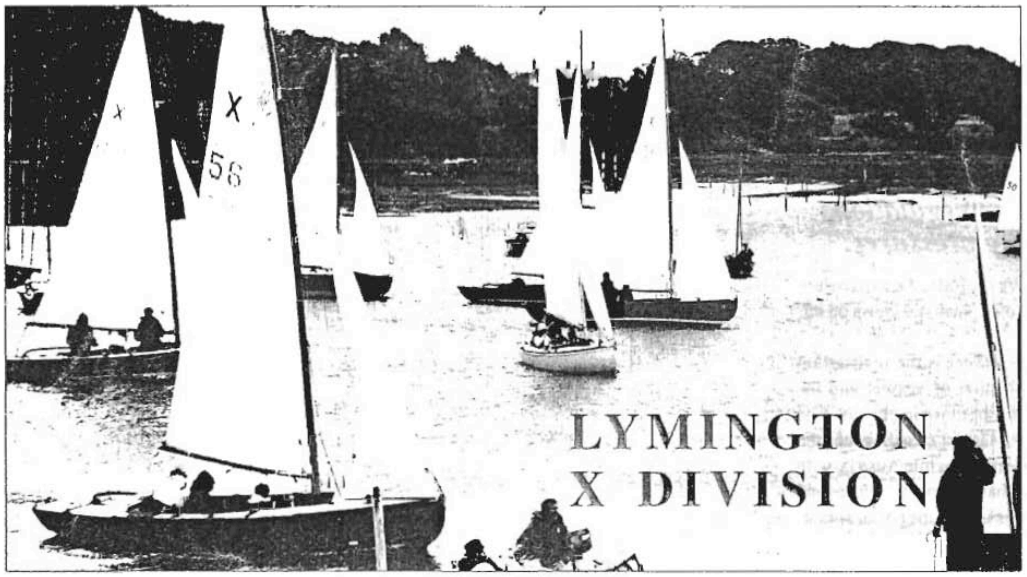
potter ship

Bulletin of the Royal Lymington Yacht Club

No. 5 Autumn 1991



Picture Ken James

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The Lymington X Division is not just alive, but kicking. And what a splendid line of smart little boats they are. At Cowes this year the Phillipson Shield, the premier team trophy, has been snatched from the arms of the Hamble Division and will return to its rightful place on the wall of the pillar by the bar. 1990 was the only year since 1982 that it had not been here.

Sunk at C

Mark C, formerly Oxey and now called Colten after its sponsors, has been earning a name for itself as an accident black spot. Some 15 years ago Leslie Lewis had his X-boat Sans Souci (X 153) sunk under him in a mast-tangling incident at Oxey, and now on the 5th June last Bob Nock and his crew in Xap (X 161) had to swim for it when they were involved in a port and starboard incident with Helena (X 69) at the very same spot. Xap was one of the early Lallow boats built with laminated stems in 1969, shortly after this was permitted by class rules. In this collision the laminations disintegrated, some strakes fractured and the boat sank in seconds, luckily only in about twelve feet of water. She was recovered next day and is now fully serviceable again. It is perhaps ironic that one of the swimmers was Adrian Otten, a director of Colten. No doubt next year he will require the mark that his firm sponsors to be fitted with handholds.

5X = 8·1

In the current version of the IYRU rule book published for 1989-1992 people may not have noticed that Rule 8.1 has been reworded. This rule relates to the action race officers are required to take to signal individual premature starters. In previous editions the use of code flag X was an option, but now Rule 8.1 (Individual Recall) states "the race committee shall promptly display code flag X ...". This makes the use of code flag X mandatory. Of course normally no one would take a blind bit of notice of this and just fire a gun, as usual, but it is this which has compelled the X Class to adopt another code flag essentially at Cowes Week. The adopted alternative is naval numeral flag 5 which makes life awkward. Firstly, because nobody knows what it looks like, and secondly because few of the owners of the yachts used as committee boats have one! This mix up caused the Wednesday race at Cowes Week to be declared null and void because the race was shortened but signalled with the wrong flag. Lymington people were slightly cheesed off about this, not least because one of them would have won it!

Minimum Weight & Tin Masts

Next year the X Class Association's weight limit is going to be vigorously enforced. One's boat must weigh not less than 2875lbs. See the 1991 Class Handbook for details. The division's load cell has been calibrated and certified to 2000 kg. and it is kept in Doug's drawing-room. It is no trouble to fit it on the crane hook.

Derf Paton has been race testing a Proctor metal mast in Vega this season. The results have not been exceptional but may be due to the fact that it is a cut-down Dragon mast and therefore not as light or bendy as it might be, but it looks very elegant and tidy with its internal halyards.

Invitation To Race

The Parkstone Division end their sailing season in September, so we have been glad to see four of their top boats voyaging to Lymington to tangle with us in the autumn series. It's good to welcome old friends. Estelle (X 27) which used to belong to Frank and Yvonne Atkinson and sailed at Lymington for many years has been nicely refurbished at Hamble and has also come for the autumn series. This will all make for some good competitive sailing and ensure there is no slacking off.

Just when the equinoctial spring tides were easing off on Saturday, 28 September, we had a humdinger of a south easterly gale, with incessant rain, and all racing was cancelled. It boded ill for the annual Invitation Race next day, but the Sunday turned out perfect with a gentle north east breeze. Not enough to make either the owners or the guests nervous and all had an exciting little race - Pylewell to the outer distance mark three times round. The winners were Jonathan's team from the office, Pam Simpson and June Bungey sailing Crumpet (X 176), no silly joke intended! Winners and losers enjoyed a gin and an excellent lunch afterwards.

Reds and the Wind

Two new measures in the Club are greatly appreciated. The numerous red dinghies enable members to get out to their boats at almost any time of the day and night, and the anemometer display in the bar, with telemetered wind speed and direction, allows members, especially the elderly ones, to decide whether or not it is too rough to race. It will also give the lie to those "there was 1 in force 8" stories!

Nick Dover

CANDLELIT BISTRO

Enjoy Eating At Your Club was the rather imperious instruction on the 1000 posters circulated for the launch of the BISTRO at the end of June, and members of the Royal are nothing if not disciplined, so down you came to try it. Marvellous - in fact it caught us by surprise how quickly how many members voted with their orders for good value food served in a relaxed atmosphere by candlelight, with one of the best restaurant views available anywhere. But John and Pat, and Michael and his team are professionals, and soon responded to your requirements, so that by the end of August, the first stage of the experiment has been declared a resounding success.

Now that Thursday racing is over, The Bistro will operate each evening except Sunday - if that is what you the Members want. In addition, as shown in your programme, there are several evening entertainments planned for the winter in the River Room, mainly on Saturdays.

So, please, if you haven't used it yet - come and try it and bring your ideas for food and fun and - also - flags - we want burgees that make a personal record of trips, or visitors and other events at your Club.

John Dingwall

1992 AND ALL THAT

John Woollett

"I do not believe that a policy of no regulations can be sustained under increasing pressures."

