

potter ship



Bulletin of
the Royal
Lymington
Yacht Club

No 2, Winter 1989-90



Dark and Stormy reaches under spinnaker in the autumn Solent Circuit, in which she won CHS Class 2. Owned by Mac MacDougall, she was one of the numerous Royal Lymington boats, which took most of the prizes. Among those crewing this Sparkman and Stephens fractional Tartan Ten, optimised for CHS by the addition of a bulb keel, were club members John Elphinstone, Peter Moore, Gordon Stredwick and Martyn Wheatley. - Photo © Christelcar 1989

Club members shine in Autumn Series

Owners and skippers from the Royal Lymington Yacht Club took nearly all the prizes in the west Solent autumn series, officially known as the Solent Circuit, open to all comers and organised by the Lymington Town Sailing Club with sponsorship by Allied Lyons.

With some seventy-six Channel Handicap System (CHS) starters, twenty-one J/24s, fifteen Contessa 32s, and six Etchells one-designs, there was close racing on six Sunday mornings (five for the J/24s and Etchells, owing to a gale) between October 15 and December 3. A seventh Sunday saw no classes start because of flat calm.

The Manulife Trophy for the best boat in all classes went to *Smokey 3* (Tony Blachford and Brent Strickland), fully crewed by club members. Second in this category was Simon Collyer's Contessa 32 *Centilena*.

Old Mother Gun, the magnificent 1989 non-10R racer, built in Lymington, won the Lymington Spit Trophy for the most outstanding performance. Both owner, John Mitchell, and designer, Rob Humphreys, are club members. The only first prize taken by a non-member was in CHS 1, where the CHS one-off *Wavetrain* scored a first in every qualifying race, steered by Hamble helmsman Jeremy Robinson with designer Julian Everitt aboard.

Other club successes include Mac MacDougall in his Tartan Ten, *Dark and Stormy*, as winner of CHS 2, just beating Jane Turner in *Riot*, which was still the best of the OOD 34s; also the runners-up in CHS 1, *Jacobite* (Stephen James), the consistently successful Oyster 41, and *Rulor II*, a brand-new non-10R, built and sailed by John West and Richard Lovett, and the first three in the Etchells class, owned by Dr B. M. Baird, David Hayles and Patrick Hamilton-Hill. Executive committee member and Captain of Racing designate, Stuart Jardine, won the J/24s in *S'Touché*. Roger Hawkes and John Warren were second and third.

In the series as a whole, course setting occasionally pleased some competitors more than others. The fixed committee-boat position a mile east of the Lymington River was useful for Sunday morning starts, but made windward legs scarce in some conditions. With such a preponderance of Royal Lymington boats and members, not only among the prize winners but in the fleet as a whole, there have been suggestions that in future the club itself might have a part to play in what has, over the years, become one of the major autumn events.

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The Editors would like to thank all those who offered articles and photographs. Even though this issue is twice as large as the first, there was not enough space to print everything. We are extremely grateful: please do not be discouraged if we could not use

EDITORIAL

Plans for the clubhouse

By the time this reaches you, work should have started on a major renovation of the club bar area. Higher subscription rates and improved budgeting procedures have enabled the House Committee to plan maintenance and refurbishment requirements for some time ahead. During the past few years there has been little funding available for such purposes, but now a carefully considered programme is under way – it began with the recent improvements to the ladies' cloakroom downstairs.

The committee's aim in altering the bar is to bring more members into the club at quiet periods for example in the evenings out-of-season. It has been recognised for a long time that the design of the area leaves something to be desired. The original intention was to make the most of the magnificent views down the river to the Solent, and the room is unquestionably at its best on a summer's day. On a bleak winter evening, however, interior lighting mercilessly reveals the basic concrete structure, and the glass walls act like blackened mirrors rather than windows. Some years ago, on such an occasion, I heard a member say unkindly that the deserted bar had all the *ambience* of a provincial airport waiting room after the last flight of the day.

This is the main problem which the House Committee has set out to resolve

explained the changes to me as follows: 'A new tongue-and-groove timber ceiling will be installed below the existing ceiling, slightly reducing the room height and leaving enough space for concealed spotlighting. There will be forty or fifty spotlights over the whole bar area (their positions are marked with crosses on the plan overleaf), and they will be wired in clusters.' This will give much greater control over the atmosphere of the room: depending on the number of people present and the kind of function, it will be possible to bring one area vividly to life, as on a stage set, while leaving the rest in darkness.

There will also be changes to bar itself: 'We are going to reduce the length by about six feet, making a return at the left hand end to produce a little snug area there. The bar staff welcome this, as the present very long serving area obliges them to do a good deal of walking about. There will be no loss of bar surface: the end is simply being turned back towards the wall.

'We are putting double doors at the entrance to the bar from the staircase landing. These will be permanently open during the summer, but in winter they will help to snug the bar down.

'Finally, we are doing away with all those window seats, and creating two alcove areas, each with a table in the centre. The idea is that more people

Severe Flood Hits Clubhouse

An inrush of sea-water, caused by a tidal surge, has resulted in damage to club property and setbacks for the administration of the club.

As widely reported in the national media, Lymington suffered an unexpected high tide at about 0300 on Sunday December 17. Water poured over the sea-wall to the west of the river, as well as flooding across from Lymington Marina. Flows approached from both directions, converging around Bath Road and the club car park. Some cars left parked there actually floated away, and dinghies ended up scattered across a wide area.

The clubhouse is on slightly higher ground than the land immediately in its rear, so while many houses in the vicinity were flooded to a depth of four feet, the water-level in the club rose to only just over one foot.

This was enough, however, to ruin anything on the floor downstairs, including filing cabinets, whose contents were soaked before the drawers rusted solid. Electric sockets and wiring, walls, and carpets also suffered. The new ladies' changing room, just reconstructed at a cost of £19,000, will require redecoration and new flooring and carpets. The boat workshop lost gear, while bar stock and food was lost as well as three ground-floor refrigerators and their contents. It is fortunate that the main public rooms are on the first floor.

The tide had come over the sea-wall, to a lesser extent, on the previous Thursday. As a result, club staff had already taken several precautions. All electronic equipment (computers) had been placed well above ground level together with their connecting cables. A fine picture of the river presented by Wellworthy to the club had been lifted off the floor by the Secretary on Saturday afternoon, 'just in case'.

In the aftermath of the flood, the club office had to be moved temporarily to two portacabins in the car park, and the highest priority has been given to the work needed to restore the office area.

A survey of the damage has shown that over a large part of the ground floor the plaster on the walls is crumbling and will need to be stripped off and replaced, to a height well above the level reached by the flood. This will be a long and messy job, and there will be some unavoidable inconvenience to members, in particular during work in the corridor areas.

In the long term, however, the club will gain some benefit from the flood. The insurance policy will cover the extensive redecoration needed, and, with the agreement of the assessor, the club is introducing a number of improvements. For example, electric sockets in the office will be moved to higher, safer, positions, and cable channels will be installed for electrical supply and computer cabling. Another proposal is that the existing wall between the old sail loft and the junior sailing room should be replaced by folding doors. This would provide for a larger briefing room when required. 'Wet' flooring would be laid in the old sail loft, so that it would be possible for dinghy sailors to pass directly from the dinghy park through the new side door into the briefing area, and thence to the changing rooms, without having to use the front entrance or walk all the way round the building. This will be another useful step in keeping the club's wet activities away from flooring and carpets that can be damaged by saltwater.

should be able to look out of the window rather than sit with their backs to it'. There will, nevertheless, have to be some kind of table or seat over the central section, as there is a concrete plinth there.

