



# Pottership

The Newspaper of the Royal Lymington Yacht Club

Number 15 Autumn 1996



Cross Channel Meet  
Pic Kate Richards

## Cruising 96

*The cruising season has finished and many of us will have that tinge of nostalgia preparing for laying-up.*

*The Cruising Log is beginning to fill up with brief records of our cruising achievements and I hope that many of the 28 Members to whom I wrote to participate in the 1996 Cruising Log competition will actually do so, enabling other Members to benefit from their experience.*

The Meets have enjoyed excessive popularity this year; in fact, all Meets were over subscribed well before their closing dates. In each case it was regrettably necessary to take down the list of participants, causing dismay to some Members who intended to come but had not yet bought their tickets.

In the event, the participation was appreciably larger than previously with:-

39 yachts, 91 crew at the Spring Meet  
22 yachts, 65 crew at the Cross Channel Meet  
23 yachts, 53 crew at the Mid Summer Meet  
24 yachts, 62 crew at the St Vaast Meet.

However, the final numbers were well below the totals on the participants' list. For next season we are planning to change the system in such a way that those who organise the Meets will know more precisely how many are coming.

Apart from the traditional programmes of dinners and parties on board the yachts, there were a number of rather special highlights worth mentioning.

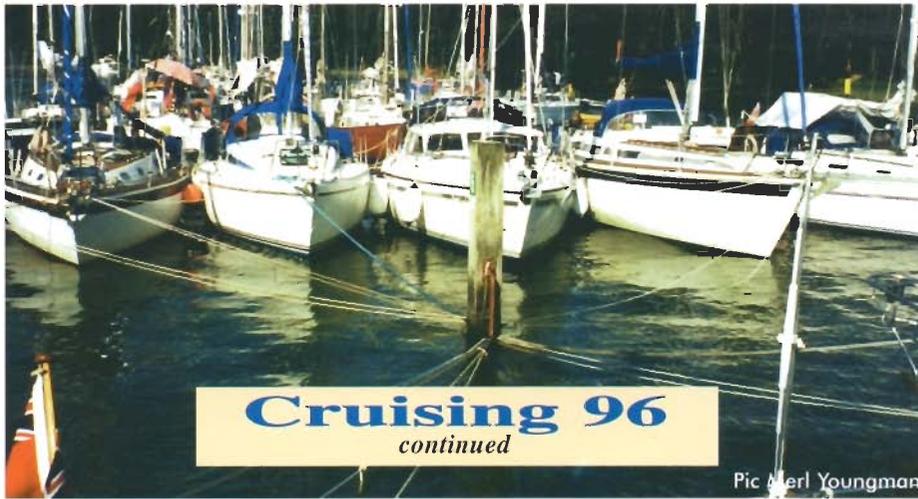
In Cowes a visit had been arranged to the RNLI Inshore Lifeboat Centre, where we were given a most interesting and impressive guided tour by Alan Tate, the Centre's manager.

In St Peter Port we were again invited for a buffet luncheon by our fellow Club

Members Hugh and Diana Read and Stuart and Sue Carnegie. Jean Whipp-Goode describes this in more detail on the next page.

John Bailey excelled again at the successful Mid Summer Meet at Buckler's Hard. He served a curry dinner to a drinking crowd of 53 happy sailors who - unlike Oliver Twist - received their second helping of the same size as the first.

During the visit of the members of the Club Nautique de la Hougue a most ingenious relay regatta was organised by Jayne Burchell and Roly Stafford, designed to favour this Club's chance to regain the Challenge Cup. Alas, despite all our efforts CNH won the race! The next day we took our guests on a tour on the Isle of Wight, with lunch at the Royal Corinthian just in time to watch the 21 gun salute from HMS *Boxer* on the arrival of HRH the Duke of Edinburgh on board the Royal Yacht *Britannia*.



## Cruising 96 continued

Pic Merl Youngman

In St Vaast we were invited by Janine Davy to visit the art and history exhibition which she had organised in the Castle de la Hougue, not normally open to the public. A most worthwhile visit. The Challenge Cup dinghy race the next day was a real tour-de-force in strong wind and rain, but Brian Cowell and Anne Watson were very able to restore the Club's honour!

Finally, I would like to thank all those who helped in organising the Meets and in creating a welcoming ambience for the new Members who took part.

**Ed Vogelzang**  
Captain of Cruising

### Cruising places

At the time this Pottership column was written, over 30 yachts had logged some 20,000 miles this year and there are surely some cruises yet to enter the book for 1996. *Squander's* cruise to the Western Isles is the longest logged cruise, rather surprisingly longer than Holger Dansk's voyage from Salem, MA via Newfoundland to Wick, though she was chased by hurricane Bertha and logged 1,800 miles in 12 days. Anyone joining *Tivatu* for a 'real horror of a trip' to Cherbourg in April would not have enjoyed her experience of fog, strong winds, unhelpful calms and ICE! Also early in the season, *Rainbow* went single handed to St Vaast and had a testing time in the Barfleur race; *Squander* did not enjoy her early cruise to Fowey and back as she had expected. *Freedom Freyja's* Southern Ireland trip was also said to be cold.

It's always pleasant to scan the cruising log for little surprises and none more so this year than *La Coquette's* entry - sharing the cold, wet and windy experience, with scandalous disregard for the fact that this was in the Whitsunday Islands: nothing tropical about that experience, apparently.

Closer to home, *Rivendell's* early season cruise to the West Country was marred by 'bossy bureaucracy in the Dart' being a scant 12 inches too long for a mooring. Along with others, *Sika* found the new marina at Carteret pleasant and well appointed. *Cymbeline* claimed the honour of being the first Club boat to record her attendance at the new marina in Benodet, named with straightforward Gallic candour 'Port de Plaisance Benodet'. *Gryxxl* and *Emma D* were about the only craft to

venture East of the Cotentin, going to Quistreham and the Isslijmeer respectively.

A number of Club boats are known to have been up to the West of Scotland but so far, only *Hekla* and *Blackjack* have added their names to *Squander's* in that area of the log. *Blackjack's* entry is worth quoting in its entirety: 'Providing you are not looking for sunshine, cruising Scottish waters is a great adventure. FREE moorings, deserted anchorages and plenty of sailing'.

Island visiting was enjoyable for *Cygnnet* (Les Sept Isle), *Cymbeline* (Ile de Groix), *Popocatapetal* (Ile Chausey), *Andrillot* (Ile Molene and Ushant), *Petronella* (Isle de Brehat). Some experiences of La Chambre there may be better left unrecorded. The Seillies was visited by *Tangamur* and *Mainframe* with the former noting 38 new moorings in St Mary's pool and a white knuckle ride round the inshore passage at the Bill. On a sobering note, *Maverick* was caught out in a squall in the Needles Channel and took warning when the boat ahead broached violently. *Decision*, in her trip to Southern Brittany, noted expensive beer in Trebeurden and suffered fallout damage from fireworks in Lezardrieux. *Rivalka*, also en route to South Brittany, had to sail back to Dartmouth with net around her prop picked up 30 miles north of L' Aberwraec'h.

*Pyewacket* advises that Beaucette is worth a try when St Peter Port is full and **Pushpa** found herself frustrated in her intent to revisit Northern Spain by a string of minor breakages which pushed her into 'a ditch crawling event'.

### Cross Channel Meet St Peter Port, 1 - 3rd June.

Despite adverse weather immediately prior to the event, 65 people in 22 boats attended this Meet.

The entertainment included, on the first day, a Vin d'Honneur provided by the Guernsey Tourist Board in Castle Cornet. The reception and exhibition in the Hatton Gallery in Castle Cornet added some cultural content and was followed by dinner at the Guernsey Yacht Club nearby. Fortunately we were blessed with beautiful weather on the second day, which must have been a great relief to our lunch-time hosts Hugh and Diana Read and Susie and Stuart Carnegie, with more than 50 guests, compared with 15 last year! Joan Hawkins designed and decorated two commemorative bone china plates which were given to Diana and Sue with all our thanks.

Those with sufficient stamina to spare on the last day visited Herm in good weather and enjoyed a pleasant pub lunch.

**Jean Whipp-Goode**

Pic Howard Letty



Pic Ed Vogelzang



Ingenious relay regatta designed to favour our Club  
Pic by Hadyn Meredith



Pic by Howard Letty



Pic above by Ed Vogelzang

Pic below by Howard Letty



## An interesting weather forecast

**Scene:** St Mary's Pool, Isles of Scilly.

About 50 yachts, mostly French, either moored to the 38 newly laid mooring buoys, rather close together, or anchored both inshore and outside the moorings.

**Date:** August 4th 1996 **Problem:** Shipping Forecast at 1700 BST **Synopsis:** Atlantic low moving east, expected Sole 1006 mbar 1300 tomorrow. High German Bight 1028 mbar, moving NE.

**Thames, Dover, Wight, Portland, Plymouth** E 3/4, occasionally 5. **Sole** S becoming cyclonic 5/6, occasionally 7, becoming E3 later, rain. **Lundy, Fastnet, Irish Sea** SE 4/5, occasionally 6. **Shannon** S 6/7 decreasing 4/5, becoming NW 5/6.

Since the Scillies are in the north-west corner of the Plymouth sea area, very close to the sea areas bordered by sea areas Sole, Fastnet and Lundy, and retreat is into sea area Plymouth, this forecast required some interpretation. Immediately after it was broadcast on Radio 4, I heard an English yacht on VHF calling Falmouth Coastguard saying he could not make much of it and asking for a forecast for the Scillies. The reply was that they did not have one, except for the Inshore Forecast, which included the Isles of Scilly (as well as the coast from Plymouth round Lands End and beyond).

My interpretation was that, after the depression went through, we could expect a strong north-westerly, which makes St Mary's Pool untenable - it was time to get out. The problem was that the E/SE winds now blowing and expected to precede the NW blow made alternative shelters in the Scillies and retreat to Cornwall both unattractive. After hoisting and stowing the inflatable, entering the route to Newlyn into the GPS and setting the alarm clock, I decided to get what sleep I could while worrying about the Forecast. The 0505 Forecast the next morning gave E 4/5 becoming variable for Dover, Wight, Portland and Plymouth; cyclonic 3/4 becoming NW 6/7 for East Sole, Lundy and Fastnet. Since the wind at St Mary's was already SE I decided that it was already starting to veer and that I could make Newlyn before trouble would start. When I left at 0800 I was surprised that, apart from one English yacht, which had already left, no-one else seemed to be making preparations to do so. During my passage to Newlyn the wind veered further to S and then to SW, but later returned to SE as I got ahead of the front. I reached Newlyn at 1440 and moved into Penzance when the lock opened at 2100.

The expected strong NW reached Penzance during the night and next morning with heavy rain that caused flooding in parts of Cornwall. BBC Cornwall reported yachts dragging on to one another in St Mary's with a lot of damage.