Most of us are aware that the EEC in Brussels is producing Europe-wide regulations on a variety of matters, and this will affect water sports. The RYA policy has been "Education, not regulation", but the increase in water-borne activities around the coast makes this increasingly difficult to maintain.

There are huge numbers of organisations concerned with water sports, international, European, commercial, sporting and natural, each fighting their own corner. The construction rules are an example; they are important because yachts that comply can then be sold throughout the EEC. Ken Kershaw, the RYA Technical Services Manager, has produced a drawing (right) showing what the EEC yacht would look like if all parties were able to include their pet interests. We are fortunate to have him able to represent realistic views on our behalf.

Another subject is the registration and identification of vessels and the qualifications of those in charge. The UK, with the largest coastline, has the fewest regulations, while Austria, with none at all, has the most. On second thoughts, this is perhaps not so silly as it sounds, because regulation is a product of congestion, and we are all becoming painfully aware of this problem in our own waters. Powerful vessels can be trailed down to the sea and driven off by anyone. This is already a problem, and harbourmasters are pressing for a visible identification system so that law-breakers can be caught. Windsurfers and jet-skis can also create problems, but need to be provided for.

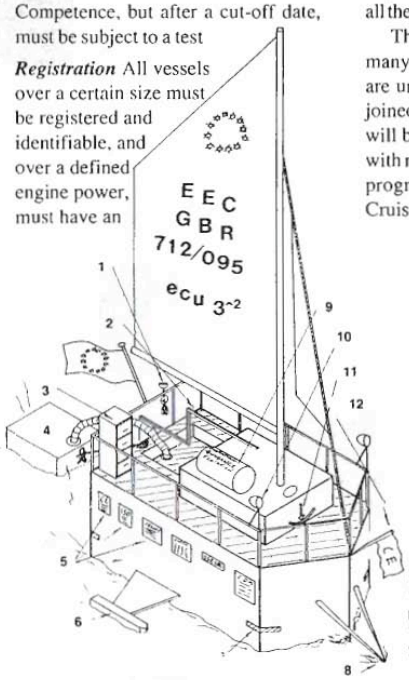
The increasing pressure on the coastal area is causing concern to conservation and wildlife organisations, who are extremely active and well-funded.

What then should we do?

I do not believe that a policy of no regulations can be sustained under increasing pressures. So, if you can't beat them, join them. These are my views:-

Qualification All persons in charge of a vessel over a certain minimum size must have a qualification. Initially this should be a Helmsman's Certificate of Competence, but after a cut-off date, must be subject to a test

Registration All vessels over a certain size must be registered and identifiable, and over a defined engine power, must have an



Proposed EC Yacht

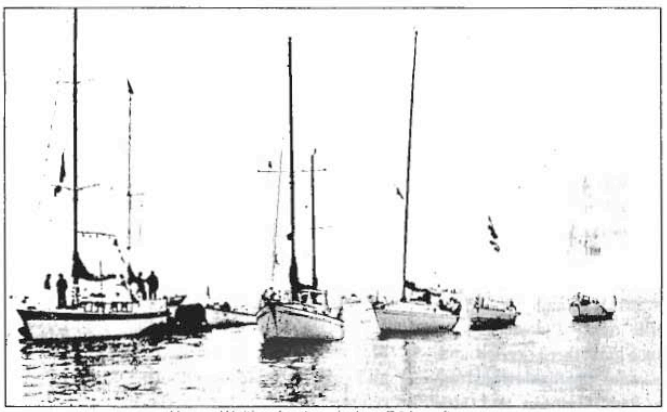
Notes:
No wire rigging as the necessary directive has not been drafted ● Special EC hull shape to satisy ISO scantling rules ● Special EC mainsail shape to facilitate displaying required sail numbers ● 0.75 rig (the word three-quarters is banned under EC law.

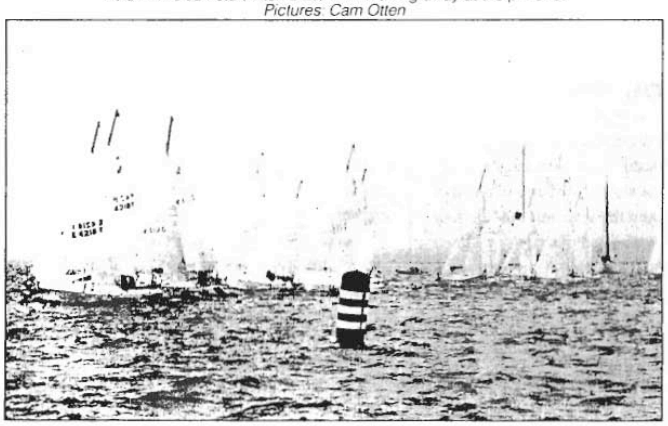
1 Auxiliary propulsion (egg wisk, engines banned for pollution) **2** Extended tiller to enable helmsman to have all round vision **3** Filing cabinet to hold necessary EC documentation **4** External holding tank (required size too big to fit in yacht) **5** Required plaques **6** Outrigger to satisfy ISO stability rules **7** Flotation bands **8** Seacow catcher or channel tunnel detector **9** Additional buoyancy chamber **10** Headlights for sailing in fog **11** Clinometer positioned to enable viewing by gendarme **12** Red EC flag to warn other yachtsmen of your approach

Facilities Windsurfers and jet skis must be confined to areas where they do not clash with other activities, or with wildlife. Close liaison with other coastal interests in connection with conservation, wildlife, coast protection, provision of moorings, the rights of navigation and planning authorities must be developed (at present a "Howards Way" image of yachting is widespread!).

The aim should be the production of a Coastal Zone Plan & Policy by the Department of Environment, in which all the varying interests can be balanced.

This is the barest outline of the many problems of which many of us are unaware, as indeed I was - until I joined the RYA Cruising Committee. I will be happy to discuss these matters with members, and we will be updating progress during the RYA Seminar Cruising evening next year.





Above: Waiting for the wind on Friday afternoon.
Below: The J24 start Titch Blatchford leading away at the pin end.
Pictures: Cam Otten

MACNAMARA BOWL CAULCUTT CUP 1991

Approximately 200 women descended on the Royal Lymington Yacht Club on the first weekend of June to compete in J/24s for the Macnamara Bowl and in Channel Handicap Class boats for the Caulcutt Cup.

This event is now run under the 'umbrella name' of the Women's Open Keelboat Championships, and has grown in both size and prestige. The 32 entries included 9 overseas teams (2 French, 4 Dutch, 1 Swiss, 1 Swedish, 1 Eire) and home teams from Northern Ireland, Wales and England. And just to add to all the excitement our Patron the Princess Royal visited us on the Sunday to take part in the racing on one of the CHS boats.

The races, which are held from Friday afternoon through Sunday, started quietly enough in lovely weather and fickle breezes, and built up to a windy crescendo on the Sunday morning to welcome Princess Anne who subsequently sailed with Titch Blachford and her crew as one of their number on Smokey Four. In fact it was so windy by lunchtime that the second race of the day was cancelled. No doubt a number of you saw the photo which was in all the papers - Princess Anne looked as though she was about to be submerged.

