

# potter ship



CAT  
Bulletin of  
the Royal  
Lymington  
Yacht Club

No 1, Spring 1989



Jacobite leading the fleet during a Spring Series race

Photo © MAX

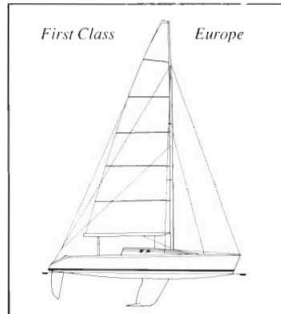
## A New Start

The last Club Bulletin, as our magazine was then called, appeared in 1986. Those of us who still have copies may (just!) be able to recognise Titch Blachford, shown holding aloft a bottle of champagne after winning the Macnamara Bowl for the second time.

Over the years, successive Bulletins were all modelled on the same general pattern. As is apparent from this first issue of the 'Potter Ship', a new format has been adopted, which, it is hoped, will appeal to members.

It seems appropriate for me to remind everyone how much work is involved in producing a magazine such as this. As publication of the Bulletins had lapsed during two years, it has been necessary to reassemble an editorial team, and I would therefore like to thank those responsible for this prototype 'Potter Ship' – in particular Peter Johnson, an executive committee member, who initiated the project. He enlisted the support of Jeremy Wilson and Carol Tinley who have so ably carried out their editorial task.

May I make a plea on their behalf! This edition is an experiment – in tone, presentation, and coverage. I am sure that constructive suggestions on these aspects will be appreciated. No one would wish to tie their hands as to what might or might not be included in these six-monthly newsletters, but I am sure they will welcome suitable contributions about club activities from anyone who feels an impulse to set pen to paper.



The Club has never been stronger in the range and the variety of its activities. Afloat, these include extensive racing and cruising programmes, as well as the instruction and events offered to dinghy sailors, on which our juniors (and others) depend. In this process we help to introduce many youngsters to the enjoyment of sailing, including some who are not members. This seems an appropriate contribution to the wider concept of youth training.

In the clubhouse, and especially in formulating our 'off-season' programme, we foster the social activities which are so important in bringing together a membership with such widely varied talents and interests. We are also able, in one way or another, to 'wine and dine' them for 363 days in the year! Not a bad achievement, and one that complements the purpose of the club, 'to encourage and promote yachting in all its aspects ...'

Alan Boxer, Commodore

## Lymington's Biggest Regatta

by Peter Johnson

If the importance of a regatta is judged by the amount of interest around the world and the strength of back-up in its own club and locality, then the World Championship of Match Racing at the Royal Lymington Yacht Club is second to none.

Starting on 4th September, the club will be headquarters for a competition in boat racing of an importance previously unseen in these waters. Organisation by numerous members began many months ago, and will intensify during the summer, involving a lot more people.

Around the club, there is familiarity with annual match racing: the Royal Lymington Cup held in Christchurch Bay; but this year's event is far more important. The spread of match racing among the main yachting nations has led to introduction of a 'final' of the various events held in in Australia, France, Japan, USA and elsewhere. It is this racing, between skippers invited from a world ranking system, that is coming to Lymington in 1989. The concept is relatively new, and such a 'final' has only been held once before, in Australia last year.

Sponsorship of around £250,000 has been guaranteed by IMG, a sports sponsorship promoter, and this will finance the high cost of the event as well as total prize money of about £58,000 – most competitors will receive a share. IMG will subcontract to a firm whose name can be associated with the event, and to its own associated television rights company Trans World International.

A major feature at Lymington will be the supply by Beneteau (UK) Ltd of twelve virtually new one-design cruiser-racers (ten for the racing and two as reserves). Another will be on shore at the club for spectators to examine. The boat is the work of one of the most highly thought-of European designers, Jean-Marie Finot (remember *Revolution?*) and is called the First Class Europe. A 'non-IOR' design of moderate beam, 11ft, with fractional rig and light displacement

(6,850 lb), she is 36ft 1in in overall length. The boats will earlier race at Cowes Week. After the World Match Racing, it is hoped that they will form the nucleus of a new offshore one-design class.