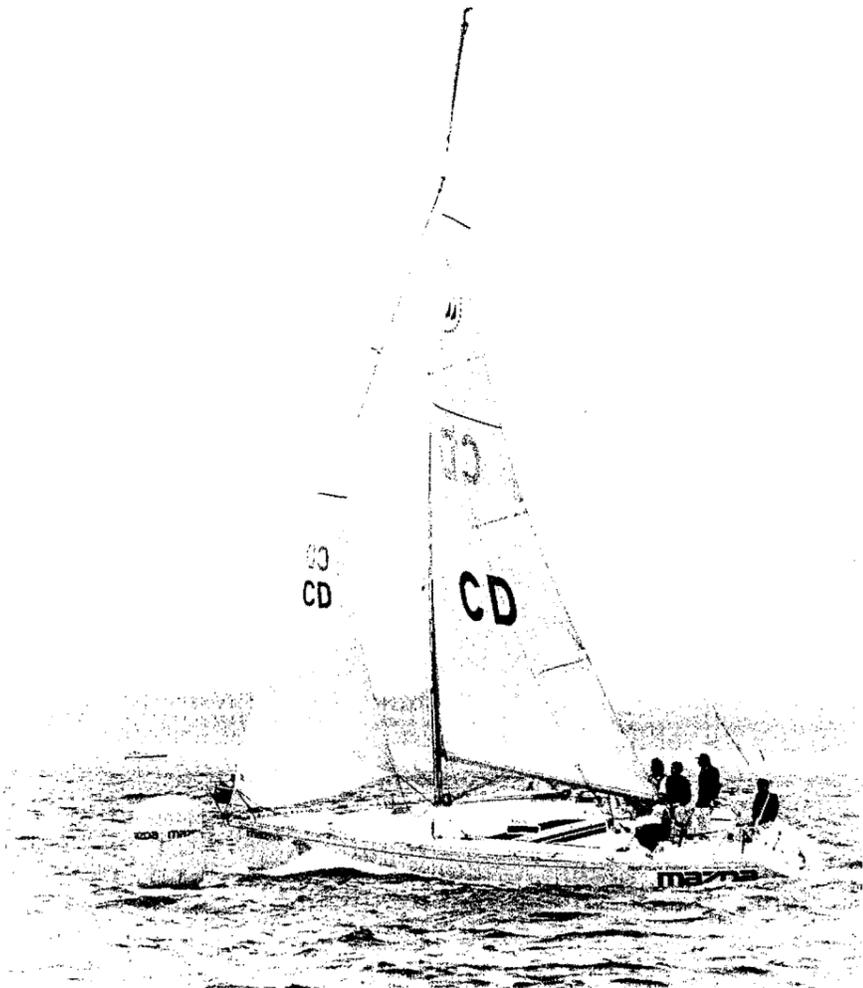
If possible, all this work in the bar area, as well as recarpeting, will be completed before the Easter Regatta.

Further ahead, Sandy White hopes to introduce a range of inexpensive bar food, and to build an attractive servery in place of the existing salad counter. Evidence from other clubs shows that bar snacks are a very effective way to encourage members to use the club in the evenings. There will also be informal music from time to time, at no cost to members using the bar. This will be advertised on the noticeboard.

Sandy hopes that these improvements will bring more life to the club during the winter. Low bar prices on their own are not enough (the club spirit measures are 50% larger than those used in public houses). The aim is to extend into the winter months the kind of club night that has proved so successful on Thursday evenings in summer.

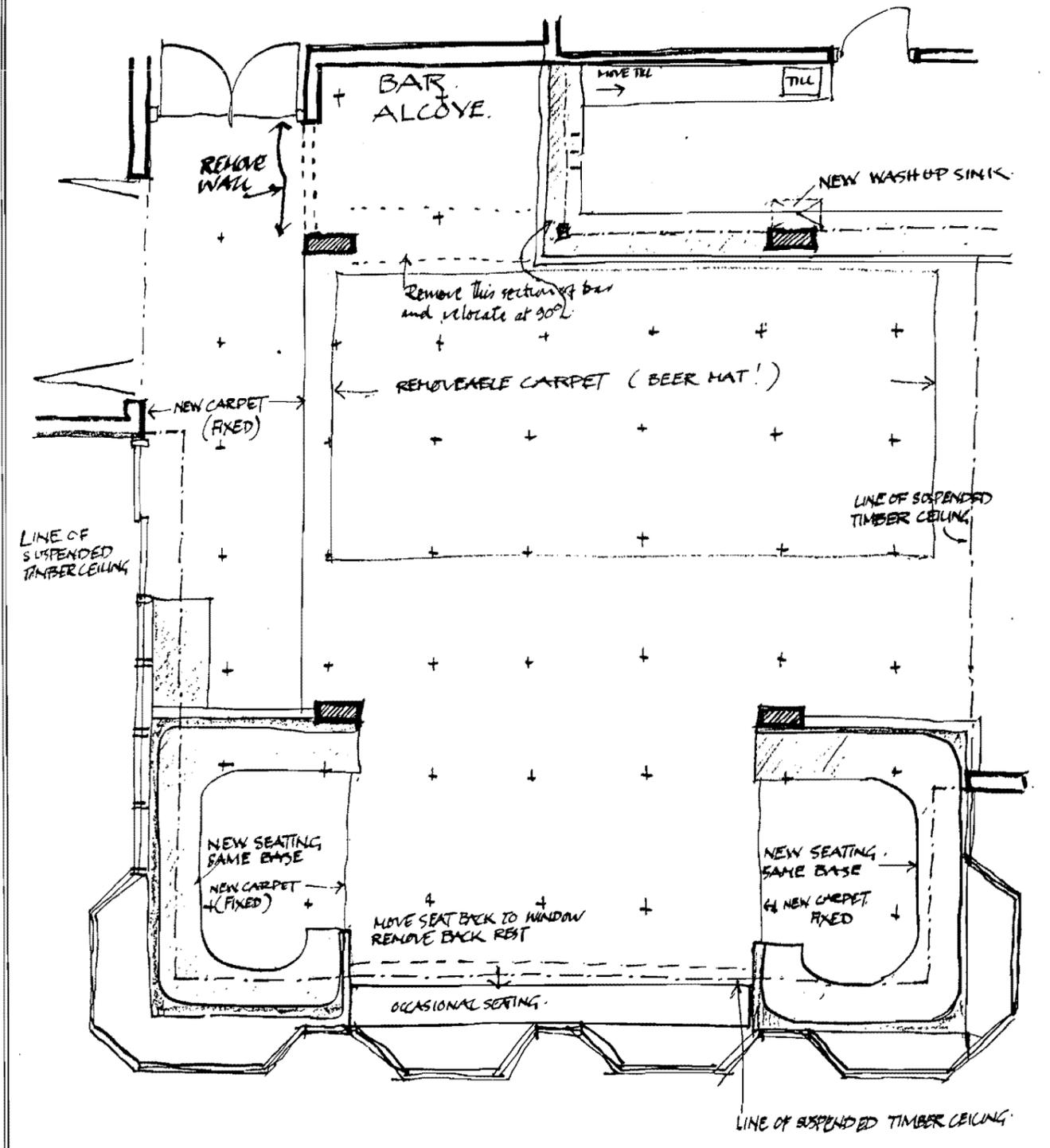
When work on the bar area is complete, the next priority will be the dining room, and, after that, the men's changing rooms downstairs; but those projects are for future years, and at present the budget available is not known. Most members using the club in 1990, however, are likely to benefit from this year's projects.

Jeremy Wilson



The major event in the Royal Lymington Yacht Club's 1989 sailing season was the World Championship of Match Racing, held in September. Many members were involved in the race organization. Seen here is the winning yacht, helmed by Chris Dickson of New Zealand. Photo. © MAX 1989.

Alterations to the Royal Lymington Yacht Club bar area



Round Britain Race

Bob Fisher

Sailing is all about fun, and competitive sailing about winning. Putting the two together harmoniously is difficult – but if managed successfully, it is totally rewarding. I write this to put into perspective what happened in 2,000 miles of racing during three weeks of this summer. I haven't yet stopped smiling about the Round Britain Race, and am unlikely to.

Taking part began, as these projects often do, over a glass or two of port. It was Nick Ryley who first broached the subject of the race and we agreed euphorically to give it a shot. Regrettably, Nick had to pull out, but I had been caught up in a conversation at the last London Boat Show with a man who suggested we should 'square the triangle'. That calls for explanation: Robin Knox-Johnston had won the race with Les Williams in 1970 aboard the 71 ft *Ocean Spirit*. Twelve years later, I had raced with Leslie on the 80 ft *Challenger*. It was therefore only natural that Robin and I should race together – with each of us looking for the Leslie Williams role!

Robin has only missed one of the Round Britain races and was keen to keep his record of being the sailor who has done one more than anyone else, so when Nick was forced to pull out, my phone call to Robin brought a chuckle from the other end.

The race rules are such that everyone has to complete a qualifying cruise in the boat they are racing. It's of three hundred miles or 48 hours, or something like that. There are exceptions, if the Race Committee considers that the experience of the competitors is sufficient and the boat is known to be well found. We didn't qualify.

A problem was that neither of us had a great deal of spare time. After consulting our diaries, we fixed on the only two mutually acceptable days. The trouble was, no-one told the Met Office, and we set out in *Barracuda of Tarrant* on a March day into the teeth of a westerly gale, with a forecast of more to come.

It was obvious that the committee didn't want this to be easy, and as we fetched out of the Needles Channel with three reefs in the main and no headsail, we were somewhat apprehensive. Three thumping big waves at the Bridge put paid to any idea of the French coast, and we bore away in a welter of spray for St Catherine's. After that it was a matter of moments to reach up the other side of the Island and anchor in Sandown Bay in company with twelve merchant ships. Next morning the wind had shifted to the south and increased to force 9, so we left under number five jib and reached up the Solent to Osborne Bay where we stayed for the second night.

