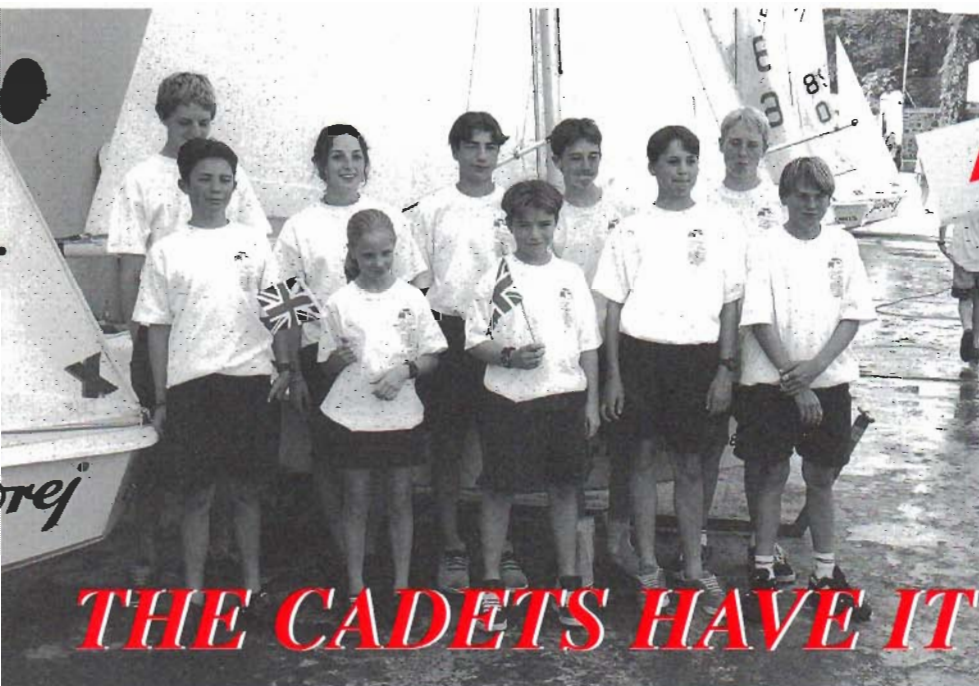




The Newspaper of the Royal Lympington Yacht Club

Number 17 Spring 1997

# Pottership



*Or to be more precise the British Cadet Team with RLymYC team members Rob and Iain Watson have it.*

*Rob (on the right) and Iain Watson, after a season sailing faultlessly, qualified for the British team to compete in the World Championships in Bombay. The team won the team event easily with Rob and Iain individual finishers in fifth place overall and third British boat. Congratulations to them!*

Pictures: Watson



## New Cadet Class Captain

It is with some trepidation that I take up the mantle of Captain of Cadets. Rob and Iain Watson's placing in the Worlds shows what has been achieved to date; a real high spot for a Captain to bow out on and a real challenge to take up.

A final idea from Vince was to make a new award of the Solent Plate. This trophy was given to the RLymYC by Richard Creagh-Osborne - one of our best all-round sailors - to be awarded annually to the best up-and-coming young Cadet sailor at the Club. The

plate has been deservedly won this year by Catherine Putt.

The moment I really came to appreciate Cadet sailors was in the middle of Torbay in 1995, helping to rescue the fleet after a violent squall. I saw lots of faces bobbing around in life jackets much more concerned about their boats than about themselves and itching to get rightside up and going again. 150 active crews with an average age of 13 showed courage, keenness, good sportsmanship and real skill.

This year unfolds as a mega year for Cadets with the five British crews coming in the top seven at the Worlds and winning the team event, the World Championships at Torquay and the 50th anniversary [of the

*A year to remember*

1996,  
for me a year to  
remember. The number of

Cadets in our 264 Squadron remained steady, with those outgrowing Cadets being amply replaced by new helms and crews - so much so that it was not always easy to find suitable boats for the new candidates.

Lympington has a strong contingent; they travel and compete at a national level, and bring home the bacon. This means that the slightly smaller squad remaining at home to take advantage of our scoring system has a chance to shine and deservedly pick up the pots in our Spring, Summer and Autumn Points series.