Among sailors of world class now near the top of the scorings are John Bertrand (USA), Chris Dickson (NZ), Peter Gil-mour (Aus), Gary Jobson (USA), John Kolius (USA), and Edward Warden-Owen (UK). Most of these have raced in previous years in the Royal Lymington Cup. However, the scoring may well change before September, after matches to be held in Hong Kong, at Long Beach (where the original Congressional Cup began in 1965), Auckland, St. Tropez, New York, and Bermuda. The first match racing at Lymington began in 1974, and for many years this was the only such series apart from the Congressional Cup itself.

Apart from extensive organisation afloat, which may well see nearly 100 support, race committee, and spectator boats, there will be a virtual encampment around the club house, which has too little space to cope with the needs of such an event. A large reception tent on the green will be used for major functions nightly and have continuous catering; near it will be another marquee for sponsor displays. These and other tents will have a covered walkway which connects in turn with an entrance canopy at the club itself. The administrative offices will be inside the club. A substantial media centre will be rigged up against the southern wall and out to the sea wall by the slipway. Every assistance is being received from the New Forest District Council and other local authorities, and local business is being encouraged to decorate the shops and town.

As far as possible, nothing is being left to chance, except the ever-imponderable weather. Unfortunately, records show that during the first week of September, the south coast of England tends to suffer either severe gales or autumnal calm; but whether or not 1989 is a happy exception, the experience of the club in organising racing at this level assures a regatta to remember.



AGM: The Secretary (left), Commodore, and Vice-Commodore

Notes

Heard in the Chart Room

1. Navigational information

St. Vaast. The red and green traffic signals at the entrance to the lock ceased to operate on 1 January 1989, and the following rules are now in force:

- a. Once the gates are fully open vessels may proceed at the risk of the owner
- b. Vessels entering have priority over vessels leaving
- c. Vessels travelling in opposite directions are forbidden to meet in the narrows.
- d. Speed limit 4 knots.

2. Intended Cruise Book

Owners are asked to enter the approximate area and dates of their intended cruises in the book provided in the Chart Room as early in the season as possible.

3. Lymington Sea Scouts

The Lymington Sea Scouts are holding their annual navigation examination over the weekend 10-11 June. Three R.Lym.Y.C. boats will be required to cruise in company in the local area over the two days. Owners who would like to help are asked to contact Tony Parkinson, the Scout Leader, on Lymington 75671. Further details will be displayed in the Chart Room during May.

4. Cruising Log Competition

1988 produced only one log, which won the Cadiz Cup. The Quain's Cup, the Senior Brownlow and the Junior Brownlow Cups were not awarded.

This was the smallest entry on record. Let us hope we shall do better in 1989.

Highlights

of the Cruising Year 1988

There were eighty-three entries in the Cruise Book, covering a distance of approximately 64,000 miles, of which eleven were over 1,000 miles and one over 11,000 miles, the latter being the completion of a cruise by Anne and Liz Hammick to the Caribbean and back for which Anne was awarded the RCC's Challenge Cup.

The organised events included the Goathorn Meet, a BBQ on Ile Tatihou, St. Vaast, followed by a reception at Cherbourg, the 150th anniversary celebrations of the Société des Régates du Havre (at Le Havre), and the St. Vaast Meet in August. In addition, the club hosted the annual visit of the Cercle Nautique de la Hougue to Lymington in July. The year ended with a record turnout, in perfect weather, of some 120 boats for the Needles Relief on Saturday 17 December.

Cruising events planned for 1989

There will be a number of changes this year. What used to be the Goathorn Meet will be renamed the Spring Meet and will take place in May at the Folly Inn (Medina River). This will be followed by another barbecue on Ile Tatihou, St. Vaast, at the invitation of the Yacht Club de France.

Also in May, there will be a race to Jersey open to cruisers, and very much a fun event, to be called the Royal Lymington Clipper Hotel Trophy. A new mini-meet will be held in the Beaulieu River in June, organised specifically as a family event. Then, in August, immediately following the St. Vaast Meet, there will be a cruise in company along the Normandy coast.