We decided that we were compatible, having enjoyed each other's company for 48 hours, and we sent a digest of our log to the Royal Western Yacht Club where it caused all sorts of comment. We were, however, allowed to qualify.

There was a great deal to be done to the boat to prepare her for the race, including the fitting of water ballast tanks and ordering some new sails – new spinnakers and reaching sails to go to the masthead. It was all going to be very expensive until the power (and cash) of Tesco and Pepsi-Cola came to our aid. The sponsorship was essential and became mutually beneficial. Ten days before the race began, Robin and I took *Tesco-Pepsi Barracuda* in her new livery westwards to Plymouth.

We spent one day scrutineering (the highlight being convincing the scrutineers of the efficacy of our hydrostatic release on the EPIRB – it took quite a battle of semantics before that was passed). Then Robin had to fly off to Geneva to give a lecture while I practised my golf swing on the moorland courses.

Come starting day we were more than ready to leave, despite a pair of slightly sore heads from a farewell party given by our sponsors. Our class – 40-45 ft overall – consisted of nine monohulls and a catamaran, and included two other *Barracudas*. We couldn't believe our luck that there was an easterly breeze, and after the nine-mile reach to the Eddystone we bore off, setting the new three-quarter ounce masthead spinnaker with the sponsors' logos on it. We were in front of the other monohulls in the class and going faster.

It was all too good to last: we parked at the Scillies and waited for the rest to join us. It was there that the Trafford Brothers in the 30 ft *Modi Khola* imprinted themselves on us – Robin employs one of them as a solicitor but was heard to tell them, firmly, to 'Go away!' During the darkness, the Dutch monohull *New Magic Breeze* (which much resembles an aircraft carrier) sneaked away so when we arrived in Cork we were third in class, behind her and the catamaran.

Robin was walking down the jetty at the Royal Cork YC when he was approached by an Irishman who asked, 'Are you two still talking?' The reply was swift: 'Too right. We haven't stopped and aren't likely to until we reach Plymouth'. The 48-hour stopover gave us adequate time for golf, looking at the renovation of the old RCYC building in Cobh, and enjoying several glasses of the black stuff.

As we left Cork Harbour we fouled a driftnet in the fairway. This gave Robin a chance to use his diving skills. Four hours later, when we had been passed by five boats, he went over again and found eight metres of net head rope, five cork floats and a sizeable piece of net attached to the starboard rudder. Once that was cut away we began to catch our rivals. We passed the Fastnet Rock late in the afternoon and beat our way to Mizzen Head with a full main and number three genoa.

By morning we had restored our place and soon passed *New Magic Breeze*. What we didn't know was that we led the class, because the catamaran had pulled out of the race. It's a long haul up the west coast of Ireland and one has to keep a wary eye for illegal salmon nets whose owners can become quite violent. We were fairly well offshore and had no worries until the third afternoon when we managed to wrap 'Clint' (our asymmetric masthead reacher) around the forestay in a monumental manner. It took us four hours of hard work to clear it, and we lost a few miles in the process. 'Clint' was rather badly torn and was replaced by the number two genoa (later known as 'John Wayne'), boomed out. The wind was up to gale force again and we were having plenty of fun as we surfed towards the Outer Hebrides and the port of Castlebay on the Isle of Barra.

Arriving there in the dark meant anchoring and spending the night aboard. The ground is rock with kelp, and the best anchor is a Fisherman. Ours, to conform with race regulations, was a fifty pounder. We held fast. Wives had been flown to

Barra to look after us. They took us to inspect the airport – the low tide beach – and made us do the circular tour of the island. In doing so we missed the hospitality of the McNeil of McNeil, the local laird who most of the year resides in Chicago rather than the castle in the bay which gives Castlebay its name.

We went out 48 hours later into a moderate southerly, and that naturally went round to the north-west as we rounded Barra Head and set off for St Kilda and Sula Sgeir. The only outlying rock you do not have to round is Rockall. Somewhere off Sula Sgeir the wind disappeared and we were becalmed for five hours. Then it returned with a vengeance, and we reefed progressively until we had two reefs and a number five jib and were on course for Muckle Flugga, the northernmost point of the British Isles.

Broad reaching is *Barracuda's* forte, and in the big seas the ride was simply fabulous. At 60° north, there is no darkness at the end of June, and we pressed on as fast as we could. The highest we scored on the log was a burst at 20.71 knots, but there were lots of 18 knot bursts. It was thirty hours that both of us will remember.

Once round Muckle Flugga – and we tacked there rather than gybing – we hustled on to Lerwick, draining a celebratory bottle of Champagne on the way to Outer Skerries. As we beat the last part of the leg, now with the third reef tucked in, we packed away another of our famous curries to prepare for the onslaught of hospitality that both of us knew would be awaiting us.

We were not disappointed. It came from everywhere, particularly from the family who had been appointed by the Lerwick Boating Club as our hosts. We managed a round of golf there too and were given a four pound piece of salmon and six pounds of sirloin steaks for the next leg. We were not going to rough it on the way to Lowestoft.

'Clint' was there to greet us. Dee had taken him back to Sobstad for repair and they had airfreighted him to us. We needed him too, and hoisted him as we left Lerwick on the way south. He helped us to put up fifty miles in the first five hours before the wind came ahead. It was on this leg that the Furuno Weatherfax came into its own. The faxes from Northwood were much better than the shipping forecast, and enabled us to skirt the high that sat in the North Sea and stopped the boats behind us.

Lowestoft is the place to go if you like bloaters – and as an East Anglian lad, I do. We had a pair for breakfast at the Royal Norfolk & Suffolk and they were delicious. We also had a visit from the sponsors who were pretty delighted with the way things were going. So were we. *New Magic Breeze*, in second place, was nine hours astern.

I was brought up sailing around the sandbanks of the Thames Estuary and we had a fair amount of that before we reached the North Foreland and picked our way over the Goodwins. The weatherfax was doing sterling service and we benefited from its output once again in

continued on back page col 1



Tesco-Pepsi Barracuda, class winner in the Round Britain Race



A Letter from Alaska

The letter to Ted Hawkins printed below was written by Mike and Pat Pocock, cruising on *Blackjack*, a 38ft sloop designed by the owner and built by Jeremy Rogers in 1981. Before this cruise, *Blackjack* had already sailed many thousands of miles, having taken part in two Two-handed Transatlantic races and two Round Britain Races, as well as sailing round Iceland.

'Blackjack'
Juneau, Alaska
4th August 1989

We reached Kodiak, Alaska, at the end of May, ten months and 14,500 miles logged after leaving the UK. We sailed via Brittany, Spain, Portugal, Gibraltar for a refit, the Canaries, Bequia for Christmas, Venezuela, Curaçao, Panama Canal, Perlas islands, Galapagos and the Hawaiian Islands. The longest and duller passage was 4,200 miles in thirty-two days from Galapagos to Hawaii, and the fastest and most exciting the 2,700 miles straight up the map from 22°N in Hawaii to 57°N in Kodiak at an average of 137 miles a day, with the wind on or forward of the beam most of the way. We left in shorts and tee-shirts and arrived wearing all the thermal wear we could find.

We had been warned that we were going north too early but we were impatient to arrive and we felt that there was so much of Alaska to see, and so short a summer to see it in, that a little discomfort would be worth it. We were right. We had time to sort ourselves out in Kodiak and then day-sail in reasonable stages the 250 miles needed to reach Prince William Sound. When the Alaskan weather turned sour we could afford to say 'today has been cancelled' and remain at anchor until it improved. Even at the very beginning of June the good days, and there were plenty, were quite magic.

Letters reaching us from home have sympathised with us on account of the *Exxon Valdez* oil spill, on the basis of an impression from TV documentaries that the ruination of the environment was total. Without belittling the scale of the disaster and the tragic damage to the ecology, particularly with regard to the fishing industry, it is essential to see the situation in a proper perspective. We sailed through the entire disaster area from Kodiak, three hundred miles down-

stream of the wreck, to Bligh Reef on which the tanker was stranded. We believe we are probably the only independent people to have done such a thing within the first four months after the disaster. During that time we actually saw only one badly oiled beach and we saw little or none of the tell-tale stains on the rocks that are a familiar feature of the English Channel. The fact is that the oil flowed in a south-westerly direction from the wreck. A great deal of it was below the surface due to a combination of water temperature and the nature of this particular brand of crude oil. This factor was one of the most difficult aspects confronting the clean-up teams because as the days grew warmer so the oil re-appeared in areas thought to be clean.