Nationally the Cadet Association has added the Intermediate squad to the National squad to provide more training for those at the top end of such a close fleet. Such is the quality of the Lympington sailors that five of them have been selected for these squads.

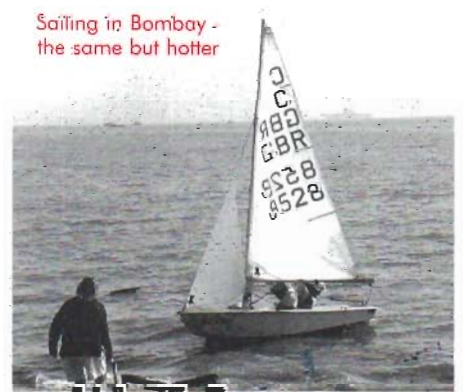
It is now time for me to hand over Squadron captaincy to Nick Ryley. I do so with not a little regret and a lot of pride in the way our Lympington children have competed against one another and yet been supportive of each other as well. They have shown courage and character not seen in many youngsters in other sports and I don't think I shall forget the honesty and energy they have devoted to their sport. For that I would like to thank them, and wish them and Nick good fortune and a lot of fun in the forthcoming seasons.

*Vince Sutherland  
Captain of Cadets (retd)*

class]. A good year for 264 Squadron to hit the high spots, but not forgetting the odd jaunt to Newtown.

*Nick Ryley  
Captain of Cadets*

*Sailing in Bombay -  
the same but hotter*





**S**aturday 14th December dawned cold and bright, with little wind. The pontoons and decks were thick with hoar frost, making boarding our yachts a slippery business. By 1100 some forty Club yachts, with 250 Members on board, were cruising about in calm waters, stemming the last hour of the flood and awaiting events. At 1125 the helicopter appeared to carry out a Highline exercise with Joffer Marieke and Letitia Jean. Ed set off his yellow smoke flare. We all tuned in to channel 67 to listen to the pilot, Captain Peter Thompson, giving his instructions to Joffer Marieke, only to hear that there was too little wind and that the helicopter intended to exercise with the Yarmouth and Lymington lifeboats, both capable of the 15 knots which the helicopter needed. They gave us a splendid demonstration of their skills.

The first reaction was that, should one ever need the help of a helicopter, one should ensure that the emergency occurred in at least 15 knots of wind! But it is not quite like that. The helicopter could of course have hovered over the yachts, but the downdraft needed to keep it airborne would have been enormous and very uncomfortable for those below. Flying into 15 knots requires much less downdraft - the crews felt some relief.

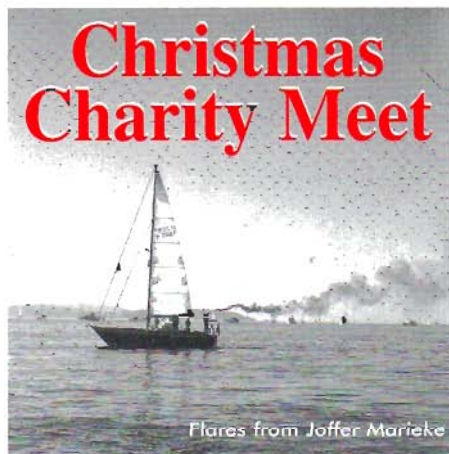
On then to Yarmouth, where we were welcomed by the harbour staff and Father Christmas, who between them helped us to berth and took us ashore. It was quite a sight. The Yarmouth and Alderney lifeboats, police launches from the Solent and Poole, our forty yachts together with resident boats all assembled and shining in glorious sunshine. The Yarmouth lifeboat and police launch Ashburton were open to visitors.

The event raised £353.80, enabling us to give presents to both lifeboat crews, both harbour staffs, the helicopter crew, the police and the travelling coastguard. We were also able to contribute £75 to each of the amenity funds of the Lymington and Yarmouth RNLI stations. We are most grateful to every one who took part in the Meet and enabled us to do this.

After running the event for a number of years John Groom hands over to Christopher Buckley for 1997. It is scheduled for Saturday 13th December.

Should you have any ideas how we might make more of the Meet, or attempt something different, please pass them to Christopher. It will remain an occasion at which we seek to express our appreciation to those who spend much of their lives helping us to enjoy our sport in safety.