Ted Hawkins  
Captain of Cruising

The Homecoming

[This extract from *Wrestler* of Leigh's log covers the return passage from Bermuda at the end of Anne and Liz Hammick's *Atlantic Circuit*]

*Wrestler* was probably glad to get back to her own element when we set off for the Azores on 9 June. We had taken aboard every possible drop of fuel, anticipating a very light-wind passage, and were delighted to make 470nm in the first four days without touching it. However, that was the last good wind we were to see for some time, though at first we were not too worried. One of the strengths of the Hasler self-steering is its ability to work in the lightest airs – if *Wrestler* will move, Captain Haddock will steer – so we left him to it and caught up on all the jobs that should have been done before leaving. Hours under engine were limited to six per day, as we rationed fuel carefully on ocean passages on the theory that an ocean calm is so vast one can hardly expect to motor out of it, whereas a little progress every day is essential for morale. We were reasonably happy to reach half-way on the tenth day out, and reminded ourselves that this was the stage at which the winds had improved three years earlier.

Without short wave radio we did not know it, but we were actually sitting in the middle of a high-pressure system stretching from Bermuda to Europe and from the tropics to Greenland. The sea was flat enough to do a jigsaw (we did), but after several days averaging less than fifty nautical miles, we became concerned enough about the fresh water situation to try out the solar still, carried in the panic bag. We were surprised to find it capable of producing several pints of rather plastic-tasting water each day, at least enough for a wash; but we nevertheless ran around with buckets and bowls at the least hint of rain. However, even 50nm a day gets one there eventually, and we knew we were making progress by the ever-increasing size of the Portuguese men-of-war. The calm seemed to have brought an amazing variety of jelly fish to the surface, but we were disappointed to see few dolphins and only the occasional whale blowing in the distance. Seabirds too were limited to petrels and the odd shearwater, and once again the paperbacks were worth their weight in gold.

As we neared the Azores there seemed to be more shipping, and we kept a careful watch for other yachts. We had left at the same time as our newlywed friends Tim and Cathy in their Nicholson, though with a more extensive sail wardrobe and

much more fuel, we expected them to be well ahead. Twenty days out, we had covered less than 1,500nm, and suspected they might already be in; but at last we were making reasonable progress and we even put a reef in for an hour, though it proved to be overkill. The final 300nm were covered in exactly three days, and when at 0200 on 2nd July I could just pick out the silhouette of Flores against the paler clouds, it was cause for rejoicing. Again, the wind was dying, and we were glad to have enough fuel in reserve to motor in. We did not forget the cruising guide in the excitement, and anchored off the previously unvisited town of Lajes, near the southern tip of the island, at 1055 on yet another calm though hazy morning.

It was good to get ashore after twenty-three days at sea, and as usual we noticed our heightened sensitivity to the smell of vegetation and the intense colours of the flowers. However, one day was plenty to explore the possibilities of Lajes, so, with the weather still calm, we motored up the coast towards Santa Cruz, though Liz was less than keen at the idea of a return visit and it turned out she was quite right. Within twenty-four hours of our arrival, the wind had picked up from the north east, and the more difficult part – leaving – was still to come. We knew of at least one shoal patch inside the harbour, but with several feet of swell running at high water were dubious about getting *Wrestler* turned if one should catch her, and opted to leave at about half-tide. Unfortunately, we left it just a little late, and spent a few very long seconds sitting on the shoal when a trough took the water out from under the keel. Once again, we were thankful to be sailing a solid long keel cruising boat, and on checking found a scratch or two, but no major damage.

We were looking forward to seeing Horta again, doubly so when our friends appeared on the Marina reception quay bearing cold beers! That rather set the tone for the ten days we were in, with many of the other yachts already known from the Caribbean or Bermuda.

From Horta we sailed in company to Graciosa, to revisit the *caldeira* before pushing on to Angra da Heroismo in Terceira. With its good shopping and excellent market, this seemed the best place from which to leave for England, in our case via Spain as we were bored with longer passages and felt like staying south and then picking our weather for Biscay. It seemed very much like the last leg of the cruise, as we watched Terceira disappear astern, though it was hard to believe that nearly a year had passed since we had left the Azores to go south.