For three hundred miles there are badly fouled areas, mostly on the east-facing shores of the offshore islands which caught and stopped the flow. The Shelikof Strait, which is between Kodiak Island and the mainland, was one of the worst hit areas. This is also one of the richest spawning-grounds in the world. Prince William Sound itself is a vast area, sixty miles by sixty miles, with enough clear water between the islands to accept the Isle of Wight quite easily. Because of the stream, only the channels and islands immediately south-west of Bligh Reef are affected and the whole of the north-west and east of the Sound remains clean.

The clean-up operation was being undertaken by a vast task-force of fishing boats, tenders, tugs, barges, landing craft, chartered motor yachts, scores of float-planes and helicopters – money was being spent on a very large scale. By talking to those involved we were quite easily able to avoid the bad spots and, from a purely selfish point of view, our summer was not spoiled. However, having said that, we have been quite appalled by the stupidity of the accident...

The loss of birdlife was the most frightful with 24,350 dead birds confirmed by mid-June. Many of these were passing migrants so the losses will not have been entirely local. Undoubtedly we saw fewer birds than we would otherwise have done. The variety is still to be seen but in smaller numbers, from the tiny Rufous Humming Bird, which tried to land on *Blackjack*, to the magnificent

Illus: above, looking for a channel through the approaches to Columbia Glacier, 14,000 miles from Lymington; below, off North Sawyer Glacier.

Bald Eagles, sitting as sentinels in the trees. The Sea Otter was, and still is, the most delightful creature in Alaska. Those that became fouled rapidly lost the insulating quality of their fur and died. In June 768 bodies had been recovered but, thank goodness, there are still thousands surviving. They float on their backs like old gentlemen in a swimming pool, very often with a young one clasped on their chests or, perhaps, a tasty crab or razor clam in their forepaws.

Cruising in Alaska is a unique and unforgettable experience. This is wilderness country. One can cruise, as we did, for three weeks with a new anchorage nearly every night and not pass a single community. Each community has its own road system but, with very few exceptions, none connects to any other. The coastline and islands are rugged and mountainous. There is dense spruce forest

to about 1,500 ft – above that Alpine meadows, bare rock and, in June, partly melted snow, which increased in density until at 10,000 ft or so there is total snow cover. Inland are vast ice fields which feed the multitude of glaciers that creep down the valleys and discharge into the sea.

Glaciermania is a dangerous addiction which should never be admitted to in correspondence with one's insurance company. The symptoms are a mad desire to penetrate the ice until one is as close as one dares be to a tidewater glacier wall. One then leaps into the dinghy and burns off film in such a way that Kodak's profits are boosted out of all proportion. The cure is to develop an ice phobia which we have now achieved by repainting our waterline!

The most memorable part of our cruising this summer will be the exquisite anchorages that it has been our good fortune to find nearly every time we have stopped. Depth is often a problem and on the worst occasion we were obliged to anchor in the less-than-aptly named Paradise Cove in 38 metres, in pouring rain, a fresh breeze, and with a lee shore behind us. We managed, but getting it all up again in the morning was no picnic. So many times we have been tucked into totally sheltered little coves just off a salmon stream, pine forest rising all round and absolute peace. The ever-present, though seldom seen, bear population is a slight anxiety when walking ashore.

From Prince William Sound we had a slow crossing of the Gulf of Alaska to Cross Sound and spent a week in Glacier Bay. This is a National Park and in the whale season can only be entered with a permit. The weather was not perfect and there was literally no wind for at least half the time but we saw many whales, three bears, a wolf, a family of hoary marmots, and a great variety of birds.

Now we are in Juneau we have at long last scrubbed and repainted the bottom and from here we shall head south towards British Columbia for the winter.

Our best regards to all our friends in the club.

Mike and Pat Pocock



Cruising Notes

Ted Hawkins, Captain of Cruising

Heard in the Chart Room

1. Cruise Book

Owners should by now have entered details of their cruises in the Cruise Book. Not only do these details indicate the club's cruising achievements, but they are invaluable in helping members to exchange information of mutual interest.

2. Cruising Log Competition

With the end of the cruising year, it is time to consider a submission for the Cruising Log Competition. Last year there was only one entry, which was very disappointing considering there were eighty-three entries in the Cruise Book. There are five trophies to be competed for:

The Cadiz Cup. Awarded to a member (owner/skipper) who submits the best log of a cruise of any length carried out during the year.

The Quain's Cup. Awarded to a member (owner/skipper) who submits the best log of a cruise of less than twenty-one days carried out during the year.

The Fendawn Cup. Awarded to a member (owner/skipper) who submits the best log of a cruise of any length by motor cruiser carried out during the year.

The Senior Brownlow Cup. Awarded for a cruise by a member during the year which did not gain the award of a trophy but was of outstanding merit.

The Junior Brownlow Cup. Awarded for the best log submitted by a junior or family member under fifteen years of age. All entries of sufficient merit will receive a Lentune Pen.

The following factors are taken into account by the judges:

- a. The merit of the cruise as related to the type of yacht, time available, weather conditions, and strength of crew.

- b. Seamanship.

- c. Pilotage and navigation including the use of navigation aids.

- d. The presentation and content of the log and track chart.

Cruising Highlights, Spring and Summer 1989

The season began early in May with the Spring Meet at the Folly Inn run by Desmond Dewhurst. It was a resounding success in spite of the cold weather, with thirty-eight boats taking part, a record number.

This was followed five days later by a BBQ on Ile Tatihou organised by the Seine Bay Yacht Clubs and attended by fifteen Royal Lyminster boats. Some 250 French and British crews enjoyed a sumptuous feast in glorious sunshine. This was an occasion never to be forgotten.

On May 13-14 we were hosts to eleven SRH boats from Le Havre and on May 19 the inaugural Royal Lyminster Clipper Hotel Race to Jersey left from the platform. The race aimed to bring together cruising and racing crews in a fun event. Both the visit and the race were highly successful.

Sadly the Mini-Meet at Beaulieu organised for June 3 had to be cancelled through lack of support.

One unscheduled but most enjoyable event was the visit by fourteen boats and forty-two crew members from La Société des Régates de Courseulles. They arrived on July 27. This was a Thursday race evening and the club was full to capacity. The catering staff responded nobly and served over two hundred meals, and the evening could not have been happier.

In June and July most owners were away on their summer cruises but the annual meet at St Vaast on August 19-21, run this year by Bill Scott, brought the fleet together again for a best-ever event with thirty-three boats attending. Our hosts, the CNH, could not have been more hospitable, and did everything possible to allow us to win the traditional dinghy race, but to no avail!

1989 will long be remembered for its glorious summer. There were times when strong and often adverse winds looked as if they would affect attendances, but in the event Poseidon relented, due no doubt to suitable libations, and few if any owners failed to achieve their objectives.



The winning crew in the 1989 Macnamara's Bowl. From left to right, front row: Caroline Aisher, Titch Blachford (skipper), back row: Marina Johnson, Sara Hay, Sara-Jane Bartlett. Photo: © MAX 1989.

Macnamara's Bowl

This year's event produced a superb weekend of sailing and was widely acknowledged by the competitors to have been the most competitive, well organised and enjoyable in recent years. Thanks go to everyone who helped to stage this premier women's keelboat championship.

Macnamara's bowl is competed for in J/24s, and international interest continues to grow. There was a first-time entry from Switzerland, and four of our friends from Holland returned again, as well as the Irish (via Ascot races). This year we welcomed two entries to the new Channel Handicap class. Cam Otten and Jane Turner in *Nazca* won this class, closely chased by Judith Mills and her crew in *Migma*.

The sailing conditions were marvellous – the Solent at its best. Light breezes for the genoas and beachwear in the morning, testing cross-tidal courses, and a lively westerly sea breeze in the afternoons to bring exciting tight racing under jibs, and fast spinnaker reaches. The crews and skippers needed to show good boat handling skills – especially around the marks – and were keenly watched by the ever-growing band of spectators who brought a festive air both on and off the water. Racing in the top half of the twenty-boat J/24 fleet was very close and Titch Blachford sailed a remarkable series. She and her crew won all four races. Her judgement on the tidal legs was excellent, and this clinched two of them. Another prominent club member, sailing her own J/24 for the first time, was Sue
continued overleaf

Power/Sail News

The power/sail season of 1989 ended with the short East event: Lyminster to Reach, Clipper and Norris, the clockwise route, or Norris, Clipper, Reach, the anti-clockwise route. Those who chose the anti-clockwise route had not done their homework and did not feature in the honours, missing the early ebb tide off Norris and across Cowes Roads. A prevailing westerly on the day gave the advantage to yachts carrying spinnakers. This competition was won by *Sassandra*, the smallest yacht in the event, skippered by Peter Blick. Second on corrected time was *Bacchante II*, ably steered by her owner and veteran power/sailor Sir Arthur MacDonald. Well into his eighties, Sir Arthur is still a force to be reckoned with at the helm of a yacht. *Dark and Stormy*, although sailed with great skill and dedication by her crew, was unable to shake off *Bacchante* sufficiently to save her time. She finished third on corrected time, proving that an intimate knowledge and control of the handicapping system is no great advantage. The first three places covered the smallest to largest and the slowest to the fastest in the fleet, which shows reasonably satisfactory handicapping.