*John Groom*



## **Tie breaks and winning breaks**

Huge enthusiasm for having smarter men around the Club led to massive orders for the new silk ties, denuding the store-room of these desirable items before Christmas. Were there holes in some men's stockings? In response to this demand the Club has ordered new stock which should now be available. And don't forget the bow ties, for the really smart man-about-Lymington.

A totally different tie-up put paid to an informal team from the RLymYC which entered the annual quiz competition held by the Royal Southampton Yacht Club. Our team was in the lead level with the other visitors, from Portsmouth. One question was the decider: What was the price of the RSnYC tie displayed in the entrance hall, which we had all walked past? We got it wrong! Our consolation was that our ties are better, and even the best silk ones are only a little more expensive.

In early January another team of 'brains' represented the Club at the Keyhaven Yacht Club's quiz. This one we won, but only by one point, so there is still room for improvement.

## ***SPLINTER GROUP YOU WERE LUCKY NOT TO JOIN***

**Membership is accidental and mode of entry dependent on rank**

### ***Entry conditions***

A Flag Officer was unlucky to fall on board ship despite its being far from the sea - at Earls Court. The resulting broken arm evoked almost immediate response from Dr Jonathan Rogers - how does he manage to be in the right place at the right time? We think Mary must have thought she had gone to heaven when she saw his friendly face peering down at her. This led to prompt hospital treatment, after which she was driven to Waterloo by the consultant - such are the charms of our Rear Commodore House - and on to a train where she met a lady living close enough to drive her home.

For the other ranks more mundane circumstances prevailed - in both cases attempting to collect the groceries by bicycle on unsuspectedly icy roads.

Quite close to home Una broke her arm, so returned asking to be taken to the hospital. Arthur couldn't start the car and suggested she walk the mile or so. The reply he got is not recorded and would in any case be unsuitable for a family publication like Pottership. After an eventful couple of days being ferried around from one establishment to another she was plated up and sent home.

Similarly, Ben Wood broke his hip bicycling alongside Grove Pastures where he fell rather heavily. At 1030 on the Black Ice Saturday morning Lymington seemed to be depopulated, so there was to alternative to using the bicycle as a crutch to get home. Lymington hospital was like a battlefield with ambulances queuing up to discharge their victims. However, they were able to confirm Ben's diagnosis and - marvel of marvels - find him a bed in Poole. 'My journey was much mitigated by the fact that Bill Dunsdon was the attendant on board; he regaled me with facts about the X class that I never suspected' says Ben.

We were all very impressed with the speed, care and kindness of the National Sickness Service despite being really over-stretched by careless folk like ourselves thinking we could walk on water when frozen.

To paraphrase Lady Bracknell: 'To have one Club Member in the Splinter Group, Mr Dewhurst, may be regarded as a misfortune, but to have three looks like carelessness.'

*Una Flanagan & Ben Wood*



# Saved by the Count

*A festive occasion  
with a happy ending*



It was a dull misty December morning as Letitia Jean docked alongside the Club pontoon with the Commodore at the helm. Seven Members of the Cruising Sub-committee piled aboard into the warm interior along with eight-point-five Club personnel who were to be their guests for lunch at Yarmouth. This is a long-standing, enjoyable event and a happy occasion for all concerned. The wind was gusting Force 1, which was a pleasant change from last year when Desmond had to be lashed to the wheel as his boat tried several times to loop-the-loop, cruising into a rising Force 7. Festive mulled wine was served on board, followed by a courtesy visit to the Royal Solent Yacht Club. The party repaired to the Wheatsheaf for another glass (or two) and a pleasant lunch. Returning to the berth, warps were let go and Letitia Jean was eased away amid admiring glances from the shore. As the gap between us and the shore opened up

someone, who could still count, noticed that there were only fourteen-point-five people aboard.

Not wishing to either maroon a guest or return undercrewed, our imperturbable Commodore performed an impressive action replay to pluck Pam, who had been engaged in a little freelance window shopping, back aboard from the dockside.

*Ed Vogelzang  
Captain of Cruising*

The autumn series was enthusiastically supported, the closeness of the racing highlighted by the fact that the overall winner was not determined until the last race had been sailed. Andy Roberts in Katchem and Paul Woodman in Fuzzy Duck were only separated by half a point prior to the last race, during which the lead changed no less than five times, victory finally going to Paul, Christopher Proudlove and Malcolm Ford.