For several days, the wind remained light and out of the south east, and *Wrestler* made good progress, though rather north of the direct course for La Coruna. Then we got our statutory two days' calm, but with tanks refilled in Horta simply motored onwards, taking the opportunity to edge a little south, until 500nm and five days out the breeze filled in from the north east. We found we were noticing the cold, and started digging out musty clothes from the backs of lockers to wear on night watch. It was good to be making progress, though it soon became obvious that working south had been a mistake and unless the wind backed we were going to make our landfall nearer the latitude of Cape Finisterré. Ever hopeful of a windshift, we pushed on towards the coast, deciding to institute Plan B if necessary, and go into Camariñas, a

pretty little town and reasonable anchorage which we had enjoyed in 1984. During the night of 31 July the barometer dropped and the wind fluctuated from nothing to a good 26kt, but next day it settled into the north-west and again we made good progress. To our annoyance it veered during the night while the swell built up, and we had more than a suspicion that a gale was on the way.

Before dusk, we were under No. 3 jib and two reefs, and at midnight were out on deck tying in the third and final reef, which brings the mainsail down to almost trisail size. Fortunately visibility remained fairly good as there was a lot of shipping, and Captain Haddock coped admirably, but we were aware of being set badly south and eventually opted to motor-sail. With the engine helping,



progress was much better, though we were not surprised when a distant headland spotted at 0630 proved indeed to be Cape Finisterré. It was another seven hours, mostly motoring to windward, before we were finally at anchor in Camariñas.

We left for Falmouth as soon as the weather improved. We wanted to buy more diesel, but were frustrated by the tax rules which only allow the quayside pump to supply fishing boats, so left without and in the event did not miss it. Again, we encountered heavy shipping while clearing the coast, but visibility was good and nothing came too close – other than a pair of sperm whales, much larger than *Wrestler* and apparently quite curious. Although we were motoring at the time to charge the batteries, I remembered being told that whales can be alarmed by sudden changes of vibration, and resisted the temptation to run the throttle full open. They soon lost interest, though we watched their blows carefully until they were too far away to see.

That turned out to be the most exciting moment of a fairly textbook passage. At 1730 on August 13 Bishop Rock light came up as expected, and we were just eating breakfast and congratulating ourselves on a singularly trouble-free cruise when, having timed its moment to perfection, the seventeen year old mainsail split from luff to leech. This did not stop us making Falmouth at 1730 that afternoon, under No. 2 jib and iron tops'l, but we did wonder whether *Wrestler* was perhaps trying to tell us something. Over 11,000nm in fourteen months is tiring for any yacht, and we had asked her to do it twice. She is now ashore having a well deserved rest and face-lift, and looking forward (we hope) to her twenty-first birthday. Anne Hammick

Cruising Programme

- 29 April -1 May: Spring Meet, Folly Inn.
- 4 May: Barbecue Ile Tatihou.
- 13-14 May: Visit by S.R.H. Le Havre.
- 19-21 May: Royal Lymington Clipper Hotel Race.
- 3 June: Mini-Meet Beaulieu.
- 10 June: Round the Island Sail and Power.
- 1 July: Short Sail and Power West.
- 19-21 August: St. Vaast Meet followed by cruise in company.
- 23 September: Short Sail and Power East.
- 30 September: Goathorn Meet.
- December: Needles Relief.
- The Winter Cruising Programme will begin in October.*





## The Peter Andreae Trophy

In 1938, a young member named Peter Andreae died of tuberculosis at the tragically early age of sixteen. He was a keen dinghy sailor, and his family founded a memorial trust, with the intention that the income should provide prize money for an annual dinghy handicap race, for members under 21 years of age.

Unhappily, it seems that the venture almost collapsed for some years, due to lack of support. However, thanks to the interest of the then Rear Commodore Sailing, Dr Jonathan Rogers (who had sailed for the Trophy himself, as a boy), the contest was enthusiastically revived in 1985.

The Peter Andreae Trophy is now an important annual event in the club calendar, taking place immediately after Christmas. Entrants have increased from sixteen in 1985 to forty, aged between ten

and nineteen years, in 1988.

Last winter's mild conditions were in contrast to the freezing easterly of Christmas, 1985, and the whole assembly, contestants and spectators, had a thoroughly enjoyable day. Three heats were sailed single-handed, in the river, in separate classes of Scows, Cadets, and Optimists. The finals were fought out in Scows.