**Bill Slater Tamangur**

# A DATE FOR YOUR DIARY

In April 1922 Major Cyril Potter and a group of eleven local yachtsmen founded the Lymington River Sailing Club. The first sailing event of the new Club took place in June of that year, and consequently our celebrations to mark our 75th Anniversary will take place on the 28th of June 1997.



In April 1922 Major Cyril Potter and a group of eleven local yachtsmen founded the Lymington River Sailing Club, some years later granted a Royal Warrant to become the Royal Lymington Yacht Club. The first sailing event of the new Club, a race for Lymington Pram dinghies, took place in June of that year, and consequently our celebrations to mark our 75th Anniversary will take place on the 28th of June 1997. Most Clubs who celebrate an anniversary feature a parade of sail as the main feature of their event. We aim to do much better and hope that on that day every



Pic by Jo Mooring Aldridge

Apparently, there is nothing like a sunny day on the water in a fresh Easterly breeze for winding up the appetites of 30 or so guests on Members' boats in the Autumn Disabled Sailing Day, and the great pile of doughnuts at tea after the event went in a flash. Ten boats came out for an afternoon's sailing to take people from care centres in Lymington and New Milton, the Lymington Stroke Club and, for the first time, three people and their carers from Ashurst Hospital.

## Over 100 Doughnuts

Helen Winkworth, a carer from Ashurst, afterwards thanked the Club for the outing and, in particular, she commented on the very friendly welcome from the shore helpers and crews.

The event due to be held earlier this year had to be cancelled because of the weather but the same formula will be repeated next year in early May and early September.

Geoff Holmes



Jayne Burchell trying out a scow  
Pic by Jo Mooring Aldridge

### Taking Silk?

You don't have to be a lawyer to wear one of the new 100% pure silk Club ties or bow ties now available. They display the Lymington crown and ship and cost £18.50 for the tie or £11.00 for the bow tie. They are available from the office and there is an order form with this mailing. Orders will be dealt with in the order received, so if you want your favourite man to look smarter this Christmas

Don't Delay!

## Scow Story

*With two events cancelled due to gale force winds, May was not an auspicious start for the Scow season, but with this scenario things could only get better....*



Pic by Jane Clegg

### Newtown 16th June

The Spring flood and a force 3 south-easterly enabled most Scows to lay the leading marks into Newtown on one tack. Hugh and Jean Wilson aboard *Skua Two* led the fleet. Doug Baverstock and Kevin Smith in *Ada* brought up astern, whilst Julie Hodkin and Janet Smith in *Quiver* kept a watchful eye on the flanks. Ashore, a BBQ sizzled and the wine corks popped. A stiff breeze blew up, but sadly it fell away just as we started our

homeward passage. In light airs and with a strong ebb, Doug discreetly positioned *Ada* west of the River entrance to scoop up any of the fleet destined for an unscheduled visit to the Needles.

### Totland Bay 28th July

A rising south-westerly wind and an ebb tide enabled the fleet to lay the Sconce buoy and short tack past Fort Albert through the Hurst Narrows in fairly calm waters. John Claridge led the Totland beaching party accompanied by Robbie, his 7-year-old helmsman, and his Scow-trained dog Jason.

Ignoring a little misty mid-morning rain, Jayne Burchell took a brief dip, followed by 6-year-old Marie and Robbie Claridge, pursued by Jason. The return to Lymington was also a great sail; with the tide under us and 19 knots of wind astern, it was a fast roller coaster run through Hurst Narrows and back up to Lymington. As we surfed our way home Doug, Julie and Janet were pressed to keep up with the fleet, whilst *Marlin* with John and Anne Watson aboard stood off to keep a watchful eye from deeper water. After a couple of hairy jibes and a fast reach up river the Scows were hauled ashore and made ship-shape.

### Beaulieu River 4th August

A brisk easterly moderated the warmth of the early morning sun as shortly after 1000 hours the Scow fleet headed for the river



Pics by Holmes



Member who has a boat on Lymington River or in the Solent will go afloat and take part in a Fleet Review. This will take place on Oxy Flats, just to the west of Jack in the Basket, and it is anticipated that two or three hundred boats of all sizes and types will be involved, from the largest in the marinas down to the smallest, our Optimist fleet.

The objective is to anchor the fleet in lines, with the smallest boats inshore in the shallower water and the largest in lines to the south. The review vessels with guests aboard will pass along and through the lines. In this type of exercise it is possible to get a very large number of our Members participating in what will be one of the major events on the Solent next year.

The date chosen is that most suitable for the tides, and it is hoped that in late June the

long evenings and the weather will be kind to us. Contingency plans have been made in case of the worst happening.

'Party Time' follows the Review, with a large informal function being held in the clubhouse, which in anticipation of the large number of Members wishing to attend will be specially extended for the occasion by a large marquee on the paved area to the south of the building.

The proceedings will feature a really good supper, entertainment, fun and frolics on the water, a spectacular fireworks display and dancing into the small hours.

To commemorate the anniversary a review plaque will be available for all those who take part, and a whole series of regalia items will be produced for the Spring of 1997. Also, your editor of this worthy journal has agreed to

produce a special 75th Anniversary edition, and would appreciate assistance from any Member who has special memories, photographs, documents or items of interest relevant to the history of the Club.

Such an event requires a great deal of organisation and co-ordination. The functions have therefore been split into two, with the Sailing Committee organising the on-water activities, under the guidance of Brian Cowell, and the House Committee organising the shore based activities, aided by John Dexter.

We are trying to make this a really special occasion, one to enjoy and remember. So, please put the date in your diary, and sort out your dressing lines.

**Michael White**  
Vice Commodore

mouth. Approaching the old submarine barrier, the forecast 4 became a 5 and the lively beat up to Beaulieu certainly improved bailing techniques as well as boat handling in strong wind-over-tide conditions.

The families Claridge and Wilson had extra crew aboard, no doubt in training for their RYA level 2 canine certificates, but after a very rough, wet passage they were first ashore for more urgent doggy pursuits.

A very warm welcome awaited us at the Beaulieu River Sailing Club, where we were greeted by Molly Julian and Jackie Wilson. After securing the boats, we picnicked at Needs Ore with a panoramic view of the Cowes Week fleet of Sigmas racing inshore under spinnakers. Molly and her helpers kindly provided coffee and plates of goodies, the rather damp children particularly appreciating the goodies. With the wind strength increasing, we tacked down river then headed for Lymington with a force 5 on the quarter and the tide under us. Doug, Julie and Janet provided their usual support, as did Hugh and Jean Wilson in *Skua Two*. Alistair McCrae also accompanied us in his Hurley 22. It was voted a most memorable day with exhilarating sailing.

### Hurst Rally 25th August

A forecast of south-westerly 5-6 rising to 7 in the western Solent cast doubts on the advisability of slipping for Hurst and the start

was delayed whilst the sea state at the river mouth was assessed. The west going tide, due to increase in its third hour, and a rising south-westerly wind signalled 'no go', so sadly the venture was abandoned. As Doug said, 'It'll be more bailing than sailing'. But it was not quite abandoned ..... for as arranged, a lone Scow, helmed by Brian Dally, set out from Keyhaven to join us on the beach. Whilst he raised the Scow flag, we raised our glasses (somewhat early in the day) and toasted 'Better weather for Newtown in September'.

### Newtown Rally 5th September

The high over North Wales created a truly Summer dawn in Lymington; predictably, it produced no wind.

With idly flapping sails, the fleet slipped the Club pontoon and after a little nudging from Julie and Janet in *Quiver* it was soon streamed astern of Doug's *Ada* and Geoff and Marilyn's *Mainframe*. We were in good company as the X boats were similarly working their way to the starting box, albeit with far less distinguished towing vessels.

Well clear of the river entrance *Mainframe's* Scows slipped their tow, only to accept it once more after a fruitless half hour of flapping mainsails.

It was not a day in which we could immediately impress our Rear Commodore Sailing, who had joined us in *Spellbound*, but with a little sea breeze developing in

Newtown we did our best with the enthusiastic manoeuvres in the hard running tide and a little nifty spinnaker handling.

On the beach generous hospitality was being exchanged whilst Jason, the Claridge's seagoing dog, scoffed any lunch morsel momentarily left unguarded and the Holmes's Willow did her best to add to the canine havoc. The party was enlarged by the arrival of Ian, Jane and William Gawn, Roger Breeze and Alexina's brother Michael with a couple of offspring in tow, whilst afloat the anchor watch were busy pulling corks 'to help reduce the wine lake'. Wise heads pronounced that the afternoon sea breeze would soon fade away, so bottles were stowed, anchors weighed and Scows launched. Clearing Hamstead buoy a force three south-westerly and a swishing ebb enabled Pylewell entrance to be laid with ease. *Ada* needing deeper water used the main channel and Doug was heard to comment that the Scows, emerging from Pylewell, were well exceeding the speed limit.

With the boats washed down and secured, Malcolm McKeag kindly invited everyone aboard *Spellbound* for an end of term celebration glass, by no means the first of the day but sadly the last glass-in-hand gathering of a very good Scow season. We're now impatient for Spring 1997.

**Roly Stafford**  
Captain of Scow class



### COLLISION REGS FOR THE RIVER

A single warning blast from the ferry as it left its berth sent the Wednesday Sailing Oppies scuttling back to the launching pool and the Scows manoeuvring to the safety of the trot-lines.

As *Cenwulf* came abreast of the Club pontoon, the noise of the urgently thrashing propellers swivelled heads forwards. Beneath

its bow, as it began to gather sternway, sedately cruised a Club RIB with Alexina Williams-Thomas and Sue Breeze aboard. Apparently oblivious of the vehicle ramp towering over them, Sue was seen to be leaning over the bow playing water games in the turbulent wake.

As they came closer, the reason for this extraordinary past-time became clear - they were shoo-ing five little ducklings ahead of them in an attempt to get them to the safety of mother duck and the rest of her brood on the Club side of the River.

With another warning blast, *Cenwulf* was on her way.

Questioned about what appeared to be very unseamanlike behaviour, they produced really big smiles, saying they'd been temporarily co-opted as the ferry's

tender. Sharp eyes had spotted the ducklings from the ship's bridge, and the Captain had gone astern to save running them down, leaving the nearby RIB's crew to take the initiative and shepherd them to safety.

A case of a powered vessel, when confined to a channel, giving way to downy ducklings on starboard?

**Roly Stafford**





Cartoon Ro Otten

## Solent Diversions

You know how it is, lots of people coming on the boat for the weekend, invited by the captain who's enthusiastically passage planning vast nautical distances cross Channel.