For the new season the Lymington Etchells have a full and varied programme, the highlight being the British National and Open Championships. Scheduled to be run from

## ETCHELLS NEWS

Lymington from 11 - 14th June, we hope racing will be in Christchurch Bay. We were terribly disappointed that our Club was unable to host the event, but happily the RTYC has stepped in to run the Championship for us. About fifty boats and the current Etchells world champion, Adam Gosling are expected. There is still time to acquire an Etchells and join what is probably one of the most exhilarating, challenging and competitive one-design boats in the country.

Social events started with an early evening cocktail party at the Club on March 8th. Ted Fort is very kindly allowing us to stage a summer party at his house in Bucklers Hard, hopefully in the gardens. Those of us with RIBs will be able to travel by sea; the only obstacle is the Sowley Boom, a hazard at 40 knots in the dark after a really good party, as the writer can vouch for! For a copy of the sailing programme, a trial sail or more information contact me on 01590 679541.

*Paul Woodman  
Lymington Etchells Fleet Captain*



## ...GOING OUT LIVE---

It has an audience of some 375,000 people; it has thirty staff who produce twenty hours of programming a day; it has eight reporters based in Dorchester, Bournemouth, Portsmouth and Newport and a mobile reporter covering Fareham and Havant.

It was on January 6th at 0830 when the telephone rang and a charming voice said 'I'm Caroline Wilson from Radio Solent. We're producing another programme in our series "Knock-on effect". Would you be prepared to help?'

Slightly mystified, Eddie Vogelzang glanced gloomily at his rapidly cooling toast and ready-to-drink coffee. Not being one of the 375,000 listeners, he asked what the 'Knock-on effect' programme was about. The charmingly voiced Caroline told him that, as the name implied, it was a programme about the consequences of decisions or actions that had taken place, in this case the automation of the Needles lighthouse. Anxious to renew acquaintance with his toast and coffee, Eddie agreed and was asked to present himself at BBC Solent at 1345 for a live broadcast at 1400.

Eddie was ushered into the radio studio and introduced to James Lush, who has the

1330 - 1700 Solent Radio slot. Given a headset ('cans' in the trade) he was told the others on the programme, Tony Isaac from Yarmouth and Jerry Douglas-Sherwood from Sandwich, would be linked by 'phone.

As James Lush briskly set the scene, explaining the automation and demanning of the Needles light and introducing the three speakers.

Tony Isaac had been the skipper of the boat that for many years had serviced the lighthouse, taking out supplies, spares and relief crews from Yarmouth in all but the most severe weather. When the light became automatic these services were no longer required - the knock-on effect. He said that he missed the routine which had been so much a part of his life but, happily, he had found other employment in Yarmouth.

The knock-on effect was not quite so dramatic for Jerry Douglas-Sherwood, who had been principal keeper of the Needles lighthouse. He had been transferred in a similar capacity to the North Foreland lighthouse and missed the particular ambience

of the Needles. He still has to face another knock-on effect when his North Foreland lighthouse also goes automatic in two years' time.

Eddie was asked about the Needles

Relief and explained that it had been customary for yachtsmen to pay their respects to the keepers by providing a hamper of goodies and gifts for the lifeboat crews, to thank both these services for the unstinting help and security they provided for yachtsmen in the Solent and Channel waters. Asked about the knock-on effect, Eddie replied that although the light had been demanned, yachtsmen still had the back-up of the superb air-sea rescue and lifeboat services and an annual event continues to take place in the Western Solent, to celebrate Christmas and to thank these two services.

I asked Eddie if he had been nervous about going out live. 'Not really', he said. 'It was not unlike the telephone meetings I used to have in which colleagues from different centres would talk together on open lines. Having said that,' he continued, 'it was an interesting experience. The studio people were charming and it has been a good opportunity to show the Club in the context of being part of the wider community'.

*Roly Stafford*



# Xposition

The 1996 season was well supported with fifty-eight races in which thirty-eight boats took part at one time or another. There was an unusual predominance of northerly winds, either very light or very strong, but very few cancellations or abandonments. The season finished with forty-three XODs on the Lymington Register.