The 1988 winner of the Peter Andreae Trophy was Chester Maudslay, 13 year-old son of Nigel and Sarah Maudslay. He is seen in the photograph receiving the handsome silver Scow Trophy from Mrs Lena Proudlove, wife of the Rear Commodore Sailing, on 27th December. Prize funds, divided among sixteen of the participants in the 1988 contest, amounted to £175, about one third of which was contributed by parents on the day. G.C.S.

## Easter Regatta, 1989

The forecast was foul. Totally convincing weathermen on the telly told us all the preceding week that we were in for a wet and windy weekend, and on Friday (with the Scow teams reefed down) one could well believe them.

A chat with Doug that day also produced gloomy predictions of imminent force 8. So it was with a sense of complete wonderment that we woke up on Saturday to a very light southerly and weak sun (but a gale warning still in force).

Where it went, we shall never know: the three days that followed produced light and variable winds, mainly from the south, but with occasional forays into east and west.

Jonathan Rogers was Chief Race Officer, running his fifth Easter Regatta. He elected to have two committee boats so that the large and small dinghies could be divided. Scows and Oppies each had a team of race officers to oversee their particular courses.

On the black fleet course we had six starts, including one with a raging ebb pushing the boats towards the line; but we did not once have to fire a recall gun. There were a few 'funny' beats, when the windward leg turned into a fetch, and on Sunday afternoon competitors managed a complete triangle and sausage course without having to tack. This led a certain Colonel Jardine in his Laser to remark plaintively as he passed *Castaway* (the committee boat responsible) that the course was just a wee bit boring. However, he was smiling at the time, and he might not have said anything if he had been winning!

Generally speaking, the regatta took place in high good humour, and it provided entertainment for a large number of competitors. The Toppers, Fireflies

(welcome back!) and Europes took part in highly competitive sailing down the western side of the river.

The number of entries was fractionally up on last year, even though it was such an early Easter. Miraculously, everyone turned up on time on the Sunday, even though the clocks had changed.

As usual, helpers in the regatta almost outnumbered the competitors, and the club's heartfelt thanks go out to them. The smooth running of the event depends on people organising dinghy parking, slipway, rescue boats, entry formalities, race supervision, and, of course, results. The boatmen lay marks and prepare rescue craft, the caterers produce mountains of sausages, chips and hot drinks. Doug was fully prepared for a hurricane, and if the forecast had been right, we would surely have survived. As it was, the rescue boats got off lightly. Only one dinghy had to be rescued - a moth which capsized and broke its mast after completing its race and finishing second! Elsewhere, Michael Nurton had to leap from his rescue boat to save an Optimist being swamped (while temporarily ashore) by the wake of a passing motor launch.

The cleaners too were pleased with the clement weather, which spared them the usual ankle-deep mud on changing room floors.

Saturday night's disco proved a great success, and Mike Webb produced a very good three-course dinner for just £4.00

There was no prizegiving this year, which some people thought a pity; but without sponsorship for major prizes it was felt that competitors who did not live close by would prefer to pack up their boats and be on their way.

All in all, a very successful regatta, from every point of view.

## Lymington Spring Series 1989

Combinations of classes, CHS divisions, and combined starts are all given maximum scrutiny at the planning stage of this series, with the intention of enticing and satisfying the greatest number of potential competitors. Requests for separate starts from individual classes with promises of good support do not always match the final turnout for the series. We would have liked more Lightwaves, Sigma 38's and Etchells, but an IOR class for this series is quite clearly a dead duck!

However, this year saw a good turnout with 88 official entries, and a good spread over the Channel Handicap classes. It is good to have the Saffery Coopers racing regularly here in their new *Flying Dragon* and finishing 2nd overall in class 2. Stuart Jardine has also had a successful series in his new J/24, *Stouche*, finishing 1st overall in the J/24 class. An interesting switch has occurred in this series, with Roger Hawkes' new J/24 *Jooler* being sailed by Simon Collyer and Simon Collyer's boat *Cantilena* being sailed by Roger Hawkes! *Jooler* was 4th in the J/24 class and *Cantilena* 1st in the Contessa 32 class.