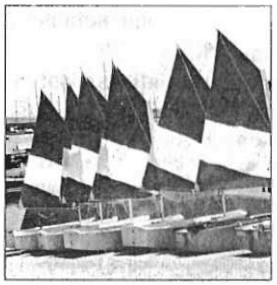
The weekend includes a sit down dinner on Friday and a disco/buffet on Saturday - over 200 people came to these on both evenings. Now that there are two classes competing - 23 J/24s and 9 CHS boats - the Race Committee have to work extra hard out on the water. So the Royal Lymington Yacht Club should take some pride that the competitors all remarked on how well organised the whole event is especially compared to other ones they attend overseas - and that apparently includes the American event!

The racing was hard fought amongst the top and more experienced teams, and those with less experience could be seen to be improving in leaps and bounds over the weekend, and this is after all what the Macnamara Bowl is all about. A chance for the women to take charge and show what they can do.

Congratulations go to Rona Bassett in the J/24 Autumn Leaves who won the Macnamara Bowl, and to Titch Blachford in Smokey Four who won the Caulcutt Cup. We hope that all the competitors will be back over the weekend of 4 - 6 September 1992 when the Women's Open Keelboat Championship will be held again.

Cam Otten

Junior Sailing 1991



Year by year Junior Sailing has matured and this year it was wonderful to see the result of six years' commitment by the children.

The source is undoubtedly Wednesday afternoon sailing which has had an average of 80 children each week including many beginners. All this is possible because of Club members' support. However, there is always a need for helpers - i.e. checkers in, riggers, tea ladies, help on the pontoon and slipway as well as on the water teaching. Ruth Evans, our tireless bosun, would love some help.

Much of this year's success has been due to the early launch of two secondhand wayfarers and six brand new optimists, so generously bought for us by you, the members. They have proved themselves in every way. (We would dearly love one or two more wayfarers, and to slowly convert our optimist fleet to the new model.) Of course we could not do without our scows so kindly lent to us by their owners. Wednesday sailors have also benefitted enormously from expeditions with our cruising members.

Richard Lovett has trained his cadet fleet like racehorses with consequent success. Twenty-two boats went to the Plymouth Nationals - the biggest club contingent by far. Julian Osmond and his crew Christian Sutherland won the Inland Championships and a place in the British National Team going to Argentina in December for the World event. Whilst still warm from sailing in the British National Team in the Optimist World Championships in Greece, Nicholas Rogers and Pom Green won the Junior Cadet National Championship in the boat Nicholas' father built for him. The Royal Lymington were host to an Open 420 and Cadet Meeting which attracted a large high calibre entry. Ros and Richard Lovett arranged the hottest sunniest weather but failed to produce the necessary wind for Robin Dent's courses over strong tides!! It was altogether a delightful weekend.

The optimist fleet has been seen many times on freezing days training throughout the year producing our National Champion and the winner of the British Open Championship and also the most improved newcomer to the A Fleet, Pom Green, and most improved newcomer to the B Fleet, Robert Watson. Nicholas Rogers went to Greece and was thrilled by the very generous support he got from local companies and from all his friends.

The new Sunday morning Red Fleet of young optimist sailors, the brainchild of Peter Moore, has gone from strength to strength with a full programme of expeditions, picnics and sail training. Our Patron's daughter spent a happy day barbecuing on Ruth Evans' foreshore.

The usual crop of youngsters have attained their RYA Levels I and II and at least ten junior sailors have qualified as RYA Dinghy Instructors. With their help a full circle has been established as they are now involved in training .

The winter programme includes early training for the 1992 season together with National Cadet and Optimist Squad sessions.

We have a considerable task raising more than £5,000 as our contribution to the British Cadet Team's trip to Argentina (which includes Julian Osmond and Christian Sutherland). Please look at the notice boards for details of how you may be able to help.

The whole Junior Sailing scheme is run by a group of great enthusiasts and I, and any one of them, would love to talk to any of you who might be interested in getting involved.

Annabel Nurton Captain of Juniors

...and the summer regatta 1991

At 0900 hrs. on a perfect summer Monday morning there were over 200 competitors standing on the forecourt, waiting for Ken Kershaw, our chief race officer, to brief them on what was to be the start of a gloriously sunny Junior Regatta Week. In spite of the Optimist and 420 Nationals luring away some of our best sailors, our numbers were swelled with keen young Wednesday afternoon sailors; and, to give the Regatta an international flavour, we were also joined by six young Spanish helms from the Coruna Yacht Club in Spain, who were our guests for the week.

This year it was decided to dispense with the practice race and get straight into serious racing. As so often in this kind of weather there was little or no wind, so the rescue fleet, under the control of Mike Polke, were soon made to feel useful towing long lines of small boats out into the Solent.

Peter and Jacquie Wilson in Dragoon (our committee boat) anchored out on a glassy Solent patiently waiting for a sea breeze to fill in. At about 1300 hrs. Doug, during his first tour of the fleet, spied sails moving at Hurst and as usual told us exactly when to expect the breeze - sure enough, right on cue, it filled in and racing got off to a good start.

On Tuesday morning the whole fleet mustered at Baverstock for the start of a passage race on the flood tide to Newtown Creek. Doug in We're Here accompanied the fleet and as cargo took all the packed lunches, which were eagerly awaited and quickly eaten before the start of the return race. This started with the first leg inshore out of the tide, but unfortunately out of the wind also. This resulted in the sight of 100 boats - optimists, scows, cadets, toppers, 420's, lasers and wayfarers - all trying to round the windward mark at the same time. Once clear, the sail back across the Solent trying to find the Tesco mark was an exhilerating broad reach in a force 3-4. The fleet, including scows with three up and tiny courageous beginner optimist helms refusing all offers of help, beat up the north shore to a finish at the Club line. All this seamanship was witnessed by and hopefully impressed our guest for the day, Robin Duchesne, Secretary General of the RYA.

As the week progressed the water in the river was just not enough for sailing in the mornings, so Derek Pitt-Pitts and his team gave fascinating talks on seamanship to fill in the time. After early lunches they managed to get back to back races in the afternoons. Rounding the black and white mark on the east side of the river entrance with good afternoon sea breezes blowing, resulted in some very exciting wet sailing for this beginner group.

The evenings BBQ's, generously hosted by the McGills, the Northovers, the Leuchars and the Kalis', provided lots of fun, especially the sight of our not so shy Annabel (Captain of Junior Sailing) dressed only in a buoyancy bag on fancy dress night. Altogether £650 was raised for Junior Sailing funds.

Lady Boxer kindly agreed to present the prizes on Friday with specially printed hats, tee shirts, books and of course the all important trophies for the winners. Janet Rogers on behalf of her group of Spanish children presented Lady Boxer with a splendid plaque as a present from her yacht club.