Under the able leadership of Jack Snowden, principal XOD race officer, supported by his deputy Cyril Lyon and team of race officers, a consistent standard of racing was sustained throughout the season in spite of various problems. During the year a number of race officers, representing over a hundred man-years of race officering, felt they should retire - a sad loss but a well earned retirement; recruiting and training replacements has, however, not been easy. The Division is grateful to, and fortunate to have, such a team and appreciates the effort

that has been put into ensuring an enjoyable and successful season.

Cyril Lyons has taken over as principal race officer and Jack has kindly agreed to act as deputy. The response to requests for volunteers from boat owners and crews to act as race officers to fill in some of the gaps has been disappointing and it is hoped that 1997 will see an improvement.

Some revision of the sailing instructions will be needed before the 1997 season starts, particularly in respect of the automatic shorten course procedure and possibly as a result of the new rules. The handicapping system, which will be continued, relies for its veracity on each boat being helmed regularly by the same person; it provides a yardstick to judge relative performance. We are very grateful to Philip Grundy for monitoring and updating the groups of handicaps.

After meetings in January and February a

visit to Sanders Sails' loft to see how XOD sails are designed and made, a practical training session in boat training afloat which will again be organised by Stuart Jardine, and the spring supper and general meeting in April will complete the winter programme in readiness for the points series starting in May. In addition to the normal programme of points races, short series and individual trophies, team races against other Divisions and Cowes Week, the Division looks forward to joining in and making its contribution to the 75th Anniversary celebrations. The second year of the Sir Arthur Macdonald Cup race for junior helms will be held on 25th August; we hope that it will again be well supported and also that during the season many other Club members will sail with the XOD fleet. Anyone interested will be most welcome.

**Andrew Tyrrell**  
XOD Divisional Captain

## SILVER THREADING THROUGH THE GOLD

We have a fun and action packed season ahead of us. Two fleets of boats will be out sailing on Sunday mornings, Silver and Gold. Although the fleets sail in the same area of water at the same time, each fleet provides a different type of sailing environment. The Silver fleet takes those young helms who can work well to windward and who are confident in the water and, using their own and Club boats, introduces them to Club level racing. The Gold fleet sailors are in their own boats and, as they are of a standard to race at Open and National events, the training provided is more rigorous and demanding.

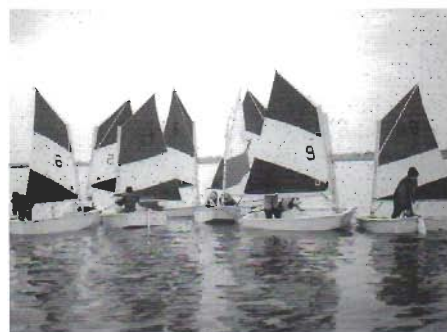
We have a lot of fun on the water and welcome any young helms to come and try it out. Remember, if you want to learn how to become a good racing helm the sooner you start the better. There are still boats available in the Silver fleet and we would always welcome another boat in the competitive Gold fleet.

An information pack is available. Please contact me on 01590 675445 and I will send you one.

**Douglas Hassell**  
Captain of Optimists



Competition from 96



## Praise to the Flower Ladies

I have recently taken over responsibility for organising the flower rota at the Club, and would like to draw Members' attention to these unsung heroines. I have heard many glowing remarks about these artistic achievements, arranged by talented and willing ladies.

It can be fun on occasions; certainly you don't need to be Lymington's answer to Constance Spry! Along with the ladies who are currently so supportive, could I encourage some of the newer Members to join us. The responsibility is usually for only once a year, with perhaps a little extra help for special occasions. One such will be our 75th anniversary celebrations, when more help would be especially appreciated.

Please ring me on 01590 679795, either to chat informally about helping or to arrange a date.

**Jane Brett**



# Helen

Some years ago, after we had cruised to the Faeroes, my crew gave me a little book which she had found on a second-hand book stall, priced at 2/-. The title was 'The Adventure of the Faeroe Islands', and on the title page there is the rather charming quote: 'Let's - oh, anything, daddy, so long as it's you and me

And going truly exploring, and not being in till tea!'