### Comments from two competitors:

Most J/24 sailors would not mind if West Lepe and Salt Mead buoys suffered a severe accident with a nuclear bomb. That said, the two clubs conspired to run a successful and (wot, must be an accident) almost 'general recall'-free Spring Series. *Jooler* glinted, but then at the last decided to show off her keel job and wash the Windex. *TTTT Cleaners* shone, but then decided that the sun was brighter in New Zealand. *Jam Jar* had a near miss with the boys from the weights and measures department, leaving .... *Stouche*, Stuart Jardine OBE (old but efficient?) to win. Good, close, competitive racing with 25 boats coming to the line and almost everybody getting a look at the front (well, near it anyway). Plans are now afoot to get regular weekend racing in Lymington under way this year.

Mike Urwin, *Jipijapa*, J/24 Class.

Of the six races, three were with the wind blowing more or less up and down the Solent (two south-west, one east) making course setting relatively easy for the committee, and making race tactics easy for the competitors. The other three were much more difficult, with the wind blowing at right angles to the tide, and from over the high downs of West Wight. The big wind shifts and cross-tide effect made tactics very interesting and important for the competitors, and made course and line setting extremely difficult for the organisers. The series was unusual in that at no time did the wind drop below 10 knots true. The courses in general were excellent, the starting lines in general were not so good! My conclusion is that it was a well supported, well organised, and thoroughly enjoyable Spring Series - with no snow!!

Tony Blachford, *Smokey III*, Class 7 CHS

Our new computer results programme arrived in time to be put through its paces for the Spring Series, and is going to prove invaluable for a fast and accurate results service for all the racing events.

The organisation and the Race Committee were again shared with LTSC and in addition to this successful recipe we were supported by the Yachtmail Company Ltd who have funded the cost of the prizes.

CAT et al

## Royal Lymington Clipper Hotels Trophy (Jersey Race)

This is a new and exciting addition to our programme! The Clipper Hotels Group, which includes the Stanwell House Hotel in Lymington and Hotel L'Horizon in Jersey, is very generously offering some super prizes for this offshore semi-pursuit race to Jersey, to take place on 19th and 20th May. The race has three divisions, two Channel Handicap classes, two Lymington handicap classes (for unrated boats) and a Motor-sailing division, so it will cater for the broadest possible field of entrants, from regular offshore racers to family cruisers.

The prizes include all-inclusive long-weekend stays at L'Horizon; jereboams, magnums, and bottles of champagne, as well as trophies! The Clipper Group will be organising a pre-race cocktail party at Stanwell House and a reception and prizegiving in Jersey at Hotel L'Horizon.

The great attractions of the race are that it will bring together the racing and cruising fraternities, it will be a good navigational challenge, and it will be fun for the organisers too. It is to be an annual fixture and will also be open to members of the Clipper Group and the Lymington Town Sailing Club.

The course is approximately 115 nautical miles, leaving the Casquets and Les Hanois (Guernsey) to port, Point Corbière to port, and on to the finishing line off St. Brelades Bay, leaving Passage Rock to starboard.

You don't have to be a racing hot-shot to enjoy this fun and very social event, so get the details from Barry Grainger and come and join us - you may be surprised to see who is entering!

### West Solent Regatta Series 1989

The club has joined forces with the Royal Solent Yacht Club and the Lymington Town Sailing Club to run a new regatta series on three consecutive weekends in July, beginning with the LTSC's weekend on 1st and 2nd July. Each club will run two races, one on Saturday and one on Sunday, and provide entertainment for competitors on the Saturday night.

The host club will be running its own dinghy regatta at the same time, but the dinghy regattas will not form a six race series as in the case of the keelboats (this may be considered for next year). The Royal Lymington Junior Week will still be run during the second week of August, as a five-day event.

The new regatta series dates are:

July 1-2 LTSC

July 8-9 RSYC

July 15-16 RLymYC

There will be classes for CHS, West Solent Handicap, J24's, Contessa 32's, X-Boats and Etchells 22's, among others.

The new series will provide three weekends of enjoyable summer regattas and pleasant social evenings in each of the clubs, so out with the Pimms and straw hats, the bunting and the bands!

### Stop press

Nick Ryley, Chairman of the Royal Lymington Cup and World Cup of Match Racing Committee, has been invited to compete in the Liberty Cup in New York. He intends taking an all RLymYC crew.

Titch Blachford has been invited to sail in the Veuve Cliquot First Class Ladies Cup in La Trinité, France. Ros Bond goes with her. Titch has also been selected as our representative for the Viyella Cup.