Time for diversionary tactics. Stick to the Solent. Ultimately the captain will be happy just to be on his boat. But will your visiting crew be? Ennui and mutiny breaking out in the ranks is avoidable if you can distract them according to their age and interests.

Some suggestions:

**Baywatch Wannabees** Drop anchor in Osborne Bay. Skinny dippers in abundance. Don't forget binoculars for captain. Sea jets, water skiers and Sunseekers everywhere. If you want any children shot, suggest a landing party and the beach warden will do it for you.

**Old Colonials** Head straight for Bembridge, checking diabolical tide tables first. Pick up cheapest lobster anywhere from floating fish shop in the harbour. Sunday papers from campsite shop. Breakfast at Bayview cafe on the front. After fingernail inspection Sunday Lunch in the Yacht Club where time has stood wonderfully still. Occasional sightings of Virginia Bottomley. **Bird watchers** Newtown River. Barbecue or picnic on board or on beach. Have impressive ornithology books and binoculars handy.

Or pick up a floating mooring on Beaulieu River amongst Canada geese. Gin's Farm good for Sunday lunch. For younger enthusiasts feed the ducks at Buckler's Hard. If you have run out of bread, the shop sells bagged bits. **Bored teenagers** Port Solent is the place. Multi screen cinema shows suitably repellent films non stop so block book. They will be there all day. Shops are open every day. Char bar, Indian, Mexican, Italian etc restaurants for teens. Try nouveau Yacht Club (food!). **No sea legs** Yarmouth, it's closest. Best facilities in the Solent now: showers, hair dryers, nappy changing rooms, laundry, 'phones. Nicest harbour master. Use harbour taxi instead of wobbly dinghy. Eat at the fabulous George or Salty's. Breakfast at the Pier. **Penniless students** Cowes, surprisingly. Pass all posh yacht clubs and go to the British Rail Lost Property Shop to kit them out for the next year. Great DJs (and then you can lose them for Cowes Week). Best service is at the Indian restaurant - nobody goes there.

**Boat hunters** Hamble River is the best. If guest crew are not all in the brokers' drooling, or test driving, they can fantasise at the Jolly Sailor that they are starring in Howard's Way.

**Budding geologists** Almost anywhere on the Island has fossils. Alum Bay is good for starters. Provide test tubes for coloured sand lighthouses. Cork them when you have finished the wine. **Under seventeens** Just drop them off at Super Choice at Wootton Creek for two weeks. It sounds like a supermarket but is an American style summer camp. Well worth the expense. Then take the captain on safari.

Any more diversionary suggestions on a post card please to Ro Otten, Chief Entertainments Officer, *Tardis of Lymington*.



### Wanted - a good home and a caring owner

Basking in that all too rare April sunshine on the Club pontoon, Jo Mooring Aldridge told me, with some sadness, how difficult it is to part with one's much loved boat. *Jacquie* is a 12ft clinker built beauty of 1957 vintage,

and having finally made the difficult decision to sell her, there remained the matter of what price and to whom. Price was of course important, but a good caring owner was paramount. Some weeks later I saw Jo rigging *Jacquie* on the slipway and, with a smile, she said she'd found a very suitable owner who was about to take the boat over. I was delighted for her and launched my Scow for Wednesday sailing. Reaching down river with a 7-year-old at the helm, I spotted the tan sails of *Jacquie* with a familiar shock of blond hair aboard. A good home and a suitable owner? Surely the understatement of the season - it was Lawrie Smith, now a local resident.

Roly Stafford

## The Pack

*When you think the Solent is boring - be glad you have not had the experience of this Club Member*

The sun shone down from a cloudless sky as we pulled the dinghy up the beach clear of the waves lapping at her stern. Then we set off along the broad band of silver sand that wound its way round the curve of the bay. It was lovely to stretch our legs and feel our feet sinking into the soft warm sand.

Then I saw them, rising out of the dunes that fringed the back of the beach, ears cocked and noses sniffing the air. They were still for a moment, and then they came half running, half slinking towards us.

I reached out for the hand of my three-year-old who stood silent, staring at the mangy grey pack approaching. My nine-year-old came close and slipped her hand into mine. She looked into my eyes and waited for some solution to the threat that drew nearer.

'Stand perfectly still,' I whispered, 'don't move a muscle. Look up at the sky and silently say your prayers'.

The mangy pack formed a ring round us and slunk closer, until I felt the moist breath of one of them on my calf muscle. Its nose wrinkled back in a snarl exposing yellow fangs. I felt my whole body go cold and goose flesh rise up all over me. The children remained motionless, looking up at the sky, their lips silently moving in prayer.

The muscle on my leg twitched and a low growl rumbled from the throat behind the yellow fangs. My ears could no longer hear the sound of the waves, or the growls of the pack surrounding us. I felt cold perspiration trickling down over the sun oil liberally coating my legs.

A movement at the edge of the pack started, and three dogs walked over to the dinghy, sniffed it, lost interest and moved off. Then they were all moving after the three leaders, gradually gaining speed. The one by my leg looked after them and slowly moved away, turning round a couple of times to snarl back at us as we stood like statues.

'Now, very slowly move one foot towards the dinghy, like Mummy, and if they turn back, freeze!'

The pack must have sensed this movement, because they turned to watch us from twenty yards away, and we froze. Suddenly they were off, having lost interest in our silent, unmoving bodies. Slowly we reached the dinghy and pushed it into the obliging waves threatening to carry it off. Grabbing the oars I heaved, and the pack stopped, looking back in bewilderment. They stayed there to watch us race into deeper water well out of reach.

The children never mentioned the incident as we clambered back on board the yacht to the social atmosphere of guests and cocktails.

A few days later I lifted the South China Morning Post and gazed in horror at the large front page picture of a small Chinese girl's savaged body. Her tiny face was peaceful and her sightless eyes looked up at the sky. The headline read 'Child savaged by pack of wild dogs on Cheung Chow island'.

Dorothy G Ramsay

**B**y the time you are reading this, I hope that the Club will be looking really smart with new carpets throughout and new crockery in use in the dining room. Deciding on both of these big projects took a lot of time and I am extremely grateful to those House Committee colleagues involved. The crockery and carpet manufacturers who produced samples for us were stoically patient, and we learnt a lot about carpet and crockery manufacture. Did you know that three or four colours in a carpet show the dirt very much less than two? If you have really good quality (ours is similar quality to that used in Stanstead Airport) stains, cigarette burns etc. are more easily dealt with. That doesn't mean you can stub your cigarettes out, nor pour your beer, on the floor..... PLEASE! I was alarmed one day to see the rep from the manufacturer of the crockery banging plates together to demonstrate that the quality we were having did not chip. This is not a challenge either! I hope you will all enjoy the innovations and agree that they help to improve the whole appearance of the Club.

Dealing with these important matters did not mean that we forgot about planning the winter programme. The main difference this year is having TWO Christmas Dinners - a Turkey Dinner on Wednesday, 18th December and a Goose Dinner on Saturday, 21st December. I hope this will mean that people who haven't been able to get in to the Christmas Dinner in the past will be able to this year, and also that Members who only come down at weekends will be able to

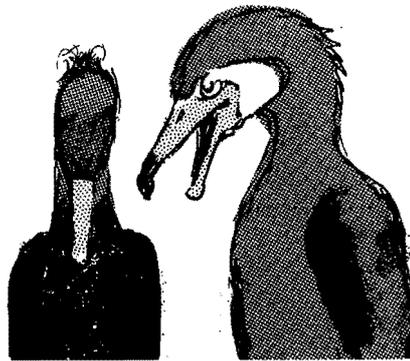
partake of this gourmet event as well. If you can stand it, you can come to both, but if demand again exceeds supply priority will go to those who have booked only one. Booking for both these dinners will start on Monday, 18th November.

The Annual Dinner is on 16th November and this is a very special dinner. The Commodore will be presenting the Commodore's Cup, which is given for an

## CHRISTMAS COMES TWICE THIS YEAR

Mary Follett  
Rear Commodore House

*"Put your mind at rest  
Cynthia - they won't have  
more than two kinds of  
Christmas Dinner!"*



outstanding contribution to the Club by a Member. Who will be the recipient this year? Please come - this is always an enjoyable event.

There is a Jazz Evening on 14th November, a French Evening on 21st November and a Curry Supper on 30th November. On 7th December we are repeating the popular Quiz Evening organised by Mike Finch. This time it will have a Christmas theme - so mug up on Dickens and tradition. Good luck to everyone - we will once again be presenting the Trafalgar Trophy.

New Year's Eve sees the return of the very successful group, the Offbeats. I hope they will see the New Year in with you in exciting style.

In the New Year there is a Fish Supper on 11th January, a Game Supper on 17th January, Burns Night on 23rd January, a Roast Beef dinner after the AGM on 1st February, a Hungarian Evening on 6th February, and a Steak supper on the 8th February and then there is the Valentine's evening on Friday, 14th February.

I won't go on. Please come and support as many of these events as you can. Watch the board for menus and booking details. You can pay for your tickets in person at the office with your new Club cards, or you can use the old fashioned method of cash, cheque or credit card.

It is not only the House Committee who work hard organising all this, but all the Club staff too. Their enthusiasm makes organising these occasions fun for us and you too, we hope. See you there!

### CLUB MAILING

The Club sends routine communications to its Members four times a year. Those of you who live in Lymington, and in the area bounded roughly by Barton-on-Sea, New Milton, Burley, Lyndhurst and Beaulieu will have noticed that these mailings are delivered by hand. This service, provided by volunteers, saves the Club something like £1200 a year.

We are always glad to have new people to deliver for us. We also need volunteers to prepare the mailing for postal as well as hand

delivery. This may involve handling up to 10,000 pieces of paper! This work is done, usually in the Library, on a Thursday afternoon.

If you would like to help please look out for the poster calling for volunteers; it goes up on the notice board two to three weeks before the mailing days, which are in early January, mid March, late August and early November, and put your name down for filling and sorting envelopes or for delivering them - or both!

Enquiries to Jock or Katie Given  
Lymington 672661.

PS You also get free coffee

In the Spring edition of Pottership there was an article describing a floating hazard we picked up. Members may be interested to know that the Marine Safety Agency has issued a Merchant Shipping Notice No. M.1641/NWI Navigational Warnings Regs 1996. This reminds all Masters that failure to report danger to navigation is an offence under British Law. Yachts and pleasure craft are included in the list of 'Notice to Owners'.

Extract from M.S.A.

2. If a master fails to report a danger to navigation as required by this notice, he will be guilty of an offence. The Merchant Shipping (Navigational Warnings) Regulations 1996 require the master of every United Kingdom ship, on encountering the dangers to navigation described in paragraph 5(a) (b) & (c) to send, by all means of communication at his disposal, the information set out in this notice.

