged Iris.

1 Photo: Kirk of Cowes



A fitful breeze makes it hard to keep sails filled in 1949. Note the little cutter on the right trying to keep moving under reaching jib and poled out headsail.

2 Photo: Beken of Cowes



English Lass, with spinnaker and staysail, leads Right Royal in 1958 in the mellow light of late afternoon.

3 Photo: Beken of Cowes





Faltering in light airs against a foul tide in 1958. Bacchante, with her striped spinnaker, leads from a clutch of yachts on the way back to the finish.

4 Photo: Beken of Cowes



The schooner Seabill ghosts over the start line on a glorious calm summer's day in 1959.

5 Photo: Beken of Cowes



The little sloop Meon Maid II runs down the Western Solent under spinnaker in 1964 ahead of Excalibur of England.

6 Photo: Beken of Cowes



Glass-fibre designs starting to show their potential in 1966. A modern sloop hard on the wind in the Western Solent.

7 Photo: Eileen Ramsay/PPL



Holding the tide as they pass Alum Bay on the Isle of Wight, yacht Assegai II leads Aegle, Vanity, Quiver IV, and Breakaway in 1968.

8 Photo: Beken of Cowes



One of the first colour photographs ever taken of the race in 1969, showing the Royal Air Force Association's yacht Slipstream of Cowley with a colourful pack of chasing yachts astern.

9 Photo: Eileen Ramsay/PPL



A smartly dressed crew on Sparkman & Stephens designed IOR racer Roundabout in 1971. The boat had won the Gold Roman Bowl five years earlier.

10 Photo: Beken of Cowes



Former Prime Minister Edward Heath standing next to the helmsman on his yacht Morning Cloud on the way to winning the Gold Roman Bowl for the fourth time in 1980.

11 Photo: Beken of Cowes



Walkers enjoy the spectacle of the fleet rounding a mark off The Needles on a perfect day in 1988. The large white boat on the far right is the J Class Velsheda.

12 Photo: Alastair Black/PPL

# Photography Catalogue



A rainbow of spinnakers illuminated by the sun as the fleet run past Hurst Castle and down the Needles Channel in 1997.

13 Photo: Rick Tomlinson



A stunning aerial image of the fleet in 1997 spread out in bands across the Solent in the early morning light.

14 Photo: Rick Tomlinson



A light airs downwind start takes the fleet in close formation past the Royal Yacht Squadron in 1999.

15 Photo: Rick Tomlinson



A mixture of yachts big and small skirt by The Needles in 1999, with Crusade of Dee sandwiched between a Sigma 36 and a Hunter 707.

16 Photo: Christel Clear



Another light airs drifter in 2006. This aerial photo taken from a helicopter shows some of the fleet converging at a mark off The Needles.

17 Photo: Thierry Martinez



A fight for wind and water in 2006 as yachts try to squeeze close to The Needles – and dodge each other in the process.

18 Photo: Thierry Martinez



Crossing tacks as yachts beat out of the Western Solent in 2008 on the prevailing south-westerly wind.

19 Photo: Mark Lloyd



Wind against tide kicks up some lumpy seas as yachts roll downwind back to the finish in 2008.

20 Photo: Patrick Eden



Crossing swords in 2008 as yachts vie for an advantage on the windward leg. Swedish yacht Hurrycan II has tacked on the stern of Sigma 38 Premier Cru.

21 Photo: Paul Wyeth



A strong tide running and a strong breeze sends yachts bowling down the Solent in 2008.

22 Photo: Thierry Martinez



Crashing out past The Needles in steep, short seas in 2008. A Cork 1720 one-design leads Koko Koi. Note the inshore lifeboat crew, far right, at the ready.

23 Photo: Patrick Eden



A vivid sight as a procession of yachts enjoy a fast downwind leg under spinnaker past Ventnor in 2009.

24 Photo: Thierry Martinez



Cruising yachts at full pelt under spinnaker round the south of the island in 2009. In the foreground is Evening Storm from Poole.

25 Photo: Hamo Thornycroft



Yachts trace the shape of the southern coastline of the Isle of Wight in 2009. At the right of the foreground is the most southerly landmark of the race, St Catherine's lighthouse.

26 Photo: Thierry Martinez



A close reach under spinnaker, with the leading race yachts backlit by the rising sun in 2010.

27 Photo: Paul Wyeth



An artist's impression of the massed fleet starting downwind under spinnaker in 2010, a panorama framed by the dawn light on the water.

28 Photo: Rick Tomlinson



A beautifully composed image of yachts emerging from an early morning haze in 2010.

29 Photo: Thierry Martinez



A pattern of colour spread over the sea in 2010 as yachts fan out across the Solent, appearing to stretch to infinity.

30 Photo: Thierry Martinez



## About J.P. Morgan Asset Management

As one of the leading asset management companies with over 150 years of experience, we are dedicated to serving our customers financial needs. We use our scale, expertise and knowledge to provide a comprehensive range of investment funds and trusts.

We are proud to be title sponsors of the Round the Island Race since 2005 as we are passionate about sailing. It reflects the principles that are important to our business - to be successful at sailing you need excellent teamwork, innovative thinking, leadership and passion which are just some of our key values.

**We hope you enjoy the exhibition and look forward to seeing you on the water.**