Bob Fisher is campaigning for a place in the British Admirals Cup team in *Toy for the Boys*, ex *Backlash*..

Sally Potter, Captain of Racing

## Match Racing

I am often asked by people from outside the group of participants what makes match racing such an attractive and competitive part of racing.

For every match which is exciting from start to finish, there are several contests which become a procession immediately after the start. Match racing is sometimes equated with the America's Cup, where big money, difficult personalities, and expensive technology often seem to rule. Though a match series, the America's Cup is not the norm. A race between a 65ft. catamaran and a 95ft. monohull could scarcely be called a match except by legal hokey 'pokey and woolly Deeds of Gift. Even the judge supports that view now.

What match racing means is two evenly matched boats crewed by the same number of people with equal opportunities to practice. The boats then race around the course, which is designed to be fair yet as testing as possible, and the result will be determined by the crew that exhibits the greatest skill, determination, and physical prowess. 'Clip-ons' like on-the-water judging, large tournaments, hype and pomp are only variations on this one-to-one theme.

The areas tested by this form of competition are manifest. Spatial judgment is tested to the limit at starts and close-quarter action, crisis response is invoked on any number of occasions, physical fitness and resilience are pushed to the limit in the heavy air tacking duel. Mental toughness and character are always required to come from behind, while logic and jurisprudence are utilised in dealing with the elements and tuning, or handling the intricacies of the RYA Rules.

Thus to the competitor and spectator every single match race will bring an element of yacht racing often only seen in other areas once in every season. Equally, the benefit (or loss) experienced by use (or misuse) of a skill is more obvious to the result. A typical example of this is tacking. In a fleet race, a bad tack can be disguised in a result by the 10% lift you tack onto when your opponents don't. In a match it can cost you control and lose you the match. It is only at the very highest levels of fleet racing that such small margins become so critical.

OK, so now you may understand why the competitors enjoy match racing and why it is such a fast growing area. But what earthly interest is this to the non-competitor? Well, unlike normal races, if you watch carefully, the turning-point and critical periods within the race are obvious. Secondly, the part the crew plays in the win or loss is more on display, and the man-against-man aspects provide intriguing watching. On-the-water judging can make us all instant rules experts, agreeing or disagreeing with the judge's decisions (forgetting, of course, that we are only seeing half of the incident!) There is one more reason why match racing will continue in its appeal. Each decision taken by the competitors reveals a fascinating psychological conflict between two personalities. This, whether we like it or not, has become one of the most notable features of modern sport.

Bill Edgerton

RYA National Keelboat coach

### Potter Ship

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The Royal Lyngington Yacht Club

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MAX, Geoff Scott, anon.



Raymond Baxter speaking at the Cruising Dinner held at the Club on 4 March, 1989

## Behind the Desk . . .

The Club is often in business for twelve or more hours a day, and besides dealing with members' queries, telephone calls, and bills, it helps to organise an event of some kind, on average, every three and a half days. Moreover, there are each year upwards of sixty committee meetings. (not to mention blocked drains, and overflowing water tanks). Some of the office work is even done at sea...

Six people work in the office, but taking leave and outside commitments into account, the number actually present at any particular moment is often fewer than three. One of these will be the Secretary or his Deputy; and another is usually fully employed manning the desk and trying to give the right answer to an extraordinary variety of queries and requests. For the benefit of members not already acquainted with the office staff, this note is an opportunity to find out who they are and what each of them does.

The Secretary himself, Jonathan Hutchinson, aims to be in the building from nine to five, Friday to Tuesday, and also for evening meetings, social functions, and various other engagements. His full responsibilities cover several pages of typescript, but can be summed up as 'everything'.

The Deputy Secretary, Barry Grainger, runs the programme, and tries to limit his week to Wednesday-Sunday. He acts for the Secretary on Wednesday and Thursday.

Membership records are the province of Judy Jones, who has begun to assume a co-ordinating and directing role over the clerical functions of the office, now that the lengthy task of entering membership records on the computer has been completed. If you need an immediate answer on a membership query, she is the person to approach in the first instance. She also determines priorities for the typing and copying that is done for those members responsible for club business.

The accounts are run by June Bungey, who has recently brought the accounts computer into service. June also pays the troops, runs the bank accounts, fends off the tax inspectors and is learning to sail.