Super efficient Amanda and her team worked tirelessly in the office and behind the scenes, and John Dingwall was well in control of all matters on the house side. Hilary Knox again organised a very popular sell out disco on Friday, while Michael Webb's team fed an exhausted group of helpers in the newly refurbished library.

The week was great fun and gave enjoyment to both competitors and organisers alike. One little boy crewing for Chris Willard in his Wayfarer was heard to say (after changing fortunes during one race put them from first to last place) "It doesn't matter if we come first or not, only that we had fun". This is surely the true spirit of Junior Sailing. Our warmest thanks to all those who helped make the week such a success.

Peter Burchell

THE CHART ROOM

Not long ago, while cruising on the Normandy coast, we met another Club member and got talking. Among other things I suggested they should enter their cruise in the log of cruises in the chartroom on their return, and was surprised to get the reply "What's the chartroom?". In case there are other members who have never visited the chartroom I have been asked to give a brief account of what it contains and how it can help cruising members.

To start with, it holds more than 150 Admiralty charts covering all areas from the Baltic to Spain. They are in drawers in the large chart desk with an index in each drawer so that the required chart can be easily found. This number of charts cannot, of course, be maintained up-to-date. At over £10 each they are replaced slowly as the chartroom budget allows. But on the shelf above the chart desk you will find booklets of Notices to Mariners, Small Craft Edition, from which you can get all the information to correct your own charts. Please put back any chart you consult exactly where you found it. A chart replaced in the wrong sequence is effectively lost! There is also a copy of Reeds for 1992 in case you require next year's tide tables for your planning. Then there are the pilot books and harbour guides. These are very expensive, and new editions can rarely be afforded. The Club is one of only a few, privileged to have a full set of RCC Folios which are updated every year. These too are on the shelf above the chart desk. You are asked to consult these books and charts only within the Club. You will also find a number of box files marked with various cruising areas. These contain all the brochures, pamphlets, and other information which we constantly receive from other clubs, harbour masters, marinas, and our own members. If you find several copies by all means take one; that is what they are there for. Also above the desk are the "Crew wanted" and "Crew available" files. Lastly there are the notice boards. They display navigational warnings, entry lists for current cruising events and general information for cruising members. It is regretted that private notices of any kind are not welcomed on the notice boards, from which they are removed as soon as possible and placed in a special folder on the chart desk. Having completed your cruise you are particularly asked to enter the details in the Log of Members' Cruises, which lies on the chart desk. The Club is always interested to know what its cruising members have been doing and how far they have travelled. If the Cruising Dinner is over-subscribed an entry in the Log Book ensures preferential treatment.

Like much else in the Club the chartroom has grown with the years in the amount of information it contains and the organisation required to run it. It is now under the wing of the Captain of Cruising and the Cruising sub-committee, of which one member is deputed to run the chartroom. I am about to hand over my duties to Robin Richards, who will I am sure welcome constructive suggestions for improving what we hope is a useful part of the Club's facilities.

Mick Hammick

SAILING ACHIEVEMENTS 1991

The 1991 sailing season has seen some notable sailing achievements . Our congratulations go to:-

Racing

Nicholas Rogers who was selected to compete for Britain in the World Optimist Championships in Porto Carras, Greece, in July. Nicholas also won the British Open and National Optimist Championship in Torquay.

Julian Osmond and Christian Sutherland - see Junior Sailing.

Three cadets helmed by Luke McEwen, Tom Burchell and Julian Osmond sailed for 11.5 hours down and up the Thames to win the Tideway Race in May.

At the Torbay Open Meeting Jamie McEwen and Joel Lovett were placed lst, Sara Watson and Charlotte Phillips were lst girls and Nick Osmond and Dan Tapson won lst under 14 yrs. In the 2nd Qualifying Open Cadet Meeting for World Team Selection in Argentina, Dec. 91, the following juniors were placed - 2nd Julian Osmond, 6th Damian Dingwall, 7th Luke McEwen, 11th Jamie McEwen, 13th Tom Burchell.

Stuart Jardine and his crew Phil Lawrence were selected at Spa Eurolymp Regatta, Holland, as best British boat to take part in the Star World Championships, Cannes, in October.

AZAB '91 - David Alan-Williams lst overall and lst class B2. George Tinley 2nd overall and lst class B1. Mary Falk 4th class D6 (singlehanded).

Chris Law finished first overall at the Etchells National Championship in Poole, and reached the semi-finals in the LIBERTY CUP in New York and was placed 3rd.

In the Round the Island Race in June, the Jeroboam Team Trophy was won by Royal Lymington Yacht Club team lst Smokey Four (Tony Blachford/ Brent Strickland) 2nd Dark & Stormy (Keith Willis) 3rd Nazca (John Flizet). Several other major trophies were won by our members, too numerous to mention. Congrats. to all.

Cowes Week saw several successes in the X class and final overall placings were 2nd Nick Dover, 3rd Richard Smith, 5th Philip Grundy, 6th David DaCunha, 7th Richard Webb, 8th Robin Balme, 10th John Cooper. That makes 7 out of the first 10 boats in a fleet of 67 starters. We also regained the Philipson Shield for the Best Club Performance - coming first every day!

Cruising

A C Allin	*Schizofrantic*	1500m
C Buckley	*Wandering Moon*	1760m
D Carnegie	*Dysca IV* 966 +	141m
Gabriel Clay	*Fubbs*	1840m
F Coates	*Galliard of Beaulieu*	3000m
Ian Gornall	*Sea Tonic*	1200m
D & K Hampton	*ROC*	1050m
James Harkness	*Riverdell*	960m
Bill Ingall	*Quest*	1150m
M & M Lewis	*Sea Change*	1024m
L Payton-Jones	*Walkyrie of Guernsey*	2300m
D & C Ridout	*Wild Otter*	1100m
F Van den Bergh	*Dallion*	876m
A & J Whinney	*Maddic*	4000m
J Whipp-Goode	*Sovereign Lady*	1200m
John Woollett	*Cymbeline*	730m
AA & ME Yound	*Alkira*	800m

CLUB FOLLY MEET 1991

Those of us who attended the annual meet to the Medina last year will no doubt remember the weather. The sun, the sea, the palm trees, well almost. This was not the case this year, it was quite the reverse.

I was invited, together with my daughter Jasmine, to this year's meet, and we were fortunate to have in our ship's company Hugo Walford, who at the great age of 85 inspired us all with his witty conversation, good humour and steely-eyed helming on our return passage.