5(a) On meeting with dangerous ice, a dangerous derelict or any other direct danger to navigation, the information shall contain:

1. The kind of ice, derelict or other danger observed.
2. The position of the ice, derelict or other danger last observed.
3. The time and date last observed.

The complete notice will be found in the chart room. We are indebted to Robin Sjoberg Cruising Secretary at the RYA for providing this update.

Hadyn Meredith

## Christmas fruit cake

1 cup water 1 cup sugar  
4 large eggs 1 cup brown sugar 8 oz nuts  
2 cups dried fruit 1 tsp salt

1 tsp baking soda 1 bottle Highland Park malt whisky Juice 1 lemon

Sample the whisky to check quality. Take a large bowl. Check whisky again. Highland Park can be drunk neat, by the level cupful. Try it. Repeat. Turn on electric mixer, beat 1 cup butter in large fluffy bowl. Add 1 tsp sugar and beat again. Make sure the whisky is still OK. Cry another cup. Turn off the mixer. Break two eggs and add to the bowl and chuck in the dried fruit. Mix on the turner. If the dried fruit gets stuck in the beaters, pry it loose with a drowscriber. Sample whisky to test consistency. Next, sift two cups of salt. Or something. Check the whisky. Now sift the lemon juice and strain the nuts. Add 1 tablespoon. Whatever you can find. Grease the oven. Turn the cake tin to 350 degrees.

Don't forget to beat off the turner. Throw bowl out of window.

Check Whisky. Go to bed.



## Karmala in the Windward Islands

This picture of Basil's Bar by Sally Priestley

Buzz...z...z. Here comes another mosquito. This one, driven by Mr Goldfinger, is delivering us our fresh bread at 7.50 am on a sparkling February morning. Mosquito is our name for the numerous local outboard powered boats that are to be found in the anchorages of the Caribbean. They offer services such as bread and fruit, will help you moor to a palm tree or take you ashore.

We are anchored in the Tobago Cays, and today the wind is a less than average gentle easterly. The sun is shining and there are fluffy white clouds in the sky. Immediately in front of us is Bardel Island with its white sandy beaches and palm trees silhouetted against the sky, and beyond that is the Horseshoe Reef, its outer edge clearly marked by the continuously breaking Atlantic surf. In between, the colour of the sea ranges from pale turquoise

to deep, deep blue, while on the horizon are the other islands of the southern Grenadines - Union Island, pretty Palm Island and the up-market Petit St Vincent and Mayreau. Thanks to *Karmala* I have been able to visit them all.

*Karmala* is a Moody 376, and belongs to Tony Howard. I joined her on 9th November in Las Palmas. Ten days later we sailed along with 168 other yachts on

the 1995 ARC. We enjoyed a fast, easy passage for most of the 2700 miles to St Lucia, arriving in daylight to a cacophony of hooters, clapping and cheering.

For me the ARC was just the start of eight months during which *Karmala* has become my home. Five will have been spent as a 'resident' in the Caribbean, giving me ample time and opportunity to savour the relaxed tempo of life, to enjoy the balmy weather and beautiful surroundings and to make new friends.

When ashore I frequently travel on local buses which are the size of 10 cwt vans, and are fitted with seats to carry about twenty people (at a squash). As you might expect they are very good value. It was while I was sitting at the back of one such bus that I met Amos. I told him we were thinking of climbing Soufriere, St Vincent's volcano. 'I am a mountain guide', he said.

Next morning, accompanied by Amos, we squeezed into another bus which would take us up the windward side of the island to Georgetown, watching huge waves crashing on to the rocky shore. From there we made the 3.5 hour hike up to the summit of the volcano. Amos, who had lived on the mountains, kept urging us on, saying that we must reach the rim before midday if we wanted to see into the crater. He led us along narrow paths and precipitous ridges as we worked our way upwards in the steamy heat. Amos climbed trees to pick fruit for us such as cashews, breadfruit and limes. All the

way he carried fresh young coconuts - our main source of drinks that day. We were climbing in the clouds when, quite suddenly, we were there, and for a few glorious moments we could see the bottom of the crater and the sea on both sides of the island. It had been hard work but it was worth it.

On a more leisurely note we have anchored off deserted beaches, dived into the clear blue water and swum ashore, or snorkelled among the coral, delighting in the glorious colours and breath-taking variety of underwater life. One such beach we named Pelican Beach. The only other occupants of the shore were the numerous pelicans, their flight surprisingly elegant and energy efficient until, having spotted a catch, they plunge with deadly accuracy and with hardly a splash into the water. We have caught fish too. Our skills in this regard are low, but one barracuda put up quite a fight and provided us with four very respectable meals.

'*Karmala*, *Karmala* this is *Ocean Leopard*'. Our VHF crackled into life and Jennie our daughter, the cook aboard *Ocean Leopard*, an 80 ft charter yacht, was confirming her position eighteen miles north in Britannia Bay, Mustique. With a rare unfavourable weather report, we got underway early next morning and after a tough passage made our rendezvous. Mother, father, two daughters, one grandson and his father met up for a drink in Basil's Bar. This is a delightful structure built out over the sea where they serve delicious Caribbean cocktails just as long as there are customers. That means well into the early hours - all very relaxed. Later we bought fresh red snapper in the fish market and feasted together aboard a gently rocking *Karmala*.

My schedule calls me north and reluctantly I must sail away from the Windward Isles, where there is still much I have not seen, and head for the Leeward Islands. *Karmala* has been my home for four months now, and as I say to the many friends and relatives who have sailed with me in the West Indies, 'I am not on holiday - I live here'.

Richard Webb

### READ THE ADS!

A number of local and national companies advertise their services in the Club handbook. Their inclusion helps to keep down the cost of this essential, and very useful, publication. It is even more useful if you use the advertisements as a source of information. Reports reaching the editor say how very helpful the companies involved are. Do use them more!

WARNING WARNING  
DO NOT READ YET. ANSWERS TO  
COMPETITION ON PAGE 10...

1c 2d 3b 4a 5b 6b 7a 8b  
used as it is self contradictory - 'over'  
means 'I expect a response', 'out means 'I  
do not expect a response'.  
10 The former indicates that normal  
working is resumed, and the latter that  
restricted working is resumed.



## Where washboards?

Some Members know that I am a compulsive boat modifier. The thing I have done which seems to appeal most to visitors, and certainly gives me a lot of satisfaction, is my washboard stowage.

One of my problems was to have a convenient place to stow the washboards where they can be easily found when wanted without getting in the way. Another problem was to have a convenient position to put all the things needed when piloting into a strange port - pilot book, binoculars, hand bearing compass and perhaps a chart as well. Put the pilot book down to use the binoculars and the wind turns the page. It is even worse if it is raining.

The ideal place to run the con is from the main companionway, especially with a husband and wife crew where the pilot is also required to look after the genoa sheets at the least, while the helm manages the main sheet. The catch is that the cabin top in this area may be encumbered with halyards, topping lift, reefing lines and so on, some of which will be adjusted during the approach.

The Westerley Fulmar has a main hatch which is rather too large for my taste so, when I installed an instrument pad, I did not mind that it reduced the fore and aft size of the opening. It still left plenty of room to go below, and it also created a space where the last part of the sliding main hatch has not disappeared into its 'garage'.

My solution to the two problems has been to install two lengths of wood on the sides of the main hatch opening. These provide a support for the washboards, which are naturally about the same width as the hatch. In normal circumstances the two boards are stacked one above the other. They fit under the pod and sliding part, so do not reduce the size of the opening. When required they can be unstacked, one stops the other sliding forward and the second makes a convenient table for all the things required. The gap under the main hatch itself even helps to keep the page in a pilot book. The whole job took only about an hour and cost under a pound. What more can you ask?

John Hines Pushpa



"But she doesn't look remotely like a 'TOOTSIEKINS'!"

**C**hildren, health and sailing. These three words may strike many as mutually exclusive, but with forethought it is possible to enjoy sailing with children, or grand-children, without detriment to your health - or theirs.

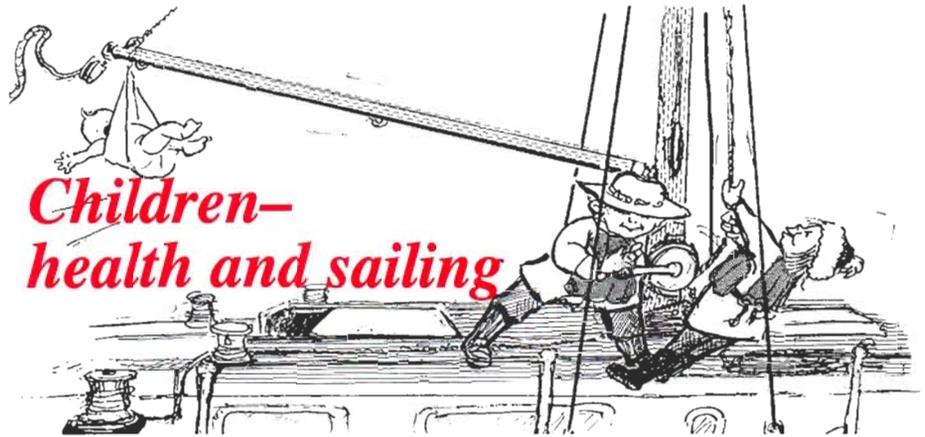
Bear in mind that the surface:volume ratio of children is high, which is a fancy way of warning you that they get cold faster than adults. They might, if well brought up, complain less, but nevertheless will suffer, with up to 40% of body heat lost through a wet head and neck. You must supply suitable headgear - which is socially acceptable - of the polyamide-fur type, such as Musto 'Snug' or equivalent, and a neck towel.

Non sailing visiting children are particularly vulnerable. Do not spurn Wellies (with socks), but remember they grip poorly on wet decks, so never, ever, take any child in any boat without a buoyancy aid - or, if they are complete non-swimmers, a life jacket. Tell them all the top sailors wear a buoyancy aid (which is true).

Keelboat sailing raises the spectre of the vomiting child. Food should be in the child before sailing, and should be carbohydrate such as cereals and toast, not fatty, indigestible foods such as chocolate or sausage rolls - or both...

In hot weather ensure rehydration with cans of fizzy drinks (the belching of whose gases can avert vomiting), and prevention of dehydration will avert sunstroke and unnecessary headaches all round. For seasickness prevention, use Kwells, available from any chemist, giving the first dose at least twelve hours before taking the child afloat. 'Known pukers' should be given another dose two hours before leaving, and tucked up in the main saloon in a sleeping bag, bucket to hand, in the pious hope that the sedative effect of the Kwells will knock them out until you reach the Scillies!

Sunburn is prevented by floppy hats (un-cool, alas) and regular (four hourly) applications of sunscreen to face, ears and arms. No need for expensive and greasy high factor creams, but frequent application is the key.