Everyone shares the tasks of reception, telephone answering, typing, filing, mail dispatch, selling ties and buttons, and smiling at visitors. However, these duties fall most heavily on Penny Finch and Beverley Mandiville.

By some very un-British oversight, the office contains no provision whatever for making tea!

## Watch out!

Recent police figures show that thefts of and from boats account for 20% of all reported crime in coastal areas.

To combat this problem, the Hampshire Constabulary and New Forest Crime Prevention Group have launched a scheme called 'Operation Shark.' Its aim is to encourage all boat owners to take sensible precautions and safeguard their valuable property.

Is your boat secure? As with houses, a few simple steps can reduce the risk of theft, and increase the chance of recovering stolen property.

For example, are your hatches securely locked? A good lock may not stop a really determined thief, but it will deter the opportunist, causing him to seek an easier target somewhere else.

Whenever possible, valuable items of equipment should be removed from unattended boats. However, all such items will be much less attractive (and more easily recovered) if they are clearly and indelibly marked with your postcode. Marking kits, costing £5.00 each, are now available from the club office. They are suitable for use on all kinds of material (metal, plastic, and fabrics).

To increase the effect of postcode marking, labels stating that this has been done should be placed on the boat and on valuable equipment where a potential thief will see them.

In addition to marking, it is well worth keeping a detailed record of all valuable items left on board (this list should not, of course, be left on the boat!) If there is a theft, such details will make it quicker and easier to claim insurance payments, and will also help the police. It is, by the way, worth checking your insurance

## Summer Ball

The Summer Ball will be on Saturday, 1 July. Arrangements will be similar to last year's *but* (please note) in order to improve the comfort of the occasion, there will be only 220 tickets (as against 260 last year).

A booking form is enclosed, and tickets will be issued in order of application and payment.

On arrival, there will be a free glass of champagne, donated by Mumm.

## Competitors' Corner

I. We need photographs for *Potter Ship*, and will run a competition for each issue. To start things off, Dr. Tom McEwen has very kindly offered a bottle of champagne which will be awarded to the best amateur photograph used in the autumn number.

Subjects must be connected with club ac-

policy to see that it covers replacement cost on a 'new for old' basis, without deduction for wear and tear.

There are many types of electronic alarm on the market, at prices from as little as £50 to some hundreds for the more elaborate models. The choice is too varied to discuss here, but several articles on this subject have appeared in the yachting press during the past few months, and reprints of some of these are available in the club for inspection.

The last piece of advice may seem obvious, but it is often overlooked: leave tempting valuables out of sight! If your boat has curtains, leave them closed when you go ashore. It is even worth stowing your valuables in an inconspicuous place so that they are not 'on display' if someone does break in, as thieves are usually in a hurry. Last of all, please keep a friendly watch on other people's boats and hope that they will do the same for you. Report anything that seems unusual.

John Bryce

RLYMJC Representative, Operation Shark

## Operation Shark

On Sunday 16 July there will be an all day display on crime prevention by the Hampshire Constabulary. It will take place in the car park adjoining the Club House. Police officers will be on hand to answer questions.

## Crow's-nest

Congratulations to . . .

Sebastian Chamberlain (ex-Rear Commodore House and Hon. Club Gourmet) for winning a *Daily Telegraph* and *Graham's* Port competition for writing a 350-word essay on his favourite country restaurant.

Miss Muriel Cowper, who celebrated her 100th birthday earlier this year.

Stuart Jardine for the OBE, in recognition of his contribution to sailing.

Gowan MacAlister and David Elliott for winning the Queen's Award for Export Achievement.

Dick Thorn, for becoming Commodore of the Royal Fleet Auxiliary.

Bryn Vaile for the MBE and gold medal, after winning the Star class in the Korean Olympics.



II. Dismasted! On 9 March the Captain of Racing, having steeled herself for a Spring Series race in vile weather, suffered one of those vexatious events that make sailing a character-building sport.

In this photograph Sally is apparently

speaking. We offer a bottle of claret for the most entertaining suggestion as to what she was saying. Entirely, not more than 25 words, to the Editor by 31 August please. Open to all members. The judges' decision will be final. (Photo © MAX)