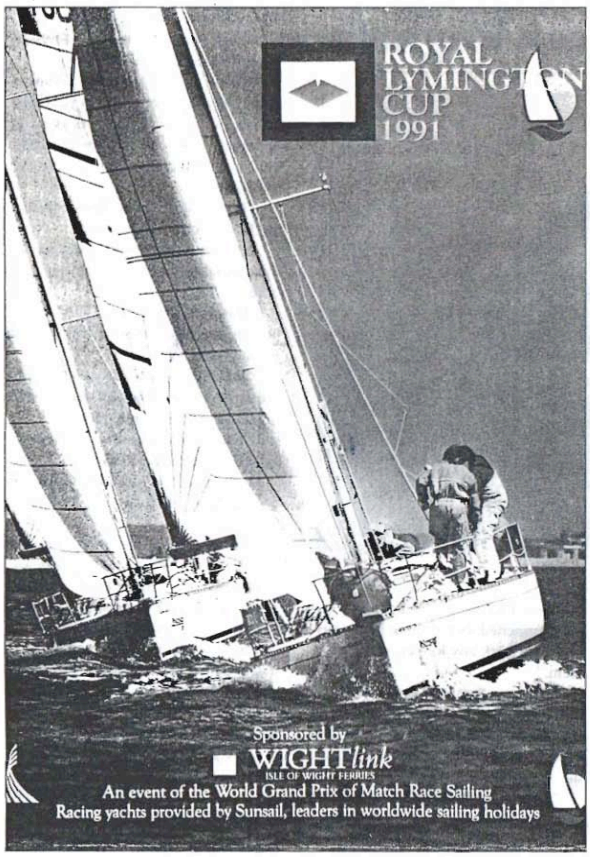
We arrived at the Folly on Saturday after a rather cold lumpy sail from Newtown Creek to be greeted by our Captain of Cruising, Desmond Dewhurst. Dinner that evening had been arranged for us at the Royal Victoria Yacht Club. Our Vice Commodore, Ted Hawkins, together with the Commodore of the RVYC, hosted our table, and a very happy evening was had by all. Now comes the hard part, negotiating the footbridge at the Folly Inn with a very cold north-easterly blowing. However, all was well.

A visit to Niton Radio Station had been arranged for Sunday, which I understand was all very interesting and informatitive. Those of us who did not attend this visit continued to enjoy the good company of our fellow Club members.

Monday, the sun shone and the cold wind eased considerably. The sail back to Lymington was perfect, Hugo doing his trick on the helm for most of the way. We arrived in time to rendezvous with 38 other yachts for the Blessing of the Boats by Reverend Michael Joint, our Club Chaplain. I did think Peter Bruce's dog made the day by arriving on the foredeck of Owl just at the right moment! How's that for timing.

The weekend had been super. All thanks to Desmond Dewhurst for his great effort in making everything work so well.

Pru Moon



Another year, another cup. This event could tend to blur year on year if it were not for the little incidents that make each one memorable, so here are some of those, but to start the overall picture.

In a year where the weather is best not mentioned, Marc Bouet won for the second year running, a good win against excellent competition, particularly from David Barnes (NZ), who cleared up in the two round robins but eventually came third, and from Gordon Lucas (Aus), the runner up, who took Marc to three races in the final.

Our Patron's visit was greatly pleasing, adding that extra piece to make the event complete, though her presence as crew member on the senior umpire's boat seemed to have the curious effect of making the skippers stand up to wave their protest flags! Her Royal Highness also paid a visit to the Committee Boat, which always puts them on their toes, but as usual it wasn't the Royal visitor that gave the headaches but the Solent tides, the inevitable dying wind and "will we have to use the spare day"? - all of which our experienced team (they should be - they've been doing it for years) managed to complete in a very successful four days. After much careful thought over the winter this same team introduced some new ideas. The combination of time penalties and twin leeward marks nearly gave one rubber boat a split personality, but fortunately it was only the propellor. Another innovation was the provision of an observer aboard each competing yacht, who, like everything else in the yachts, had to be equalised. It was interesting to note a slight young man, whose opposite number was Chairman of the Macnamara's Bowl Committee, climbing aboard with a pair of pink hot water bottles slung approximately and appropriately round his neck to make up the required weight.

The rubber boats, as well as Marc Bouet, had a good event, one doubling the score of mackerel caught each day while another had even greater success in anchor and chain fishing! This, inadvertently mislaid by the Principal Race Officer, was rescued earning them a bottle of champagne and the owner's eternal gratitude. Without them, with the arrival of our competitors from Down Under, it would have been more a case of "Hello Gordon, Goodbye Bruce" !!

The racing itself had its joyful moments; the sight of Gordon Lucas' spinnaker with a large lace like bottom fringe, more like some curtains the cat had been up than a proper sail. In the same context Tommaso Chieffi was awarded the Sail Handling Trophy, rather less for ability than for quantity as no less than three of his spinnakers ended up in the sailmakers. A small error by the Committee (we don't talk about the big ones!) was the absence of the letter T in the name upon the prize of Gunnar Krantz (Swe). This was amply made up by the Chairman presenting him with a nice tin of Typhoo.

So to the end, which gave a small surprise to the winners as they came alongside the Royal Lymington dock,as two attractive young ladies threw themselves aboard the boat to be welcomed with Gallic open arms. Sadly they were not part of the prizes, just there to put the event logo across the mainsail cover for the photographers.

The event was a great success. We really hope that all the Club members and our staff who took part or just watched, either afloat or in the bar, really enjoyed it and will, as they say, "come again" next year.

Roger Hawkes

NEW MEMBERS

Name	Home Town	Boat
Michael Barry	Lymington	Amadeus (OOD 34)
Desmond & France Begg	Lymington	
Dan Bird	Milford on Sea	Osibesa (Cadet)
Sydney & Hilary Blurton	Brockenhurst	Indigo Blue (Humber 35)
Sarah Breese	Pilley	Hot Gossip (Cadet)
Caroline Clegg	Lymington	Miss Spinner (Mirror)
Simon Collier	Barton on Sea	
Jennifer Coombs	Gibraltar	
John & Nicky Davies	Lymington	
Hannah Deighton	Pilley	Hot Gossip (Cadet)
Frances & R J Evans	Lymington	
Neil, Catherine, Caroline, Felicity & Emily Fagan	Surrey	Simga 38
Adrain & Margaret Goodland	Lymington	Polar Bear (Najad 390O)
James, Pauline, Annabel, Victoria & James Heyworth-Dunne	Hordle	Roxan (Sadler 26)
John & Carol Hudson-Davies	Lymington	Jacaranda (HR 352)
Martin, Rosalind, Rebecca, Ellinor & Isabel Hunby	Beaulieu	Misty (XOD)
Cyril & June Lyon	Barton on Sea	Encore (Sadler 25)
Bernice Marsh	Lymington	Strider (Folkboat)
Samantha Marsh	Lymington	Stider (Folkboat)
Corrinne McDonald	Lymington	Loaffin (Dorey)
Sue McKeag	Lymington	
David Messenger	London	
Steen, Vibeke & Casper Noglebaek	Lymington	
Benjamin O'Reilly	East End	
Christopher, Sarah & Lucy Proffitt	Lymington	
Ian & Margaret Quarrie	Sway	
Jonathan, Sharon & Timothy Roberts	Lymington	Catherine (Contesa 32)
Peter, Emma & Lucy Rogers	Lymington	
Keith & Ann Simon	Lymington	Leonide III (Fisher)
David Thompson	Lymington	Indigo (Seawolf)
Penny Underwood	Lymington	
Frank Van Den Bergh	Everton	Dallion (Sloop)
Timothy Vaughan	Surrey	Pickle (Optimist)
Martyn, Elizabeth, Miles & Oliver Walker	Pennington	Former Ferrari (J24)
Johnathan Walmisley	Petersfield	
Don & Jill Wood	Surrey	Gandalf (Swan 55), Santana (TSDY) Red Stripe (2 ton IOR)
Iven & Ruth Woolf	Sandy Down	Foregone Conculsion (Sadler 32)

Above: Lunchtime with Rumpus - Umpires Mothership.
Below: No wind at Blue Ranger, will we need the spare day?
Pictures: Pam Simpson

The 1991 Easter Regatta

"How many times are the International 14s going round."