As a result of this last event, as well as

previous power/sail competitions, certain changes in the handicapping system will be brought into effect for 1990. The spinnaker factor has been altered in favour of yachts without spinnakers. The power/weight ratio effect on motoring speed assessment has been changed to lower the assessed motoring speed for higher power/weight ratio yachts. I shall also introduce a hull-type factor which will give a helping hand to the floating caravans and put a break on the out-and-out racers – with variations between these extremes. These adjustments should give less cause for the hurt expression on Jonathan Hutchinson's countenance, when viewing the handicap listings and results; but if you go the wrong way what do you expect!

Of the other 1989 power/sail events: the Round the Island race winners were: Class I, the Ware Cup, *Castaway* (S. P. Tinley); Class II, the Power Cup, *Bacchante II* (Sir Arthur MacDonald and R. F. Collins); Class III, the Bowen Cup, *Charisma* (R. Pigden). The Clipper Trophy Jersey Race was enjoyed by the seven yachts power/sail taking part. Fears that the handicapper had made a hash of the times for the pursuit start

proved unfounded. In fact the late starters gained a strengthened sea breeze and were able to sail past becalmed early starting yachts in the Channel Handicap fleet. All the power/sail fleet arrived at Jersey within a reasonable margin of their calculated arrival time of 09.30, *Castaway* arriving at 08.18 and *Arpege* finishing last at 11.37 (Hugh did admit to having miscalculated his tactics somewhat). The start times ranged from 11.45 to 15.18 on the day before. The fears of cold, foul weather were also unfounded, the event being blessed by early summer weather. Clipper Hotels were excellent hosts both at the pre-race briefing and at the prizegiving: both events were conducted in Mediterranean-type summer conditions.

On corrected time as well as line honours the Clipper Trophy was won by wily George Tinley in *Castaway*, followed by *Goosander Again*, whose skipper Mike Abraham is reputed to have damaged his elapsed time by heaving-to while the crew enjoyed a full spread dinner with wine on the quarter-deck. Mike suggests that we should make such a hove-to repast a compulsory ingredient in each Jersey Race. Third on corrected time was *Zia Maria* skippered by Jonathan Hutchinson, for once not savaged by the handicap system.

During the pre-race briefing, there was one who was loud in his protestations at

the penalties of the handicap, so it gave the handicapper great pleasure to see *Kinit* come home fourth on corrected time. It also was quite amusing to see Howard squirm at the prizegiving, less so as wine and lack of sleep worked their powerful combination upon his conscience.

The form for Power Sailing for 1990 will be very similar to that of 1989. The Jersey Race will again be sponsored by Clipper Hotels, and takes place in June with, we hope, an even better turn out. There are thoughts of sending a sailing yacht fleet, CHS and local handicap, round with the power/sailers in the short East and West – even possibly Round the Island – but the power/sailers should still be first back at the bar.

For those who have not previously considered power/sailing the handicap system can cater for most forms of sailing craft fitted with accommodation and auxiliary engines. There is the great advantage that when the doldrums strike there is no pressure from the crew reminding you of bar closure time, etc. You merely press the starter button! With power/sail events your yachting skills and navigational skills are still essential for success, but you can be fairly certain of returning to Lyminster within a given time.

Mal MacDougall

Macnamara's Bowl

continued from previous page

Hawkes, who raced an exciting series and had the unenviable task of leading the entire third race. She was faced with a difficult decision about when to break for the buoy across tide whilst covering the fleet. It was Titch who judged that one perfectly, and Sue had a fierce tussle for second place with Sue Stodel in *Hullabaloo*. The Swiss will be a crew to be watched in the future. They fought for a top place on all the first beats and shared joint third place overall with Helen Wolters and Marina Betist in *Just Enuff*. The defending champion, Cordelia Eglin, showed her strength as the wind increased and came through the fleet to finish well in both afternoon races.

At the lively dinner on Saturday evening, the Rear Commodore Sailing made a presentation to our stalwart friend from the Netherlands, Hanna Zuiderbaan, to mark her tenth year competing – the only skipper to have done so for ten consecutive years. Hanna may now retire, but says she will be back to coach her daughters.

J/24 owners, volunteers, husbands, babysitters, scrutineers, and the race committee contributed to a tremendously enjoyable event, both on and off the water. Come and join us next year on 16/17 June, 1990.

	Results:	points
1st	Titch Blachford UK <i>Joint Venture</i>	2.25
2nd	Cordelia Eglin UK <i>Parsnip</i>	8
3rd	Helen Wolters H <i>Just Enuff</i>	10
4th	Nicole Meylan CH <i>RSJ</i>	10
5th	Sue Hawkes UK <i>Jowler</i>	12
6th	Clare Foley IR <i>Double Jeopardy</i>	19

Ros Bond

Lymington X.O.D. Division

Once more the mists and mellow frightfulness are upon us. But what a marvellous summer it was: only the Lymington and Yarmouth Persephone Salvors and the Maiden Race were cancelled for bad weather. Suntans have never been more numerous or darker!

There are now forty-four X-boats on the Division list but moorings continue, as always, to provide the main constraint. Despite the high number registered it is difficult to entice more than twenty boats to the line on a regular basis. The average this season has been eighteen. Wednesday races are always difficult for people who hold down jobs, but the Thursday evening series was consistently popular, possibly not just for the racing but also for the jolly bar-sessions and suppers which followed.

Frequently up among the leaders this season have been Bill Dunsdon and John May in their 1929 Woodnutt boat *Jewel*. Their dedication and painstaking hard work, coupled with expert crewing and teamwork on the water, led to outstanding results. They needed a wheelbarrow at the prizegiving to carry off their silverware. They came within a whisker of winning the Captain's Cup at Cowes Week, the highest accolade the X-Class can bestow. Well done, Bill and John. Perhaps someone will topple them next year, but it will take great skill and effort. There is, however, plenty around.

Lymington succeeded in retaining the Phillipson Shield, the overall team prize at Cowes Week, so there will only be one space on the wall in the club bar. This will be where the Team Race Shield is accustomed to hang. It has now gone to

Junior Sailing

There are two major junior activities. The first, started by Jonathan Rogers, is Wednesday sailing, which is an open door for any aspiring youngsters from eight to eighteen to 'have a go', under close supervision, and then to learn to sail either in the eleven Scows loaned most generously by members, or the twelve club Optimists, some of which have been donated by members, and some sponsored by local firms (whose names they bear).

Wednesday sailing has been hugely popular and its open policy to all local children has generated much goodwill towards the club and the approval of our Patron. It depends on a stalwart band of voluntary helpers to instruct, control, give tea-and-doughnuts and examine (up to RYA Level 2, the old National Dinghy Sailing Certificate). Rescue boats have been generously paid for through fundraising by members, who have been munificent in this worthy cause. The Secretary runs a RYA sports boat and rescue course (open to any number) which has produced an excellent core of skilled rescue boat drivers.

Wednesday sailing has now produced a cream of forty good, keen sailors who are gently steered towards the second Junior activity ...

Weekend racing training is carried out in International Cadets and Optimists. The Cadets are now the most dynamic Squadron in the UK, with twenty-eight boats, four of which are in the sixteen-strong British squad from which the team will be selected to represent the UK in the World Championship next year. We regularly have

Hamble, but hopefully not for long. Next Year perhaps it will be back – if we don't get robbed by a wind-shift!

One of the highlights of the season turned out to be the Long Race (West). This was sailed in a spanking force 4/5 westerly and took us out to the Bridge Buoy on the last of the ebb and thence to North Head, back through Hurst Narrows to Pylewell. It was very rough and there were stories of crews suffering seasickness and hair-raising little bumps on the Shingles Bank on the downwind leg. In spite of all this everyone survived. Richard Smith won, sailing *Oyster*, but all were buoyed up by copious draughts of the life-enhancing Beefeater gin supplied by Burroughs who sponsor this and two other races. One of these was the re-activated Gin's Farm race to Beaulieu River Sailing Club. This was a lovely day and nobody minded the little extra sailing resulting from the closure of the Bull Run.