## Children- health and sailing

Pathological boredom and seasickness go hand in hand, so let the child helm the boat (to cries of encouragement) and avoid the joys of cleaning up.....they may show far greater aptitude than you dared hope, allowing grandpa to sit back with his G & T and admire the view, or notice the inverted ensign.

If in doubt, plan very short trips, whether in a dinghy or a yacht. It is easy to kill nascent enthusiasm in children under seven, and this is a real shame in a sailing family. Why not start gently with a rowing lesson? Doug Baverstock used to categorise children thus:

1) Squeakers, 2 - 4 years, useful for catching crabs. 2) Ankle snappers, 4 - 7 years, capable of short spells of concentration in fair weather, 3) Varmints, 7 years upwards, can bite the bullet and learn self discipline and sailing.

We have all witnessed situations where a pleasant sailing trip is spoiled by lack of foresight, leading to miserable children who cannot be ignored in the confines of a boat. If every trip is treated as a lesson and the keen child praised for trying, the fun can be almost guaranteed. Children have a good sense of self preservation and are much less likely to be injured if active on deck than an adult. Learning by doing is fun - which is the object of the outing. Remember Arthur Ransom's immortal telegram: 'Better drowned than duffers. If not duffers, won't drown.' Now we have buoyancy.

Dr. Tom McEwen

**A**vid readers of Pottership (aren't we all) may remember my letter published in the Spring '94 edition requesting the inclusion of familiar or Christian names in the membership book. I had a generally favourable response to my suggestion, although, of course, there were some objectors. 'Why', said one woman, 'do Members really have to consult the book to know my name?' I was tempted to answer (say her name was Mary), 'I am sorry, Margaret, that you don't agree

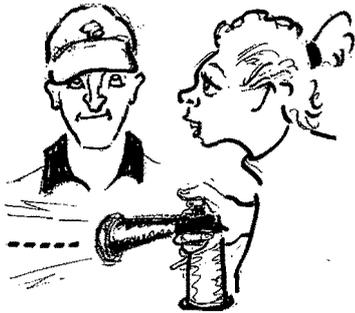
with my idea'. Well, that was over two years ago and, as you will have read, the General Committee has decided to include familiar names in the membership book, which is now coming up for re-publication.

All it needs now is for Members to complete their subscription statement with the name they wish to be entered, and we should have a more useful book with us in the spring.

Christopher Buckley

## Competition.... I thought I heard something...

Here are some sounds that might be heard from another vessel. Can you identify them?



- 1 Five short blasts of a horn
  - a) We are having boat drill
  - b) I don't understand your intentions
  - c) I have a dangerous cargo on board
- 2 Two long and two short blasts
  - a) No such signal
  - b) I require medical assistance
  - c) Man overboard
  - d) I am overtaking you to port
- 3 Four blasts: one long, one short, one long, one short
  - a) I can offer assistance
  - b) I agree to be overtaken
  - c) I don't need your help
  - d) I don't give a damn
- 4 One long blast
  - a) I'm coming round the bend
  - b) Turn to or action stations for the crew
  - c) You can cross ahead of me
  - d) A traditional farewell to a port ...and in fog
- 5 One long and two short blasts every two minutes
  - a) A vessel aground
  - b) A vessel towing another
  - c) A power driven vessel underway
- 6 Two long blasts every two minutes
  - a) A fishing vessel
  - b) A power driven vessel making no way through the water
  - c) A vessel at anchor
  - d) A sailing vessel
- 7 One long blast every two minutes
  - a) A power driven vessel under way
  - b) A vessel towing another
  - c) A vessel not under command
- 8 A bell rung rapidly every five seconds
  - a) A vessel aground
  - b) A vessel at anchor
  - c) A vessel towing another
  - d) A vessel not under command

.... and on the radio
- 9 Which of the following procedural words or phrases are permissible?
  - a) Read back
  - b) I spell
  - c) Over and out
  - d) Roger
- 10 What is the difference between SEELONCE FEENE and PRUDONCE?

Answers on page 8

Compiled by Mike Finch

## HILINE HELP

*As we were returning from the Medina Spring Meet on a rather grey Monday afternoon and were some three miles east of the Starting Platform, the Coastguard helicopter came up on our stern. It descended to mast top height off our port and windward quarter and displayed CH67 through its open door.*



Helicopter demonstration December 1995  
Pic by Gillian James

We answered the radio and were politely invited to exercise with the helicopter by allowing them to land a crewman on our yacht. We readily agreed and were instructed to maintain our course and speed and to ready ourselves to receive a weighted line (Hiline). While talking I noticed that both Decca and GPS had gone on the blink, so turned them off.

The helicopter stood off while we readied ourselves, then came up again on our windward quarter. The Hiline was lowered, swung by the crewman in our direction. We grabbed it and, moving amidships, started taking it in. Once done and with the line relatively tight the crewman began his descent. We continued to take in the line until he was at deck level, when we were able to pull him on to the stern quarter, where he landed lightly and unclipped. The line was taken back in and the helicopter did a circuit before repeating the manoeuvre to lift him off. The exercise was completed in about ten minutes and went very efficiently.

For us it was a very valuable experience, though one we hope not to need, and lessons were learned. Remarkably, the effect of the helicopter hovering off our weather stern made little difference to the yacht's progress or heel. The Hiline, some 80 feet of it, comes in very quickly and handling it to keep it clear of deck fittings is a brisk task. Handling it when the helicopter lifts off and clearing the weighted end is more difficult and gloves would have been a good idea. Noise from the helicopter does interfere with hearing the instructions over the radio and certainly the instruments don't care for its proximity.

I hope that no reader will have need of such assistance, but should you do so, or if you are invited to take part in such an exercise, I hope these notes will be of interest. A copy of the instructions given to me by the crewman are available in the Chartroom.

John Groom

## TRAFFIC from British yacht Kinsa

On 24th July Mike Thoys wrote to me from his anchorage in Papeete, whilst he enjoyed the beautiful panorama over Tahiti. He had just arrived and writes:

'I am in Tahiti at the moment, having crossed from Panama to the Marquesas - 4485 miles logged after 38 days of sheer bliss. Spent a week in Nuku Hiva and then to Manihi atoll in the Tuamotos and thereafter to here. No personal problems, but the night before I made landfall on my first atoll two yachts were stranded, one in Manihi and the other on Fakarava. In the case of the first the watchkeeper (the skipper) fell asleep and they ran aground fifteen miles from the entrance at night on a lee shore. In the second case the navigator (also the skipper) made a mistake plotting a waypoint and they too ended up on the reef. Happily, no-one was injured seriously and all got off safely, but the first (GRP) yacht was a total wreck; the second, a steel yacht, was towed off by a French tug a

week later minus skeg and rudder, with damaged standing rigging and some huge dents in the topsides, but .... it floated.

'My passage from Manihi to Papeete involved passing between two atolls between 2300 and 0100 hours; the pass was 10+ miles wide, but it was pitch dark with 25 - 30 knots of wind on the quarter and driving rain with possible GPS errors of three miles.

'I was plotting a very careful GPS course, exactly down the middle of the channel, and doing it on two charts so as to reduce the possibility of error.

'Papeete is very French and very attractive if very expensive! It is bliss to have the boat sitting still and there is a wonderful supermarket near the anchorage - fresh baguettes, butter, pate, camembert and an excellent red plonk. If these things taste so good after a Channel crossing, you can imagine how they are after 5000+ miles of so-called 'Pacific' ocean. MARVELLOUS!'

Mike will sail from Papeete to Moorea, then Bora Bora and the Cook Islands to Tonga. He expects to arrive in New Zealand by the end of October to be back in Lynton mid November.

Ed Vogelzang  
Captain of Cruising

### A new cruising award

To encourage more Members to enter their logs for competition, the Cruising Sub Committee has introduced a new award - the Channel Trophy. This is for a cruise within the limits of the Straits of Dover, Ushant and the Isles of Scilly. The intention is to encourage more entries from those who have cruised within this area but, in the past, not thought their cruises sufficiently ambitious to have entered their logs for competition.

All Members are entitled to enter except the judges, who this year are Mike Pocock and Christopher Buckley.

There are six trophies, the first five restricted to owner skippers. Don't worry about which category to enter - the judges will organise entries when they are received.

All senior award entries must be typed, have a track chart and include a description of the vessel, the number and experience of the crew. Whilst the log should be a readable account,



Pic by Jean Whipp-Goode

the judges will be looking at the cruise as an achievement in all the circumstances. The actual presentation of the log will be a minor consideration in the eyes of the judges.

**Cadiz Cup** Awarded for the best log of a cruise of any length under sail.

**Quains Cup** The best log of a cruise under sail of less than one month.

**Channel Trophy** The best log of a cruise under sail within the limits of the Straits of Dover, Ushant and the Scilly Isles.

**Pen Dawn Cup** The best log of a cruise of any length by a motor cruiser.

**Senior Brownlow Cup** The log of a cruise which, although of outstanding merit, was not awarded one of the other trophies.

**Junior Brownlow Cup** The best log of a cruise submitted by a Junior or Family Member under the age of 15 years.

It is hoped that with the encouragement of the Channel Trophy, and the fact that so many Members have cruised extensively this year, we should have a bumper entry.

Another award is the Seamanship Trophy, awarded annually for a singular feat of seamanship or navigation by a Member. Nominations for this trophy should be submitted to a cruising log judge, but no log needs to be submitted.

Members are reminded that the last date for entries to be handed in to the office is Saturday 25th January 1997. Winners will be announced at the Cruising Dinner on Saturday 22nd February.

*Christopher Buckley Cruising Committee*

## Club expertise helps regatta

This Club is fortunate to have amongst its Members world class expertise in race management. Built up over many years, and expanding as more Members see what fun and satisfaction can be had on this side of the sport, this pool of talent is often asked to help at events run by other organisations. Thus it was that the race management for this summer's Berthon Source Lymington Regatta came under the burgee of the RLymYC.

Eight races for Etchells, Hunter 707s and a CHS open sportsboat class were packed into two and a half days, with wind conditions ranging from 5 to 25 knots. Each class went to the last race to decide the overall winners.

Fifteen Hunter 707s reached the start line from all over England with the overall first place finally going to the local boat *Crackerjack* (Jones and Watson) and second to David Wheldon's *Hitch Hiker*. This was the first big fleet for the Hunter 707 sportsboat class and Peter Poland (the builder of the 707) had class designer David Thomas as his helmsman in the aptly named *Entertainments Committee*. This experienced pair managed to sail into a fishing net during the first beat of the first race on Sunday. The Etchells overall went to *Aileen*, with local lads Simon Rogers

at the helm and Dominic May in the middle of the boat calling the shots. CHS sport was won by Mike Owers' Projection 762, *Quiet Tango*, with the locally crewed *Pink Projection* second, helmed by Ian Stables.