Easter - four days off - death and resurrection - well, it's the first holiday break after the long drawn nights of winter, and spring must be on the way; the days are longer, and after all that time spent building/filling/rubbing down/antifouling/varnishing/ modifying, we've got to show it's a vast improvement over last year.

So, apart from bracing temperatures, what have we got?

Equinoctial Springs, flat calm and/ or Force 6. 160 competitors from a dozen clubs in 110 boats, 80 support staff, 12 rubbers, 3 launches, 3 committee boats, 3 mother ships, 8 radios, 2 computers and 1 duck (in a rope locker) - hey, now that's a Regatta!

For the record, this year's mix contained lasers, cadets, optimists, fireflies, 420s, toppers, fast and slow handicap, moths, national 12s, international 14s, 470s, 505s, GP 14s, contenders, equipes, laser IIs and larks, plus the Sunday attendance of 32 keel boats for the cruiser race.

It's all set up and underway, and now it's dependent on the weather and the people - so let's take a ringside seat and listen to the comments .....

"Yes we know we're late for launching - but we haven't seen each other for weeks and just look at her new wet weather gear."

"If there was no water at the gybe mark when you got there, you should have got there earlier."

"If you jump into the water that far from the slipway, you'll find it very deeeeeeep!"

"From the amount of mud in the changing rooms, we won't need to dredge the river for a while."

"Standing up in the boat by the rabies board, we looked up six feet to the east bank."

"The cruiser fleet could find the Black fleet start line even if we put it by the Nab."

"Yes, I know you're trying to get them launched, but, if those boats stay in the car park any longer, we'll book them."

"Have you finished? If you've sailed the course, then you've finished." "I'm sure we sailed the course - we read the sailing instructions on the way back in."

"How many times are the international 14s going round? Shouldn't we get them to go through the start line on each lap?"

"Thank you very much for coming down from the bar to hand in your disc - oh no, we didn't really think you had drowned - well - not after we had spent half an hour locating your boat in the boat park."

"That's not a hook finish, just a slightly mobile finish line."

"Can we have your Saturday again, this Monday you've found is pretty cold."

"Baverstock to River Club - Have you by any chance got ANY MORE rescue boats please?"

"Six races and two discards allowed when we had no wind half the time and a gale for the rest - magic."

"These fireflies don't go so well full of water - gets you cold too."

"All this talk of ducks, bring on the Swan - King of Hearts to the rescue."

Prizegiving on time, little protesting, much much pleasure. Cast off Castaway. Back to the berth - it's time to leave the duck in peace....

Sounds a pretty normal Easter regatta to me, so thanks to competitors, race officers, boatmen, barmen, caterers, rescue boats, slipway marshals, committee boats and mother ships, prize presenters, and so on -

See you next year.

John Dingwall

NEWS OF POWER AND SAIL

The major events of this year were well supported and fortunately blessed with good weather, unlike 1990.

For the Clipper Hotels Trophy Race to Jersey on 28/29 June, 16 yachts entered and 12 finished. The Power/ Sail experts, James and Derrie Beattie in Squander III were the winners, with a corrected time of 17.32.11. Goosander Again, Mike Abraham, narrowly pipped Mariette of Meon for second place by 29 secs. Second, third, fourth and fifth places covered a time difference of just under 5 mins. Second place through to eighth place covered a time difference of 1 hr. 36 mins. This showed fairly close results after some 19 hours at sea and following pursuit starts ranged over some 3 1/2 hours for the yachts quoted. A reasonably satisfactory handicapping result. A small fleet of racing yachts also joined in, and the winners were Nick and Sally Potter in Mainstay.

Line honours were claimed by Goosander Again, but Mike Abraham had slightly overdone the use of engine. For Mariette of Meon a motoring signal was almost superfluous, it was fairly obvious when 'old smokey' was motoring, the seagulls are still coughing. Eric Hill says that work on the injectors or something are top priority for the winter.

The Clipper Hotels Trophy result showed a good mix of motor-sailer type yachts and auxiliary engined cruiser and cruiser-racer designs, and this is what power sailing is all about, when so many diverse types are in with a chance. This event demonstrated what fun power sailing can be, a theme commented upon by several of the competitors.

The Royal Lymington Yacht Club is indebted to Clipper Hotels for their continued sponsorship and confidence in this event. This year Clipper Hotels again proved to be excellent hosts, both at the pre-race briefing and reception at Stanwell House and at the prize-giving at the Hotel L'Horizon, Jersey, where the dancing was as exuberant as ever despite the long hours previously spent at sea. Next year's event will be a little later on 17/18 July, and will include a team prize.

The second event in the Power/Sail calendar is the Round the Island. This event has been going for many many years, as has its most expert and accomplished devotee, Sir Arthur McDonald. Sir Arthur continues to battle round and finish well up in the results in spite of a newfangled yacht and a handicapping system which, to his dismay and confusion, has been completely revamped. His continued success is probably due to the fact that the basic principles are unchanged.

For this event the Power/Sail fleet is split into two classes by size. The large yacht fleet was headed by Eric Hill in Mariette of Meon, who by skilled use of engine 'outsmoked' the Beatties in Squander III, who were relegated to second place. Polar Bear, A. Goodland, was third.

The smaller yacht fleet was led home by O K Yah, Robert Young, who finished 6 mins. ahead on corrected time of Sir Arthur in Bacchante III. Third was Jan Claire, skippered by R. White.

The ten starters encountered tricky light winds and the most successful yachts motored for more than half of their elapsed times. The exception was Jan Claire, who motored for a mere 20% of her elapsed time. Would she have won her class with more use of engine? That is the question, the challenge and the enigma of Power/ Sail where a skilled use of charts and tide tables and the recognition of the balance of motoring and sailing TCF's and motoring penalties is so important. All ten finished the course.

This year the Power/Sail fleet were supposed to be joined by a fleet of racing yachts. Four entered, two started and one finished. This turnout can be improved for next year; it could be great fun to join a large fleet of mixed Power/Sail and racing yachts in next year's event - so come and join us.

Sadly the short Power/Sail east and west received little support; both being cancelled as a result. This has been a trend for some time and these events will not feature in the 1992 fixture list. A similar reaction has been experienced in the yacht racing fixtures for the smaller races, such as West Solent Cruiser Racer Association.