The year was 1929 and Cdr R D Graham had sailed there with his daughter Helen in the 7 ton cutter Emanuel, which he had had built in Penarth the previous year. Helen was just eighteen then and was already a seasoned sailor; but today has lost none of that girlish enthusiasm, as we were to find out last October.

We were crew aboard Aratopu, Hugh Clay's hefty steel 40 footer, on our way across the Irish Sea to Bangor. In the middle off the night a rogue wave in the race off the Mull of Galloway dumped a bucket-full of ice-cold water down a ventilator on to Helen's bunk. She never said a word and we only discovered that her sleeping bag was sopping wet as we stormed into Belfast Lough in the chilly dawn.

The excuse for a party, if any were needed, was a lunch at the Royal Ulster Yacht Club to celebrate the centenary of the Royal Cruising Club Challenge Cup, first awarded to Dr Howard Sinclair, also a member of the RUYC. Helen Tew, as senior surviving recipient, was of course 'belle of the ball'. She had won the Challenge Cup in 1938 for a



Left to right are Hugh Clay, Willy Ker, Helen Tew and Captain Ian Tew. Picture by W M Nixon

splendid cruise to Norway with her husband John in the Mary Helen, a 7-ton gaff cutter, which was designed by him and which the family still owns.

It was a very jolly affair in the Irish manner with several previous winners and members from north and south of the border. There was a good deal of hilarity and certain disbelief when Helen disclosed that she had last been in the club in 1926 when she was mate aboard her father's yacht at that time, a 4-ton cutter the Onaway, on passage to Scotland. The other crew member was her brother, just a year younger at 13. Before leaving Penarth, at the beginning of that cruise, Helen's father wrote in the log 'The children had to be fitted out with oilskins, so I bought them a coat each, and a pair of trousers to be shared

between them.' One wonders which of them drew the short straw!

Later, in 1934, Cdr Graham sailed single handed to Newfoundland in the 7-tonner Emanuel, a cruise for which he was to win the Challenge Cup for the second time.

In spite of a rotten forecast and offers of a lift in a car on the ferry, Helen was determined to crew Aratopu back to the Menai Straits and complained, after a fast and boisterous trip in Force 7 gusting 8, that she had not been allowed enough time in the cockpit.

RLymYC Members will know all about Helen's exploits with the other two 'Grannies' and will wish her many more years of 'truly exploring' and happy sailing.

William W Ker

## Memorabilia

In this our 75th year the Club is particularly aware of its heritage and continuing to ask Members for memories, photographs and memorabilia. The first will be recorded, the second copied and the third possibly photographed. But we are not the only ones remembering our past.

The St Barbe museum is also looking for anything to do with local boat building, sailing and fishing for its new displays.

The museum was started from scratch just eight years ago. Its building on New Street, Lymington, is currently closed to convert the whole building into an exciting new museum and gallery complex; it will re-open in phases during 1997 and 1998. The main themes running through the local history displays will be 'sea, shore and land', so objects relating to sailing, fishing and boat building will occupy a significant part of the new galleries.

The museum already has four boats: the pram Kingfish, number 30, built by Dan Bran; a scow; Doug Baverstock's gun punt; one of the ferry boats used to row people

from Town Quay to Walhampton shore. (It also has Doug Bran's Indenture of Apprenticeship to Edward Inman, 1883.) Other items in the collections include a half model of the SS Lymington (a coal boat that sank on its maiden voyage in 1889); an album with numerous photographs of Club boats and people in the 1930s, and paintings, small objects, records and photographs relating to local ships and boats. More items of this type are needed to create interesting and accurate displays. Fishing and wild fowling will also be featured - the museum has some fishing equipment, eel spears and patters, with recorded information on their use. Do you have any objects of this kind, especially items related to sea fishing?

The museum would be delighted to hear of anything you have which may be of interest. Please contact Dr Joanna Close-Brooks, 01590 642517. *If something you have relates to the Club, please let the Office know so that copies, recordings or whatever is relevant can be made for the Club archive.*



## Disabled Sailing

The drawing below is by Charlotte Bailey, who has often come out on the trips organised for disabled people by the Cruising Subcommittee. It demonstrates the bustle and fun of the both on the water and at tea afterwards. The next trip will be on Monday May 19th - volunteers wanted!