The following weekend the Berthon Source IMS Regatta was dogged by lack of wind but in spite of the extremely difficult conditions the race committee from the RLymYC managed to achieve one race per day. Much needed starting practice was had by all in the form of multiple starts, created by an unruly fleet with more than twelve general recalls in the three days of racing. The RLymYC race committee in fact set perfect lines each time, but a few boats kept being in the wrong place and it took seven starts just to get Sunday's race away!

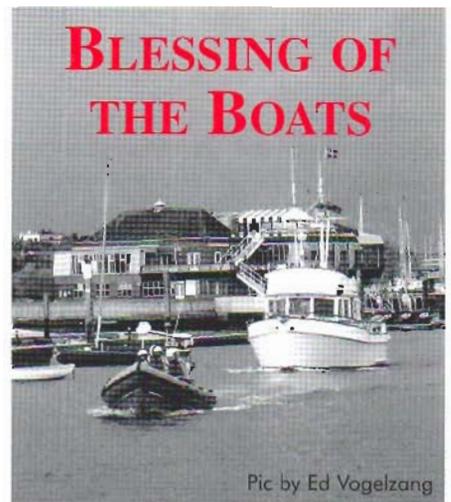
Although this Regatta is billed as a warm-up for teams to practice in the tough Solent tidal conditions, many needed more than the three days of excellent race management offered by the RLymYC. With fewer professionals on each boat than in the CMAC years to conform with the Rolex Commodores' Cup held the following week it was noticeable that boat manoeuvrability suffered. Much more alarming to some who sail regularly (but not necessarily professionally) was a distinct lack of knowledge of the most fundamental rules. The most common misconception was the calling for water at the starting pin, with claims for an overlap very common! In heavier weather there could have been some very nasty accidents and not just to boats. The RORC ruling on professionals may seem a good idea but a few more professionally minded amateurs per boat might avoid dangerous sailing and provide more fun for all competitors.

Once again, the Berthon Source Regatta achieved a friendly yet competitive atmosphere. Before racing started on Saturday there was an impressive flypast for the fleet by the Source display team of Vampire and Venom jet aeroplanes weaving

through the fleet at what seemed like below mast height. Along with Seahorse International Sailing as the official Regatta Magazine, the main sponsors Berthon Boat Company and Source were supported with prizes from Mount Gay Rum, Lewmar, Datayacht, Spashdown, Winchcombe Power Tools, Navico, and Ocean Safety. All owners who received something useful for their yacht - even a Mount Gay Rum dispenser - were delighted!

Dates for next year's Berthon Source Regatta are 25th - 27th July 1997, just prior to the Champagne Mumm Admiral's Cup. Entry enquiries have already been received from New Zealand, Australia and Japan.

*Brian May*



Pic by Ed Vogelzang

A flotilla of some 25 Members' yachts, led by the Commodore in *Letitia Jean*, sailed past the Club pontoon on April 29th. Each was individually blessed by the Reverend Julian McDowall to ensure a safe and happy sailing season.

The procession was preceded by the RNLI Inshore lifeboat.

A question of belt and braces?

### Pottership

Edited by Marilyn Holmes  
Designed by Andrew Salanson  
Cartoons by John Ryley

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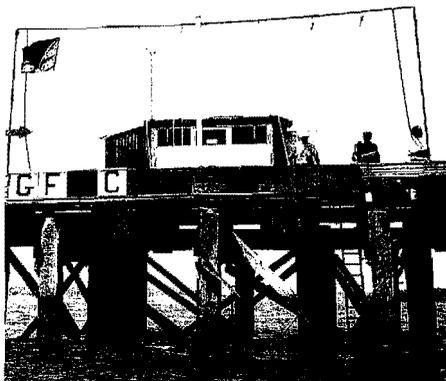
As I write September is half spent, and the autumn anticyclone has again brought clear skies and warm sunshine - but no wind, until the faintest of sea breezes makes itself felt as the sun reaches its zenith. Already the midday shadow extends uncomfortably far from the north side of the building, a reminder of the dark days to come after summer finally takes its leave.

This morning the desk was unoccupied. With all the boatmen busy on other jobs of no less importance and similar urgency, I found myself appointed 'sampan wallah' for the XOD fleet. Having put everybody aboard, there being no wind I towed five of the boats slowly down the river towards the starting platform. Several other strings of boats were also under tow; a group of Scows behind a Member's yacht, bound for a picnic at Newtown; several groups of Cadets behind Club RIBs, hoping for some Solent racing; the Optimist fleet behind more Club RIBs on its way to another training session in the mouth of the river, and a number of Etchells attached to yet another RIB, bent on racing somewhere else, under Club management.

Around and between all these groups the river was packed with cruising yachts, crewed by families and friends with no more ambitious objective than to enjoy the sun and the sea. Many of these yachts were flying the burgee of this Club, and some of them too were towing dinghies or XODs. A boat was coming alongside the pontoon to prepare for craning out. There were no red dinghies to be seen - all were out on moorings somewhere up or down the river.

It was an agreeable scene, and a vivid illustration of the popularity of sailing as a recreation for people of all ages and many different interests. At one glance it was possible to discern no less than five different organized sailing activities being carried on by Club Members at the same time, plus the essentially unorganized activity of just messing about in boats. All this activity depends on co-operation by, and assistance from, all manner of different organizations afloat and ashore.

## BEHIND THE DESK IS A STARTING PLATFORM



As it happened, representatives of some of those organizations, from the harbour authorities through the ferry operators to the police, were aboard the XODs I was towing, being entertained by the Club to a bit of sailing and hospitality by way of thanks for their part in making our sport enjoyable throughout the year.

No, I have not been overcome by a sudden wave of sentimentality. I mention all this because it illustrates so well the extraordinary breadth of the activities pursued by Members of this Club in pursuit of the first objective defined in its rules: '... to encourage and promote yachting in all its aspects'. There are not many aspects which were not on view today, lit by the last warm rays of the dying summer. I also mention it because it sometimes seems that not all Members are aware of the full range of yachting activities carried on in their name by their Club, and by the extent of the commitment given by those many fellow Members who toil, often unseen, to make their sailing the pleasure it clearly is.

Much of the support the Club gives collectively to the activities of the many different groups within the membership is invisible. When things go well, everyone is happy. But sometimes, intentions are left unsaid, aspirations overlap and competing needs collide. At such times, remember all those other groups of sailors. They are there to enjoy their sailing too.

### EPOS

The new style membership cards are in the safe, ready for distribution in November, and the electronic wizardry needed to make them work is close to full commissioning. We need to make a few minor changes to our accounting system to get over the final hurdles, and this cannot sensibly be done until the current financial year ends on 30th September. No doubt the entry of the system into large-scale use will reveal a few well disguised Heffalump traps, but they will be filled in as quickly as possible.

It is not before time. The incidence of reported crime has been increasing recently, with more petty thefts from the cloakrooms, a walk-in thief getting into the office and a member of the staff having her handbag rifled while she was away from her desk. We have tightened up security in the office by locking things up more and trying to limit the more or less universal access which used to be the norm, but such measures can create a lot of inconvenience and ill-feeling among friends without doing very much to impede the determined enemy, and so cannot be imposed to the extent needed to be really effective without making the cure worse than the disease. The only effective way not to be robbed is not to have possessions which are attractive and accessible to thieves. Easier said than done, perhaps, but a significant reduction in the amount of cash passing through the system will be a big step on the way. At the same time, the widespread use of cards by Members will make it easier to spot the uninvited non-members, so please help us make the system work for you by using them.

*Jonathon Hutchinson Secretary*

## MEMBERS CHALLENGING BT

Pottership would like to send the best wishes of Members to three people now engaged in the BT Global Challenge.

Alex Sizer has already written about her training experiences in these pages. She is on *Group 4* (captain Mike Golding).

Club Member Richard Horton-Fawkes is also no stranger to readers - he has kept us up-to-date with events as they concern disabled sailors.

Richard is on *Time & Tide*.

Finally, the son of Members Frank and Adele O'Connell is also involved; he is first mate on *3 Com*.

Our best wishes, and good luck to all competitors.

Junior Sailing started quite small twelve years ago and has gradually developed to make the Club waterfront the hive of activity that you see every Wednesday afternoon.

The X class encourages Junior sailors by annually staging the Junior Helms' race, open to all Junior Members under the age of 18. The creme de la creme of the Junior sailors are selected to helm in X boats whose owners join in and make their boats available.

This year there were eighteen entries for the Junior Helms' race held in August. A very close and exciting race it turned out to be. The wind, just the right amount, was from the North so that the last leg was a beat up the River, very crowded with traffic at that time of year. There were no collisions and no damage. The results in order were:-

|                   |                  |                      |
|-------------------|------------------|----------------------|
| <i>Condor</i>     | (Richard Smith)  | Christian Sutherland |
| <i>X-Ray</i>      | (Robin Balme)    | Tom Balme            |
| <i>Persephone</i> | (Richard Field)  | Thomas Field         |
| <i>Gleam</i>      | (Nicholas Dover) | Fergus Roper         |
| <i>Myrtle</i>     | (David Lees)     | Rebecca Lees         |
| <i>Zest</i>       | (Roger Wilson)   | Frances Wilson       |

The Sir Arthur McDonald Trophy was presented to the winner at the XOD annual dinner and prizegiving on 1st November.

It is good news that so many of the Junior sailors retain their interest and keenness into adulthood and help to pass on the X class from one generation to the next.

*Nick Dover*

## Wildlife Spot

A voluntary organisation called Sea Watch collates sightings of whales, dolphins and porpoises in British and Irish waters, as an aid to knowledge and conservation of them. Sea Watch produces an excellent (waterproof) identification chart and interesting booklets. They like to receive notification of sightings from yachts. To report this season's sightings, or to find out more about them, telephone on 01403 733900, or E-Mail seawatch@bton.ac.uk.



Plus ça change - but the dedication and expertise of the Royal Lymington Cup Committee remains as great as always.

With many changes taking place within this committee some may say that it is the end of an era, but too long on a committee is not healthy for committee or member. Through adversity and enjoyment the Royal Lymington Cup has had some real time servers on board. In fact, adding up our combined events run or attended or as a participant could probably notch up in excess of 200 events.

The current changes of members is refreshing and has taken place with replacements fitting in smoothly: Tony Blachford for Nick Ryley, Mike Saqui for Roger Hawkes, Charlotte Potter for Sally Potter (presumably it runs in the genes (jeans)). The committee is taking an overall view with regard to the sponsorship side previously run so ably by Ken Robinson; any sponsorship introductions from readers would be warmly welcomed.

## Match Racing

The event this year was the start of an amazing run by Russell Coutts at Lymington, San Francisco and Sete which gave him \$250,000. He proved invincible and has sent the other skippers back to the training camps. Food for thought with the America's Cup beginning to loom large.