The Power/Sail handicapping system and format continues to evolve based on the lessons of previous use. The main proposed changes for 1992 are fine tuning the power/weight component, used in the TCF (motor) calculation, to reduce the rough water consideration. This will have the effect of the smaller engined yachts being less well favoured than at present. In addition the motor TCF is factored by a constant to raise the motor TCF, in nearly all cases to a greater value than the sail TCF. This will encourage the use of sail. This change will not significantly change the differences in motor TCF's between individual yachts. To deter further excessive motoring we will increase the motoring penalties.

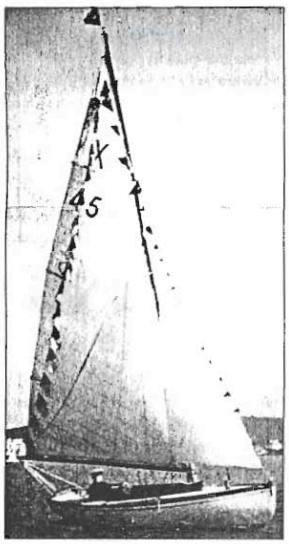
It is hoped that these changes will still keep the motor/sail designs competitive and at the same time avoid these events becoming motoring competitions.

I wish everyone an enjoyable Power/ Sail year in 1992 with good sized fleets, fair winds and weather. I do welcome comment and ideas so please keep them coming in to me.

Mac MacDougall

PICTURE NEWS

Alleluia! In goes ADA. Doug's new yacht launched with ceremony from Aqua Boat's yard.



Jewel X-45 in the early 30's. The flags indicate her wins that season.

Nicholas Rogers British National Oppie Champion and selected to compete in the World Championship in Greece.

We still need your pictures of interest or important club events. Please send them to us. Editors.

YEAR ONE

Sally Potter
Rear Commodore Sailing

The first year of my tenure as Rear Commodore (Sailing) is speeding past and, as you will see from the reviews in this edition of Potter Ship, the wealth of our activities leaves no time to be idle. Which brings me to the subject of sailing organisation. The range of skills and talents possessed by members of the Royal Lymington Yacht Club are reflected in the way our activities are run and in the international reputation of many of those members, for their sailing achievements and their contribution to the sport.

We are continually improving our infrastructure to provide the level of organisation which is necessary to maintain a programme which will meet the needs of our members' varied activities. At the same time we must maintain the balance of these activities to ensure a full and committed involvement in the promotion of our sport.

Fortunately, we have more volunteers than ever before helping both ashore and afloat. We have broadened our sub-committee structure to encourage more members to take part and to be responsible for their chosen activities, ensuring that most of our events have become almost self-sufficient.

A long-standing member of the Club commented to me the other day, having been watching the comings and goings of the last Thursday evening pursuit race, that the whole Club seemed "effervescent" - a word which I think could be applied to most of what goes on and sums up the very happy atmosphere which prevails.

The harmony which exists between those who share our varied activities is a direct result of the democratic system which is at the heart of all we do from policy making to planning, to execution and to participation. Ideas and innovations are constantly being brought up through the committees, ultimately improving, expanding and fine-tuning our organisation. A greater number of members now take part in the running of the sailing events.

Behind the scenes your sailing committee is working hard on ideas and plans to improve the Club's waterfrontage. You will have read the Secretary's note in the August mailing explaining our responsibility to secure our frontage against possible flooding and the consequent necessity to raise and rebuild our sea wall. Robin Richards has taken on the task of chairing a sub-committee made up of representatives from a diversity of waterfront users. The committee's work has involved a number of surveys over the summer months to establish all aspects of the usage of the pontoons and their associated designated areas: information which will form the basis for the eventual plans to improve the sea wall, pontoon areas and their combined facilities, and which will be available to members in November and for discussion at the Annual Business Meeting.

We are indebted to Robin and his committee for their hard work and for their co-ordinated and integrated approach, building on the investigations which have been conducted previously by members of the cruising sub-committee.

Turning to the world outside and being aware of our Club's standing in the national and international yachting scene, it is important that we keep abreast of developments and maintain our role as leaders in the promotion of our sport. An easy statement to make perhaps, but not too easy to live up to, given the climate we are currently facing. It has never been more difficult to decide where we should be going and what we should be supporting, but it is becoming clear that one design class racing is gaining in support and popularity, and the Royal Lymington should expect to organise major one design regattas to encourage selected classes to race at the western end of The Solent.

We have seen a decline in support by competitors for the Autumn and Spring Series in the past few years, however the Racing Committee is studying ways and means of improving the format of both events in conjunction with the LTSC, in order to attract wider support and more one design classes.

On the cruising front the same can be said in some respects as to what we should be planning for our members. Some of our meets are a huge success and others are declining, but without doubt we have healthy international contacts and a reputation which extends far beyond our shores. We are fortunate in having a Cruising Committee which keeps us well informed of developments on the international front, particularly the very topical regulatory statutes being prepared in Brussels which will have far reaching effects not only on some aspects of our freedom to cruise in foreign and common market waters, but also on the yachting industry as a whole, so much of which is based in our home town of Lymington.

I have spent many enjoyable days on the water this year, including a distinctly inebriated weekend on a cold May Bank Holiday at the Folly Inn cruising meet, having battled through a 35 knot easterly to get there - wind over tide - I was delighted to be welcomed by Desmond and Joanna Dewhurst with a large gin and their central heating aboard Letitia Jean! It's a tough life this cruising. Since then I have enjoyed being involved in or simply observing nearly all of our events. However, I took part recently in one occasion which gave me an enormous amount of pleasure - the launching of Doug's new boat, Ada.

As you would expect there was a great gathering of Doug's friends to see his pride and joy, on which he has devoted so much time and hard work, gently lowered into the water. I know that all our members will be thrilled to see Doug sailing these waters in such a delightfully traditional gaff cutter, and we wish him many happy hours aboard Ada.

1992 CRUISING CONVERSAZIONE

Building on the success of the 1991 event, this year's will be held on Saturday 14 March, at 1600. The plan is to bring together the many of us who enjoy cruising, so that we can pool and profit from the membership's collective knowledge of a vast cruising ground extending from the European coasts and canals to the West Indies. The idea is quite a simple one. Behind each table there are one or two people with experience of an area waiting to be quizzed. On the table are the charts, pilots, local guide books, logs and photographs, charter company brochures, and so on. All you have to do is to bring along pencil and paper to jot down what you need to know to get the best out of your first cruise to a new area. The presenters will be frank about drawbacks as well as attractions, and they will not mind a bit being asked what you might think to be silly questions. The session will extend into bar opening time, and of course Michael will be serving supper afterwards.

A Saturday has been chosen because it suits those members who cannot make it to the Wednesday Cruising Lectures and who have to make tracks for home early on Sunday afternoons. Finally, although the organisers and presenters have the serious aim of spreading knowledge and experience around the Club, they hope that the Conversazione will be remembered as the chicken that laid the egg in the shape of a very jolly party.

James Harkness

Behind the desk ...