We owe thanks on these long race occasions to Leslie Lewis and Terence Gossage with their launches *Patience* and *Mawingo*. They keep an eye on things and pick us up if anyone suffers damage a long way from home, and sweep us up when there is no wind. They also pass out gin!

An innovation in the fixture list this year was the arrangement of regattas by the Royal Lymington, Lymington Town, and Royal Solent Clubs on Saturdays and Sundays on consecutive weekends. Another change has been to switch the X-Class prizegiving from Potter Ship evening to Laying-Up Supper evenings. The prizegiving cannot be of much interest to the non-X-Class members who would probably prefer more drinking time.

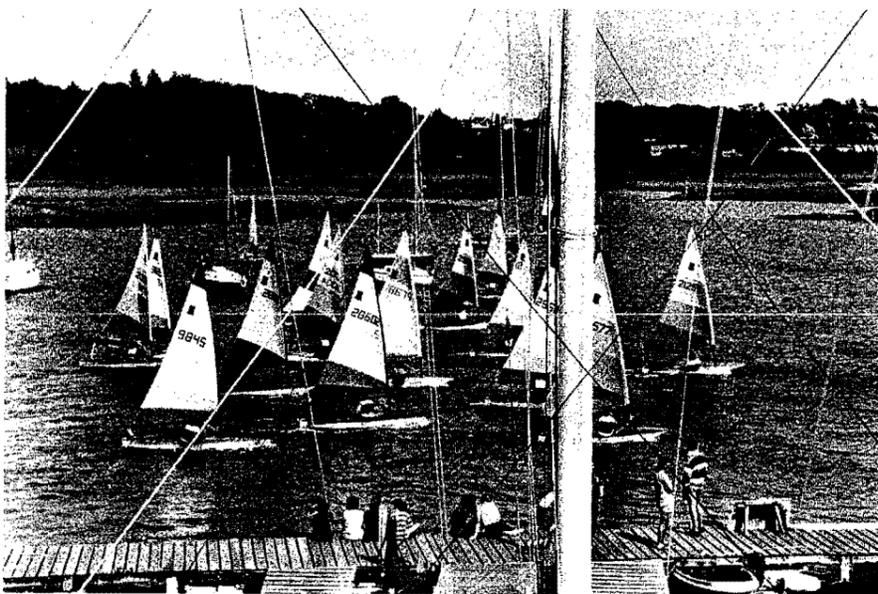
No end-of-season report should omit a

fifteen to twenty boats on the water, every Saturday afternoon and Sunday morning, for informal training, match racing, series racing (in spring and autumn). There are also open meetings and a Junior week. We hosted the SW Area Championship in October, 1989, and the Squad Training in November. The club video camera has been invaluable in training at all levels. Helms range from eleven to fifteen, so we have lots of time yet to win the worlds!

All this is only possible because of the tremendous encouragement and support of club members, both financially and on or off the water. Wet children are a pretty repellent sight, but clearly are the seed-corn for the future of a great club. The basic sailing on Wednesday is unique – the club is the only RYA-recognised teaching establishment in a sailing club – and our young helms are already earning respect across the country. For two consecutive years we have won the cup at the Cadet Nationals for the best performance in the under-fourteens. Maybe we should challenge the J/24's and XOD's to a race or two!

Our immediate needs are for more sailing instructors/helpers on Wednesdays; help with maintenance of the Optimists and Scows, and, of course, money to enable repairs and replacements to be carried out.

Tom McEwen



9 August: Toppers crossing the starting line during the Junior Regatta. Photo © E. F. Given

mention of our appreciation to Jack Noakes and his gallant cadre of race officers. They mount the platform through thick and thin and relieve the members of a chore which otherwise would cost them, the members, racing time.

The Invitation Race, which the Division runs on behalf of the Club, marks the end of the summer season and the start of the Autumn series. We lend our X-boats and the Club invites people to sail them, with a little help from the owners. This year our Patron, The Princess Royal, and her two children, came with the other guests. She sailed *Crumpet* very competently to finish second. It was the first time she had been in an X-boat and she had complimentary things to say about them.

As the winter gales closed in, thoughts turned to putting boats to bed and how to make them perform better next year. This is also the time of the Class AGM when important matters must be discussed; not least being the use of epoxy resin, and alloy spars. These are controversial items in the X-Class agenda upon which there is uncomfortably little unanimity. However, the act usually gets put together eventually. A happy New Year to one and all!

Nick Dover

Racing Notes

Sally Potter

The most striking impression I am left with as I near the end of my three years as Captain of Racing is of the wealth of talent and skill among our members. Each and every race or event needs volunteers to get the show on the water. With the stoic support of a huge number of people we are able to maintain a programme to appeal to the broadest possible range of our members' racing and cruiser-racer interests.

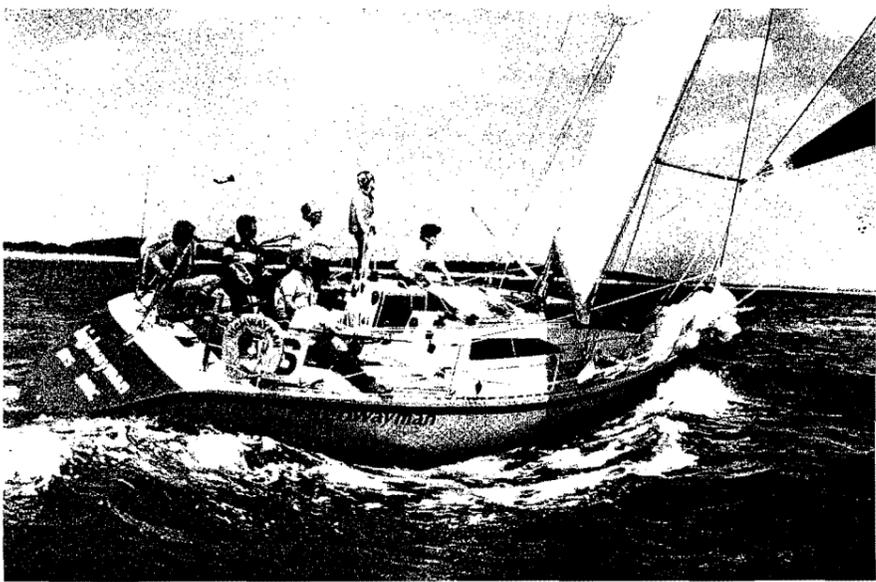
It should not be forgotten that for all of these supporters, the organisation and running of our events provides excitement, kudos and satisfaction, in every way equal to that experienced by the competitors. Indeed it is a heady feeling to take part in the organisation of some of the most exciting yacht racing to be seen anywhere in the world, as in the case of this year's World Championship of Match Race Sailing. The Royal Lymington has a reputation second to none for the high standards of its race management and organisation. This reputation has not been achieved overnight, but has been developed steadily over many years by the constant quest for perfection by many distinguished members of the club. Thank goodness the trend is still the same, judging by the enthusiasm and efforts of

so many who help to run such prestigious events.

The end of this season sees two significant partial retirements (I say partial because I know they will continue to participate): Hugh Wilson, and Annie Littlejohn.

Hugh has represented the club on the WSCRA Committee for many years and has been a wise and excellent negotiator. In addition, he has been the chief writer of Sailing Instructions for just about every race and event we run, a mammoth task achieved with the skill of a Master of the Rolls. To a Master of Sailing Instructions, we owe you an enormous debt of gratitude, and to a first-class Race Officer, appreciation of your experience and advice and your wholehearted support of the Club's yacht racing organisation and events.

Annie too has given wholehearted service to this club, but will always be known as the Grand Dame of Thursday Evening Racing! She has won the hearts and friendship of all the Thursday sailors in her role as the Thursday evening race officer, at times a difficult and responsible task, open to more criticism than any other series! You have done it all with broad shoulders, Annie, and done a great job. I have no doubt that you are responsible for achieving the wonderful



Potter Ship. In this always well supported event open only to boats steered by members of the club, *Highwayman*, 38ft, owned by Peter Johnson, was first in Class 1 and second overall. Photo © Hans Thomeycroft 1989

camaraderie that exists among the Thursday crowd.

The year's highlights began with the Royal Lymington Clipper Hotel Trophy, a semi-pursuit race to Jersey which began with a marvellous send-off in the form of a party at Stanwell House Hotel. This was a completely new event which combined a power/sail division with CHS and Lymington Handicap divisions. The power/sail division was by far the most popular, with very light winds forecast and spring tides. Mac MacDougall did some brilliant mathematics to produce a formula for each boat which gave them some incredibly close racing. Overheard on the radio communications were some amusing 'spoofs'. At one point three boats each claimed they were in front of the others!