Match racing as a pure event, rather than mixed with fleet racing, is beginning to be talked about for the next Olympics, certainly for women and perhaps for men too. This will give added zest to world match racing.

It is good to see Rory Paton heading off to take part in some of the local match racing events. It is about time we had a RLymYC match racer of note - we have been involved long enough!

*Nick Ryley Chairman (Retd)  
Royal Lymington Cup Committee*

## FUND RAISING FOR WEDNESDAY SAILING

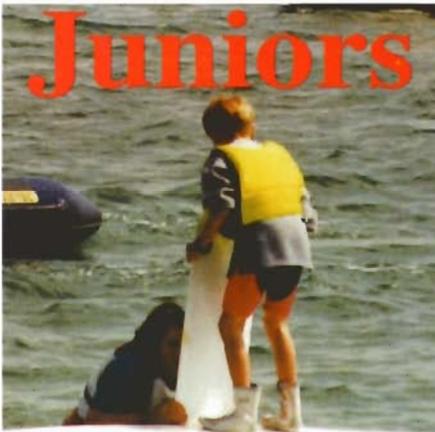
1996 has seen a determined effort to raise money to replace the Club's ageing Optimist dinghies and add a Firefly to its fleet.

We are very pleased to thank Exxon Chemical and Esso Petroleum who have kindly agreed to sponsor the purchase of two Optimists, and the Lymington Yacht Haven, who have given us a contribution to buy a Firefly and cover some running costs. Schools, Trusts and Councils have been approached regarding financial support and we are hopeful of a positive result. Apart from finance, it is considered important that the school authorities should be aware of our activities, which have only been made possible by volunteer support and the generosity of Club Members.

Fund raising directed at the children and parents is also important as we must show Councils in particular that we are making an effort ourselves. The sponsorship sailing quiz is our mainstay, and this year is our second edition. We were pleased to see 27 children winning a power boat ride, and twelve won a photograph of themselves on the water.

*Martyn Hird Fund Raising Committee*

Malcolm McKeag and Roger Wilson with Eve Baker, left, of Exxon Chemical and Carol Dunford of Esso Petroleum. Pic: Esso Petroleum



## Juniors



**PHEW!**

*What a busy summer - and it's not over yet!*

At the time of writing the Cadets still have match racing at Queen Mary, a few more regattas and the Weymouth Youth Class Training. The national squad training will be starting in November. We have one boat from Lymington in that as well as three boats in the

national development squad.

The Cadet Worlds take place in Bombay this year over the Christmas period and the Watson boys are one of five pairs chosen to represent Britain. Congratulations and best of luck! This all happens as well as our normal weekend sailing at the Club.

Vince Sutherland is stepping down as Cadet Class Captain now that Christian has moved on. It is comforting to know, Vince, that you will be around to provide odd bits of advice and do the occasional OOD. Many thanks for all the effort you have put in, on behalf of all of the Cadet fleet.

Fortunately Nick and Dom Riley have agreed to take over from the Sutherlands. I am sure that the fleet will go from strength to strength and am personally delighted to welcome Nick on to the Junior committee.

The Junior Regatta is always one of the highlights of the season and this year was no exception. Amanda Dingwall and her team provided an exceptionally well run event, with almost 200 children enjoying good racing and lots and lots of fun.

It seems impossible that in spite of all this we do have time to enjoy ourselves as well. The trip to Newtown stands out in my memory with *Katisha* leading a posse of dinghies to far away shores.

Discussions for the Winter programme are in full swing with plans for social get togethers as well as go-faster tips for the forth

coming season. We hope that there will be time to give the boats the care they need! It is a full time job keeping these fleets running smoothly and it only happens with good leaders and endless enthusiasm from parents, helpers and, of course, the children. Roll on next year!

*Carol Canning  
Captain of Juniors*



## 96 Summer Racing Successes

Throughout the summer, Members racing in many classes have brought honours to the Club. Here are some of them - others are mentioned elsewhere, but some are sure to have been missed, for which apologies. *Cadets* The team racing squad came second to the current World champions, Spinnaker Club, at our own Good Friday event. This was followed by second place at the Illingworth Cup in Portsmouth, sailing the Navy's Bosuns. At the British Open Championship for the Wilson Trophy the Club team reached the quarter finals for the first time. In April in Rutland RLymYC Members Robert Watson and Iain Watson were second, and Christian Sutherland and Nicholas Thompson fourth in the No. 1 Indicator for the GBR Cadet World Team. In No. 2 of the series in Weymouth they were second and third. Robert and Iain later came third at the Nationals in Torbay and will be representing Great Britain in the Worlds in Bombay at Christmas. These two were also first overall at the Corinthian Otters Cadet Open Eastern Area Championship in Burnham. At this event the Southern Area Team won the Team Trophy. *Etchells* were amongst many classes bringing credit to the Club. Paul Woodman, Christopher Proudlove and Malcolm Ford were second (to the current World Champion) in *Fuzzy Duck*. Other well placed RLymYC boats were 13th *Petticash* Ray Mitchell, 14th *Venom* Charlie Wallrock, 18th *Aileen* Adrian Hanley, 27th *Ruthless Too* Ivan Woolf, 31st *Katchem* Andy Roberts, 37th *Mistress* Jeremy Turnage & David Lees. *X Boats* were a huge class at Cowes, with 86 entries for the Captain's Cup; Stuart Jardine and his crew won this. Overall, the RLymYC had seven boats in the first fifteen. *J24s* had their national championship at Pwllheli in July. Stuart Jardine in *Spouche* with Adrian Jardine and Christian Brewer won, finishing in the top three in all eight races. David Ellis in *Hitch Hiker* was second overall. A Junior fleet of 86 boats sailed at Torquay in August. Jonathan Marshall was 6th overall, and the 4th British boat; Iain Watson was 20th overall, and Dominic Hutton 25th. *Round the Island* the Club was well represented in the results: The Telford Goblet was won by Peter Halliwell in *Harlequin*. John Flizet in *Nazca II* won the Beaulieu Trophy. First overall in CHS Group 3 was Crawford McKeon in *Kandoo*, taking the Champagne Mumm Challenge Cup; he also won CHS Class 11. CHS Class 10 was won by Andrew Hind in *White Mischief*, CHS Class 7 by Peter Bruce in *Owl*, CHS Class 6 by John Flizet in *Nazca II*. The first CHS yacht to finish, taking the Conrad Ritblat Trophy, was Mike Slade in *Hoya Longobarda*. Owen Kerr in *Owen's J* took the Westerly Trophy for the first J24, and Mike Slade in *Hoya Longobarda* was the first monohull to finish, taking the Observer Trophy.

Finally, Stuart Jardine and his brother Adrian have retained the International Masters Trophy sailed in J24s at St Francis Yacht Club, San Francisco this September.

## Hunter 707s- first year in Lymington



Pic by Joe Mooring Aldridge

HRH Princess Anne on *Sirene* during the Club Regatta

*One of the most phenomenal growth rates of any new keelboat class is that being enjoyed by the David Thomas designed Hunter 707*

With just one prototype on the water for Cowes Week in 1995, Hunter Boats has now sold no less than 80.

The first two boats, *Highlight* owned by Sir Peter and son Matt Johnson, and *Sirene* owned by Marina Johnson and Sandy Fielding, arrived in time for the Lymington Spring Series.

Through May and June more 707s arrived in the Lymington River. Stuart Watson's *Crackerjack* and William Newton's *Jelly Baby* both replaced J24s. The latter was launched just days before the Round the Island Race to come sixth in a class of 26. Martin Wilkinson had his new *Sword* several weeks before the Round the Island Race, and Susan and Roger Hawkes purchased *Fun* in time for the second Thursday Evening Series,

making a total of five 707s racing in Lymington.

At the Royal Lymington Summer Evening Regatta *Sirene* had the honour of having a VIP crew member on board, the Club's Patron HRH Princess Anne. Weather conditions were ideal and she played a very active part in sailing the boat.

*Sirene* gained a first, second, third and fourth in the Spring Series, whilst *Crackerjack* was third overall in the Thursday Late Series.

The boat is a stable, easy-to-sail sportsboat for four crew (or five when you sail with a bunch of girls as we do), with a conventional spinnaker and one non-overlapping jib for easy sail handling. The bulb makes her stable downwind.

The Hunter 707 Nationals are to be run by the RLymYC in 1997 (dates still to be finalised) but around fifty boats are expected, and there is no doubt that this class is set to grow further at Lymington next year.

Marina Johnson



Pic by Joe Mooring Aldridge

1996 has proved to be a very successful year for the RLymYC Optimist flotilla. We now have two fleets established: Silver and Gold and an emerging 'feeder' fleet, the Bronze.

Silver fleet sailors are learning to become Club racers and we teach them racing techniques, advanced boat handling and the rules. We use Club Optimists where parents have not yet committed to their child's passion! Gold fleet sailors have progressed through the Silver fleet, received regional and national coaching and attend meetings and national events. Coaching forms the basis of our activities at the Club; some 90% of our time! A vote of thanks to all the parents and helpers this year.

We were fourth in the Y&Y National Team event and in September seven boats went to the Spinnaker Open. We had great results in the Junior Fleet with first (Nicholas Thompson) and second (William Carson). Their sailing skills have improved dramatically through the year and most importantly we have had a lot of fun! Dominic Hutton was third in the Papercourt Open meeting. Next year we look forward to an even better year - we will be concentrating on getting more boats in the National squads.

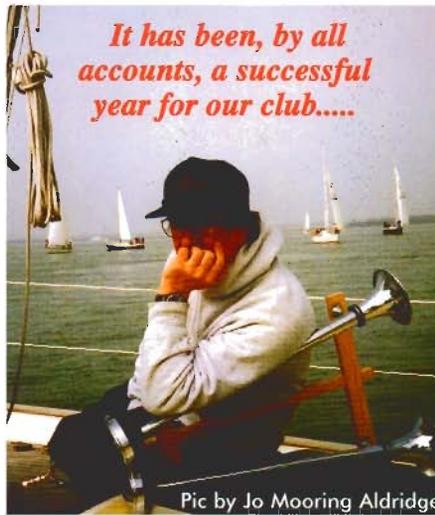
We sail every Sunday morning from March to October and welcome any young sailors or adult helpers.

Doug Hassell

It has been, by all accounts, a successful summer of yachting for our Club. I have to say by all accounts because for a large part of it I was somewhere else, as those of you who were here, who own television sets and who suffer from insomnia may have noticed. Savannah and the Olympics were fascinating; our (that is, the United Kingdom) team did well; and Olympic yachting received more coverage on both television and radio than has ever before been the case.