More Mud

Six months ago I mused over subjects whose shadows had overhung the winter routine: mud and ferries. They remain with us. Mud is the special subject of the Secretary.

Deadlocked negotiations over our foreshore at last restarted when we all managed to agree that our foreshore mud would be valued as if it were an extension of the river mooring system: that is, by reference to the number of moorings the Harbour Commissioners were denied because of our presence. In the outcome, the existing licence will be converted into a 15-year lease with 5-year rent reviews and the lease will be dated to run concurrently with the Harbour Commissioners' lease. Thus our rent will in future be tied to that negotiated by the Harbour Commissioners. Further, the rent will take account of the cost to the Club of dredging the foreshore to make it possible to moor yachts there in the first place. The annual rent for the initial quinquennium will be £1,912, which, although substantially more than it was (£130), is a significant reduction on the £2,550 first demanded. The first year's increase (which should have been paid last year) will be waived.

Nobody likes price increases, but this is the best we could have hoped for. Its most important features are that it values Club mud as if it were the same as harbour mud and not marina mud, and it secures our tenancy into the future while ensuring that, when rent reviews come round, we can negotiate alongside the harbour authorities around a defined valuation formula instead of having to fight our own corner from scratch every year or two to renegotiate a licence.

About Your Club

Many members take a close interest in the size and composition of the membership, but until fairly recently we have only been able to make educated guesses at the numbers in the various age groups and categories. At last the task of recording ages and addresses in a consistent way has been completed, and accurate answers can be found to some of the most commonly asked questions.

The total number of members varies during the year, being at its lowest in early October. On 30 September 1991 the total membership was 3,221 of all ages and categories (1990, 3,135) and on 6 October it was 3,112 (1990, 3,019). There were 1,830 full members on 6 October (1990, 1,772).

A count of members by primary address shows that 2,302 live in Hampshire, of whom 1,747 include Lymington in their addresses. 233 live in London, 90 in Surrey, 60 in Dorset, 38 each in Oxfordshire and Wiltshire, 29 in Buckinghamshire, 24 in Berkshire and 150 in 28 other English counties from Cornwall (2) to Northumberland (1). 10 members live in 3 Welsh counties, 7 in 5 Scottish counties, 3 in the Channel Islands and 1 in the Isle of Man. Of those with foreign addresses 54 live in 15. American states from Vermont to California, and 73 live in 20 or more other countries from the Irish Republic to Taiwan and New Zealand. If nothing else, it is interesting to reflect while pounding the keys that these words will be pushed through letter boxes in every continent except South America (what about the Antartic Jon - Ed). I do hear from time to time from overseas members; letters or faxes are always welcome and will be answered if an answer is called for.

Next the sensitive topic of ages. 785 members (259 full, 526 family) have not confided this information to the Club. Of the 2,327 who have, 397 are under 21. Of the remainder, 235 are between 21 and 30, 249 are between 31 and 40, 391 are between 41 and 50, 280 are between 51 and 60, 322 are between 61 and 70, 333 are between 71 and 80 and the rest are something else. The average age of all members over 21 who have declared their ages is just over 54. This brief summary is intended only to let light into some hitherto dark corners, and possibly to dispel some hallowed myths. Members are free to draw their own conclusions!

Jonathan Hutchinson

ADDITIONAL DINGHY PARKING

marsh reclamation programme underway

The Club has acquired additional dinghy parking space to the west of the field that we rent from the NFDC for dinghy parking, and this should enable us to park at least 20 additional boats.

The area is low lying and wet underfoot in the rainy periods, and there is a requirement for the area to be stabilised without spoiling the character. We are looking for some form of membrane that we can lay over the grass, allowing the grass to grow through yet preventing the dinghy trolley wheels from bogging down. Anyone who can offer advice or help in kind should contact Stuart Jardine (via note into Club office).

Free Tip For Hardcore!

We also plan to put in a small centre track, and we are looking for brick rubble, paving stones or shingle, preferably at no cost; we will collect. If anyone has anything suitable available, please let Stuart know. Even small amounts could be useful.

PHEW!

What a relief... Baver-loo Appeal Successful

Potter Ship exclusive by Rachel Nuding and Carol Tinley

Race officers and competitors will wish to thank Ben Wood who so kindly donated the porta-loo for Baverstock, a welcome relief for many users. This was a successful appeal, and thankyou to everyone who responded.

Now the Baver-Brew Appeal!

We now have another request, and wonder if there is anyone who might have a two burner gas cooker (portable) they no longer have any use for. This would greatly add to the race officers' comfort (and some competitors) and would enable those long-suffering folk to have the odd 'brew up'. They could also administer hot drinks to some of our juniors when they have got cold and wet and the mother ships are all full up. Please reply to Baver-Brew Appeal at the Club office or our pigeon-hole!

Baver-Hols

If Baverstock gets any more salubrious maybe we should offer her as a 'weekend cottage' to rent.

THURSDAY EVENING RACING

- bar, bistro and bike

Yet another season of Thursday evening races has come to an end. We think we can safely say a very satisfactory series for all concerned. This year the series was divided into two parts with a pursuit race in the middle and a second pursuit race at the end. These pursuit races do however cause a lot of extra strain on the Race Officers, due mainly to the sustenance which has to be consumed on board Whisky Mac and Grouse.

On the whole the weather was very kind and only one race had to be cancelled due to inclement conditions. Your two principal Thursday Evening Race Officers were very ably assisted by Vicky Clarke and Bridget Strange, the latter a non-member and non-sailing person (whom we are trying to convert). Between them they very thoroughly and carefully logged all starters and finishers, most of the time with the aid of a beverage or two from the bar. Having concluded the evening's work and passed all finishers lists and times to Geoff Scott or Barry Grainger for computing, the Race Committee would then retire to enjoy a beverage or three at the bar (!) followed by one of Peter or Margaret's excellent meals (we understand Michael is not allowed in on Thursday evenings). The evening inevitably concluded with yours truly having to negotiate the hazardous and deep ditches of Lower Pennington on a bicycle, whilst Dave Bendall was able to wangle a lift to Hordle with one of the Club stewards!

On a more serious note there are a couple of complaints from the Race Committee. There are one or two competitors who participate on most Thursday evenings with no sail markings or numbers - hopefully this will be rectified before next season. To add even more confusion to the chaos on the starting platform there are two Contessa 32's with the same sail number (!), and, when finishing a race, the committee wonder whether this is correct or whether it be the gin taking over. This again requires rectification. Finally, in the complaints section, would competitors when motoring to the start please pass as closely as possible to the west end of the platform to help the scribes identify their craft more easily.

The whole success of the Thursday evening series has of course been helped by the assistance of our Captain of Racing and Doug Baverstock and his team.

Chris de Veulle

Potter Ship
Editors: Rachel Nuding and Carol Tinley
Potter Ship ©
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The Editors would like to thank all those who offered articles and photographs. We have used as many as possible but, unfortunately, there was not sufficient space for all. However, please keep sending them to us! Particularly the photographs!
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