The overall distance is approximately 119 nautical miles and all boats finished within a time band of three-hours against an elapsed time of 23 hours. A remarkable achievement over that distance – except for one CHS boat which shall be nameless, given a headstart so early that there was no wind and a frustrating four hours were spent drifting across Christchurch Bay! The weather was fantastic and the reception and prizegiving held at Hotel L'Horizon were superb with competitors basking in evening sunshine on a terrace overlooking St Brelades Bay. Everyone who took part enjoyed the weekend enormously. I am convinced that next year will see a much bigger entry. With a final entry total being only nine boats this year, most people won a prize, and crews were seen staggering away from the Hotel L'Horizon under the burden of bottles and bottles of champagne, not to mention the seemingly unlimited supply they had already consumed at the reception! Put next year's date in your diary now: June 8-9th, 1990.

Thursday Evening Racing

Comment by Tony Blachford

The Club's Thursday evening cruiser racing programme seems to become more successful each year. One hundred and fourteen different boats competed in at least one race this year, with the largest single evening's starters being fifty-six in June.

1989 saw the introduction of a Channel Handicap class for larger cruisers, within division one. Twenty-one boats entered although only six boats sailed enough races to qualify for overall points. The local handicap classes produced the greatest numbers and the closest competition. Ten different boats won races in class one and seven in class two. The winning margin was seldom more than

two minutes.

The turnout in the newly instituted Etchells 22 class was disappointing, with the largest number of starters being three. The formation of a separate J/24 class was controversial, enjoyed by most but disliked by some. It was felt necessary to reduce the size of class one in the interests of safety, and the eleven J/24's were the obvious choice.

The XOD's seem to have adopted the Thursday series as an addition to their busy programme and turned out seventeen boats on one occasion.

Next season will see a number of changes. The series is to be split into two, early and late, with the now firmly established pursuit race taking place in mid-summer, hopefully finishing with a barbecue. More use will be made of platform finishes to allow more flexibility of courses and to stop the faster boats stretching their lead up the river in a failing breeze.

So popular has informal cruiser racing become that the Sailing Committee has decided to introduce a weekend series this year, beginning when Thursday racing ends and continuing until the start of the Lymington Winter series.

Our thanks are due to the skippers of the Sealink Ferries. Their tolerance and co-operation is much appreciated. To be confronted with around sixty yachts with a single purpose on an already busy summer evening requires a great deal of seamanship and concentration. All competitors are reminded that the ferries have right-of-way in restricted waters, so please return their co-operation and give way when necessary.

J/24 RACING

Comment by Mike Urwin

The Curate's egg has a lot in common with Lymington's J/24 racing... good in parts... What is good is the success some people have had at major regattas. Notable among these this year must be Andy Roberts. Not content with second place in the Dutch Nationals and fourth in our own Nationals – and there's more to that than meets the eye – he went on to win the Dutch J/24 Match Racing Championships. Stuart Jardine too had a successful season, being third in the Nationals and winner of the Autumn Cup. I hope their trophy cabinets collapse.

Also good, was the success of our own team: Stuart Jardine and Mike Urwin (wot again?) won the team race championships, despite certain defectors sailing for the opposition. Well done also to Sally's race organisers for a well run event.

Not so good was the turn out for

Sunday morning racing. Those that did come had great fun. Hopefully, they'll all tell those that didn't, so we can spread the fun further next year. Comments and suggestions for next year's programme (polite please) welcome from all to Ray Mitchell.

Next year sees the Worlds in Ireland, with three Lymington boats likely to qualify for the UK's ten-boat team. Not bad! All three will be sailing in the Spring Series, so come on, the rest of you, it's too good a target to miss!

E22s

There is great enthusiasm among Etchells 22 owners for class racing, but owing to a lack of mooring or dry sailing space in Lymington, several of the potential Lymington E22 fleet have decamped to Yarmouth. I sincerely hope that continued efforts on behalf of the fleet will succeed in acquiring space and thereby building up a significant fleet here in Lymington. It is a delight to see the Etchells racing regularly in the West Solent if only in small numbers as yet.

Reflecting on the ups and downs of a busy year, and the best summer for more than a decade, we have seen some significant changes to our programme and the racing scene in general. We have added a notable offshore event in the Jersey Race, which will almost certainly become a classic race.

We have changed the format of the Royal Lymington Keel Boat Regatta, joining forces with the Town Sailing Club and the Royal Solent Yacht Club to make a combined Summer Regatta Series, which benefited by increased entry and enthusiasm among the competitors and the clubs concerned. In addition, we have expanded Macnamara's Bowl to include a class for Channel Handicap Yachts.

While the Royal Lymington has been doing all this, a significant number of our members have been taking part in major events around the world under our burgee. Nick Ryley was invited to New York to compete in the Liberty Cup, finishing sixth after a sail-off with Peter Isler, and assisted by an all Royal

Lymington crew. David Barrow and Titch Blachford both reached the semi-finals of the newly inaugurated National Match Racing Championships.

Titch Blachford and Ros Bond went to Newport, Rhode Island, and finished twelfth overall out of forty-six entries in the Rolex Women's Keel Boat Championships in addition to their success gaining third place in the Veuve Cliquot-First Class Ladies Cup in La Trinité. Bob Fisher finished first in class 4 and was third monohull overall in the Round Britain Race. As you will have seen in Mike Urwin's report, the J/24's have filled us with pride.

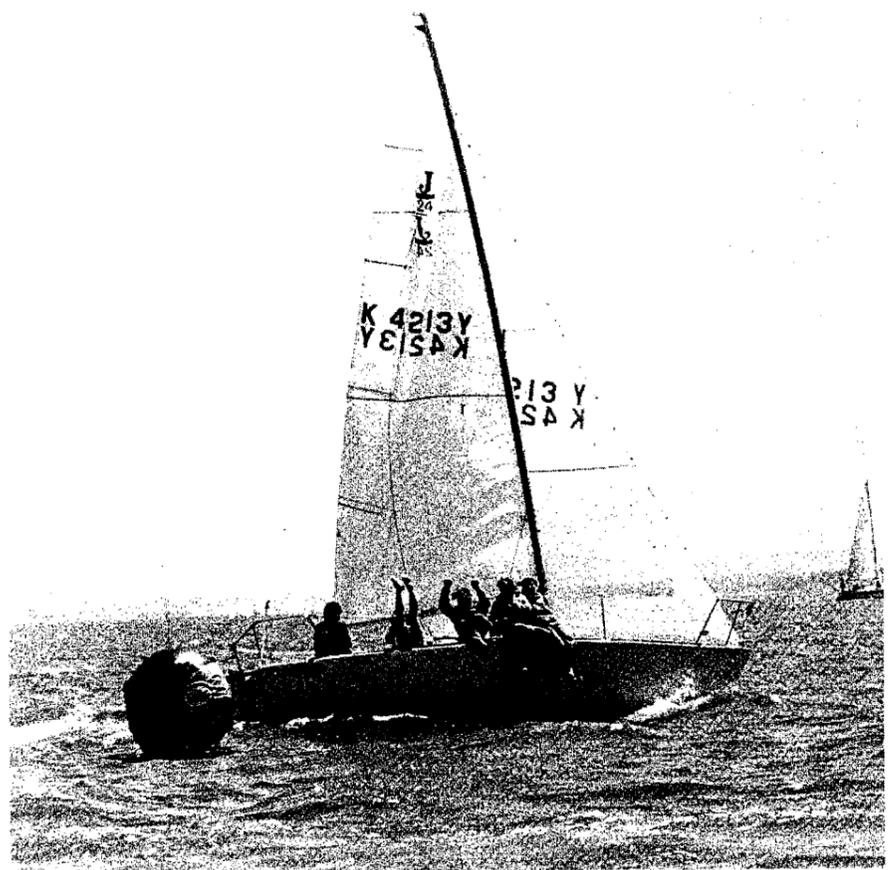
Throughout the summer we all held our breath as the great World Match Racing Championship loomed nearer and nearer, the crowning glory of our season and the culmination of years of work and planning on the part of Nick Ryley's Steering Committee.

Doug Baverstock, our 'indamitable' (Bev's new word!) Chief Boatman, has given us all tremendous support again this year in spite of being laid up earlier in the season with a badly broken ankle. The accident happened just after Kevin Smith left to take up a new career, so Kevin's brother Barry was in charge in Doug's absence. Barry took on the role and showed tremendous ability to cope single-handedly with this busy and demanding job.