The UK team (the IYRU, which now calls itself the International Sailing Federation, and the International Olympic Committee, some time ago insisted, quite unilaterally, that it should be called the Great Britain team, which is both politically and geographically inaccurate but that takes too long to explain to many Britons, never mind the IOC) won two silver medals. In a regatta where the 30 medals available were spread over 22 countries, this was a good performance. It says something that even though it was a good performance there were those - even in the team - who were disappointed both that more medals were not won (we were just a few crucial points away from having four, not two) and that neither of the medals was gold. Nonetheless this was the best British performance since the Gold and Silver days of Rodney Pattison in the 'seventies.

Incidentally the most sailing medals ever won by a British team at the post-war Games was three: in 1956 in Melbourne, when Stu Perry won the Silver in 5.5s, Jasper Blackall and Terry Smith won the Bronze in Sharpies and our Club's Graham Mann won Bronze in the Dragons. While our Club did not this time have any Members sailing in Savannah, at least both the BBC Television and BBC Radio commentators (Bob Fisher did the radio) were RLYM YC members - so we did have some presence, while John Doerr was a member of the International Jury. I hope this does not mean we are now better at talking about it than



Pic by Jo Mooring Aldridge

doing it - but had better get that observation lodged before someone else does.

Few sailors in our Club have been better or more widely loved than Peter Wilson. I shall always remember the time when Peter flew the flag I now fly, and was out in *Dragoon* (eighth of that name) watching a Royal Lympington Cup. Aboard main committee vessel *Breakaway M* Howard Lewis was running the comms net with naval crispness, despite his never having enjoyed the benefit of belonging to the Senior Service, having instead been with some other group. The finalists (Cudmore and Law) had just set off up the beat, and the net was at last clear of vital race traffic.

'Breakaway M this is *Dragoon*. Urgent message for you. Over'

'*Dragoon-Breakaway-M*-send-your-message-over.'

'This is *Dragoon* - I am foul of the windward mark. Over.'

Long pause, then Howard's voice again - all the clipped navalese forgotten, replaced by that note of resignation Howard could raise to the level of art form.

'Chewey, Chewey - will you rush to the windward mark....'

*Chuo!*, a fast motor boat acting as general dogsbody, swept to the windward mark accompanied by all the press boats and every photographer on the South Coast, the competitors left bobbing and forgotten. Bill Green hopped aboard *Dragoon*, glanced over the side at the mark tackle hopelessly wound round the screw and shaft and turned to Peter.

'We're gonna get great view from here...'

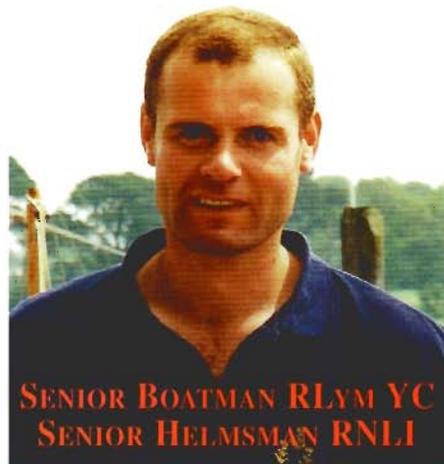
Now that name - *Dragoon* - will be with us for, hopefully, a very long time to come. Our new and very smart 6 metre RIB has, with Jackie's permission, been named *Dragoon* and on October 5th Jackie formally christened the boat for us. October 5th was Potter Ship race day, and we had a very simple and informal naming ceremony to coincide with the post-race drinks and prize-giving.

*Dragoon* is a multi-role Club support boat and has already proven herself most useful at everything from ushering Kiddy-winks to towing off mudstuck XODs. She is the replacement for *Taught Us Too* which in turn replaced *Tortoise*, in both of whose acquisition Peter played a central role. Naming her so, and on Potter Ship day, was all - to say the least - rather appropriate.

Malcolm McKeag  
Rear Commodore Sailing



Jackie Wilson naming *Dragoon*



SENIOR BOATMAN RLYM YC  
SENIOR HELMSMAN RNLI

Kevin Smith, the Club's senior boatman, has been appointed the senior helmsman of the Lympington lifeboat.

We have probably all seen his excellent boat handling prowess - he has been an RYA power boat instructor for three years, and recently completed the advanced instructor's course. Kevin has been with the Club for ten years, and on the lifeboat crew for twelve.

This summer has seen much

## Etchells Summer

from our end of the Solent, with ten Lympington

Etchells activity in the Solent, the highlight being the World Championship in June, although things have been a little quiet in Lympington itself. However, our fleet has been well represented in the main events of the season.

In May the Royal Yacht Squadron ran a regatta for the Sir Kenneth Preston Trophy, a 'dry run' for the Worlds. Lympington's Paul Woodman in *Fuzzy Duck* finished ninth overall in a fleet of more than forty. This was followed by the South Coast Championship. There were four Lympington entries among 38; best positions were recorded by Paul Woodman (8th) and Ray Mitchell in *Petticash* (9th).

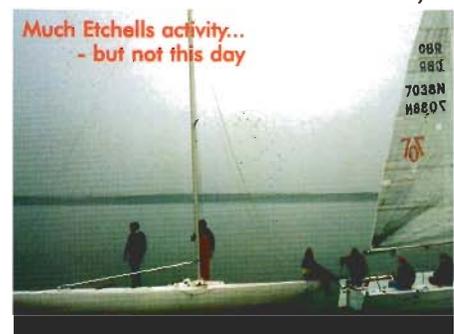
In June the RYS hosted the Worlds with 64 entries from eight countries. Four Lympington fleet members entered. In a highly competitive fleet including several of the World's top yachtsmen, best result for our team went to Andy Roberts in *Kachem*, 25th overall.

Cowes Week saw strong representation

Etchells in a total fleet of 56. Congratulations to Paul Woodman who finished second overall, only beaten by World Champion Adam Gosling. Ray Mitchell finished 13th overall, Charlie Wallrock 14th and Adrian Hanley 18th.

The Etchells fleet captaincy is now passing over to Paul Woodman. I know Paul has several ideas for an active Etchells programme for next season. He would be pleased to hear from anyone interested in any aspect of the Lympington Etchells fleet. Paul can be contacted on 01590 679541 (home) or 01425 277288 (office).

Simon Collyer



# MATTHEW ALL SHIPSHAPE AND BRISTOL FASHION



Pic by Pat Wales-Smith



TV South did it proud; Solent Radio gave it air time and the local press did a picture spread.....yes, the *Matthew* was in town. But not just in town. She was berthed at the Club pontoon under the burgee of our Rear Commodore Sailing.

Although alongside for just one night, it was long enough for some 600 Club Members and their guests to enjoy the pleasure, and privilege, of being welcomed aboard in a leisurely fashion, some still with a glass in their hands! And privilege it certainly was, for the Royal Lyngington was the only Club at which *Matthew* berthed on passage from Bristol to London. When, the following morning, she moved to the Harbourmaster's pontoon, the public were already waiting in their hundreds, the queue snaking back past the launching ramp, before being shepherded aboard and back in double quick time.

The *Matthew* is due to cross the Atlantic next May to commemorate the 500th anniversary of John Cabot's voyage to Newfoundland.

We wish her, and all aboard, a safe passage.

Roly Stafford



Pic by Jo Mooring Aldridge

David Alan-Williams, Master of the Mathew, and his wife Laurel

This year the well-established Needles Relief will become the Needless Relief, and be a Christmas Charity Meet programmed for Saturday 14th December. Our aim will once again be to do what we can to say thank you to the RNLI, Coastguard and Harbour staff for their services to us during the year.

For 1996 we propose to ring the changes so that the attraction of the event is centred at Yarmouth, where we are arranging for the Yarmouth lifeboat to be moored alongside and

## The Needless Relief

open to visitors from midday. We are also hoping to arrange for a Coastguard static display and a helicopter exercise to take place between 1200 and 1230. The lifeboat station and shop will be open to visitors.

As usual the clubs and pubs will be warned of our arrival and arrangements for lunch at the Royal Solent Yacht Club will follow those of previous years.

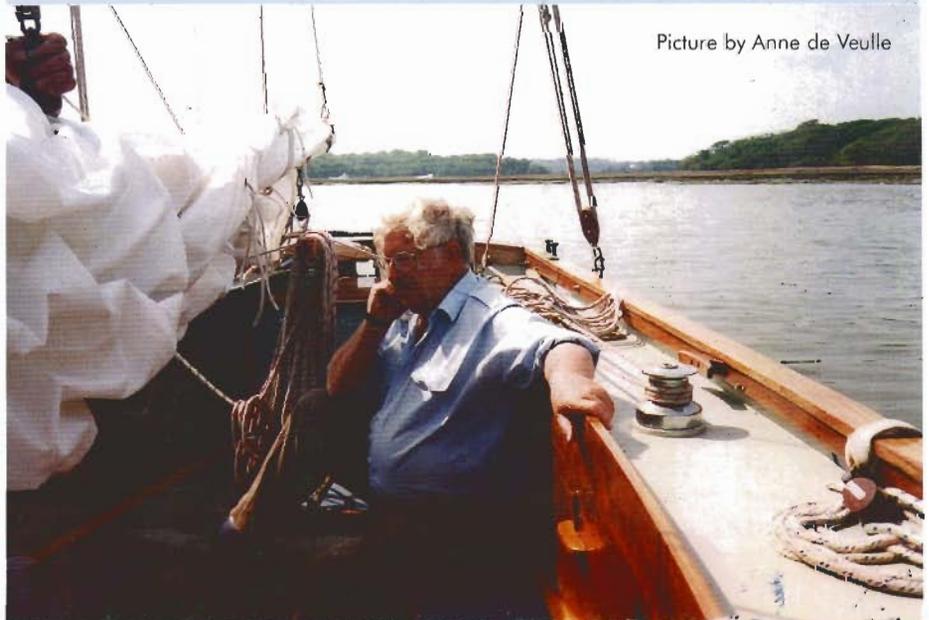
Notices will be posted in November and we hope that the event will attract a good attendance. As usual the cost will be based on £1 per member of the crew, in order to make a contribution to local RNLI funds and to pay for Christmas gifts which Father Christmas will distribute at Yarmouth on the day.

John Groom

## ADA WINS POTTERSIP

Demonstrating a dramatic a role change from the mood of this picture, Doug Baverstock's *Ada* was the overall winner of this year's Potter Ship end of season race for all comers, with a lead of just over three minutes. Doug was presented with (but not allowed to take home) the impressive Potter Ship Trophy, recently renovated by Roger Hawkes and now on display in the Library. Second overall and winner of the Hong Kong Junk was Ray Williams in *Diana*.

*Ada* is a Falmouth working boat fitted out by Doug himself, She is often to be seen out on Thursday evenings - maybe we can look forward to more wins for *Ada* in the future.



Picture by Anne de Veulle