Sincere thanks are due to all the members who helped out over this difficult period, particularly Peter Nuding and Tony Blachford. Mind you, Doug never seemed to be very far away, ready to crack the whip if he caught anyone slacking!

Finally, the Potter Ship (Race, that is) saw a super turn out again this year of seventy-one yachts. Miraculous handicapping was applied by Tony Blachford; bribes to him for next year! The winner, and a popular one too, was Peter Jenks in *Pandora*, the runner-up winning the Hong Kong Junk was Sir Peter Johnson in *Highwayman*. A fitting way to end a great season.

Sally Potter
Captain of Racing



Titch Blachford crosses the line to win Macnamara's Bowl. Photo © MAX 1989

Time to think about 1992

by John Woollett

The evolution of the Common Market will undoubtedly have an effect on yachting, but the final outcome is difficult to forecast. This is because such a wide range of waterborne activities is involved, and because each country has developed its own system of regulation.

European standards of yacht construction are now being discussed, and when agreed will enable yachts made in any member country to be purchased and used throughout the community, in the same way as motor cars.

It is likely that the great majority, who operate in inland or coastal waters, will continue to be affected mainly by national regulations. But those who cruise offshore and visit other countries (some 15% of the yacht owners in the club, according to the 1988 survey) may expect changes. One reason why it is difficult to predict such changes is that there are so many organisations involved, ranging from the worldwide inter-governmental International Maritime Organisation (IMO) to those concerned with local tourism. Over a dozen were referred to in a recent paper before the RYA Cruising Committee.

In Britain the RYA has traditionally stood for the right of yachtsmen to sail freely how and where they wish, but the enormous growth of yachting has made regulation increasingly likely. It is surely better to participate and to press the case for sensible and practical regulation rather than to abstain and risk having an unsatisfactory system imposed. One dubious suggestion that has come from abroad, for example, is that yachts should be classified according to size and structure, and limitation placed on the

distances that they are allowed to sail on that basis.

A realistic system would be to require persons in charge of yachts sailing outside national waters to be adequately experienced and qualified, and to carry certificates to that effect. The RYA qualifications provide a good basis, and we are ahead of most countries in this. People so qualified are unlikely to take unsuitable or ill-equipped yachts offshore. There is a difficulty in catering for those who have sailed well and competently offshore for many years, but who have no formal qualification. Here the Helmsman's (Offshore) Certificate of Competence issued by the RYA could be used, with possibly a somewhat stricter system introduced, such as we have in the club, where applications have to be vetted by the Cruising Sub-Committee before approval. The Helmsman's Certificate could cover the period up to the date when RYA-type qualifications become mandatory for all aspiring skippers, in the same way as those who held driving licences for cars before tests were introduced can continue to renew them.

The regulations affecting arrival and departure of yachts differ widely throughout Europe, and some standardisation is desirable. While the Customs regulation system in the UK may be simplified, it is unlikely that the reporting of arrival will be abolished, because of the threats from rabies and drug traffic – even though the joys of duty free may disappear.

All this is rather dull, and people may wonder whether it is worth bothering. However, I recently heard of a man who had never been to sea before who bought a large and powerful motor-yacht and,

after a morning's instruction in driving it, took off for France. If this sort of thing continues we are all liable to suffer!

Finally, I would urge those intending to sail offshore to obtain the RYA *Foreign Cruising Notes* which are updated annually, and also to attend cruiser evenings in the winter at the club when their proposed cruising area is being covered.

Behind the desk...

The Club's Boatmen are probably the most familiar faces among the staff. Doug Baverstock certainly needs no introduction, having presided over the waterfront for longer than many members have been going down to the sea. His chief assistant is Barrie Smith, who joined the club staff as a part-time cleaner and then worked his way through three years as Doug's apprentice before stepping into the shoes of his older brother Kevin who left earlier this year. The third member of the waterfront trio is Ben Sainsbury, who has recently joined us.

Members often ask why, although the club employs three boatmen, they are never there (like policemen) when wanted. Well, in the first place, they are each allowed a day and a half off per week, which, after adding in holidays, sickness and so on, means that between them they contribute about fourteen man-days of work every seven days. All three are normally present on Friday, Saturday and Sunday: so if you see two on the premises on other days, one of them may actually be giving up a day off!

What they do depends on the season. In summer, pontoon duty imposes a substantial burden, ranging from bailing out dinghies (hardly a chore in 1989, thanks to the endless sunshine) to finding space for members to come alongside and fending off non-members trying to do the same (a considerable chore in 1989, thanks to the endless sunshine). In winter, maintenance of launches, safety boats, buoys, Solent pontoon and platform and parts of the clubhouse have the first priority. The crane is in use all the year round and the dinghy parks are in a perpetual mess – and someone has to sweep up the calling cards left by dogs

along the front of the building. In between times there are furniture repairs, flag repairs, and plumbing repairs to be attended to: the list is almost endless.

This leads to the thought that members can help the boatmen, and themselves, by following a few simple rules. If you intend to leave your boat alongside unattended, why not clear it with Doug first? If you lock it up and go away, do at least leave a club burgee flying – and why not move it to the north end of the pontoon to make life easier for others who want to embark and disembark heavy loads? And how about leaving your floating dinghy somewhere inboard of the piles at the extreme ends of the dinghy pontoons? These are all hardy annuals which take up a lot of the boatmen's time, and it helps to account for the oft-reported difficulty in finding them in the first place...

Many will know that the ladies' wash-room has completed a major face-lift, although unfortunately flooding caused some damage to the new work in December.

The objective, apart from smartening up their rather tired appearance, is to provide a 'wet' section to which young lady sailors can gain access without trailing water through the rest of the toilets and the hall of the clubhouse. To complete the plan for a dry hall, one public telephone has been moved to the slipway lounge where it can be used by wet or dry sailors, and the other has been moved to the hall and converted to a cardphone. Cards are obtainable from the bar and the office. The letter racks formerly in the hall are now in the foyer of the Secretary's office, as are all notices of a standing nature. The alcoves which housed the public telephones are being converted into cupboard space, and changes are being planned for the notice boards to make them more rational and less confusing in presentation. Various boards are appearing in the building to make it clearer to members and to visitors who does what and who is in, or out, and when; their advent should improve the general appearance of the clubhouse too.

Jonathan Hutchinson

Round Britain Race

continued from page 3

the light stuff that we had for the final leg. The pace hotted up as we passed Start Point for it was there that the French trimaran *Vidam* appeared out of the gloom astern. She had been ahead and should have been faster. We had played the right course tactically to get ahead, but could we keep her behind?

Off Salcombe, she came past with a bijou gustette that we never saw – but there was still a long way to go, and as night fell the breeze picked up from the west. Happily it was shifty, and by tacking on the favourable ones we passed her three miles from the finish and beat her home by five minutes.

It put the final smile on our faces, and we went into Plymouth to sign our declaration. It was there that the RWYC Commodore, John Lawson, told us the good news. We were the eleventh boat in, first in our class; we had beaten the fifty-footer in the class immediately above us, and one or two of the boats in the 50-60 ft class.

An hour and a half (and a couple of glasses of Champagne) later and we were off to sea again. *Barracuda* lives in Lymington and that's where we were headed. We talked a lot on the way home, and reckoned that we had never had three more enjoyable weeks. Yes, we will do it again and would be very happy to do it together. Somehow we managed to create the right formula, to have the fun from sailing and the win from competitive sailing. We think that is what it should all be about.

Bob Fisher

COMPETITION RESULT

What did Sally say?

In the last issue we printed a photograph of Sally Potter, Captain of Racing, standing in the cockpit of a dismasted yacht. We offered a bottle of claret for the most entertaining suggestion as to what she might have been saying.

Fewer people than we hoped applied their ingenuity to this challenge. The claret goes to Brian Dagnell, whose entries were as good as any – and there were four of them:

'Now I can use that excellent mooring I have been offered above the railway bridge.'

'Wind tunnel tests have shown there is much less resistance like this.'

'Oh, didn't you know? I am going through the French canals tomorrow.'

'One thing about our Club members, I can trust them not to publicise this!'

The last word goes to John Turner, who told us: 'I know what Sally was saying because I was there at the time. However, she has offered me two bottles of claret to keep quiet!'

Photographic Competition

Many thanks indeed to all who submitted photographs for this issue. A bottle of champagne is on its way to Mike and Pat Pockock, for their photos of *Blackjack* in Alaska. For the next issue, we would particularly like some good recent photographs of prominent club members. Entries by mid April, please.

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Mainstay helmed by Sally Potter, the Captain of Racing, competing in the 1989 Potter Ship. Mainstay, a Comfort 30, finished in seventh place. Photo © Rachel Nading 1989