Picture Jo Mooring-Aldridge

Everybody is well aware of the limitations imposed on us by the size, shape and antiquity of the clubhouse. Most are also aware that the freehold ends at the walls on the landward side and (for practical purposes) at the sea wall on the river side, so any attempt to tilt the balance between competing users, or to win some more space for all, takes on a significance out of proportion to its apparent simplicity.

On the Club notice board is an architect's drawing which embodies one man's idea of how we might win a little more internal space and so make life a little more comfortable for many. It is not prescriptive: it is, in bureaucratic terms, a 'green paper' - an encouragement to respond, to comment, to discuss. It does not pre-empt anything; no decisions will be made until the drawing has been there for several months. The only fixed point is that any new building has to be confined to the winter months - which means that contracts have to be in place around the end of the sailing season. So please use the summer to have a look at what is suggested, think through the alternatives and help your Committee by your considered responses to get the answers right.

#### Plastic cards

A year ago, you decided at the AGM to adopt trading-cum-membership cards for use in the club. The principal objective was to get rid of the cash which was piling up in the clubhouse, while at the same time enjoying the side-effects - no need, for example, any longer to

ask anyone if he was a Member, which for some reason upsets some people, or to spend hours counting the cash at each stage of its journey from your pocket back to the bank.

The Vice Commodore records 'The response of Members to the new cards has been overwhelmingly positive. The system has achieved all its objectives and greatly improved the smooth running and efficiency of the Club.'

We were one of the very first yacht clubs to attempt this leap into the future, and it is a pleasure to be able to report that it has been astonishingly successful. Cash has practically vanished; not, as we once feared, into the pockets of the ungodly brandishing crowbars, but straight into the current account where it is performing better for everybody by earning interest while waiting to be spent and so helping to keep prices reasonable. And if imitation is the sincerest form of flattery, I have to say that several organisations of which I had never hitherto heard have called me to ask how it was done and how they can set about doing something similar themselves - because they are being nagged by their own members who know a man who knows...

This did not just happen. Apart from the job of thinking it all through, a lot of work had to be done to install the accounting programs and make them work and to make the whole lot point the same way as our established computer-based administration. Many people have contributed to the outcome, including all those many Members who have taken enthusiastically to the new system. But some

names cannot avoid mention. Geoff Holmes thought it all out and has given his encyclopedic knowledge of electronic cyber-gizmolology (and, if the Editor will permit me to say so, a significant part of his private life) to it for the past year. Ian Gawn has stuck manfully to the job of blending it into the rest of the administration and outwitting its occasional attempts to leave us in the lurch. And June Gifford has often kept the office lights burning well after the rest of us have deserted, to ensure that the books have continued to balance while the bugs were found and removed. Nobody should underestimate the magnitude of what they have achieved, and I should just like to record my - everybody's - gratitude to them here.

#### Staff Changes

Sad to say, Lizzie Nichol had to leave in December to embark on a new career as a mother. She joined us six years ago straight from school and established a special place for herself as the weekday receptionist. She has been replaced by Karen Brown, who looks far too young to be a mother of two but is, and who will be taking over from Pam Simpson the maintenance of the membership data base as well as responding to callers. This will give Pam more time to worry about the co-ordination of the Club programme, and in turn allow me more time to read the rising flood of prescriptive paper from the national busybody industry - or even, maybe, to find time to do something useful.

Jonathon Hutchinson Secretary

## Worlds at Weymouth

Following its sailing successes in New Zealand and Australia in the World Blind Sailing Championships, Britain has been invited to host the next event. With the help of the Royal Navy this will take place in Portland Harbour, Weymouth, a well known international venue, from June 7th to 14th this year.

We are able to organise this event thanks to the great number of RLymYC Members working with RYA Sailability under the chairmanship of Sally Potter, and the support of Guide Dogs for the Blind. We have entries from Australia (both Western and NSW), Finland, France, Northern Ireland, Japan, Sweden, South Africa and the USA (Texas and Massachusetts). We are hoping to attract entries from Spain, Italy, California and Florida.

Our British Blind Sailing Team, who are well known to the Club, have been training hard and were presented to our Patron, the Princess Royal, at the recent Earls Court boat show, (picture left). Hopefully the press coverage will attract the sponsorship and extra support which is urgently needed. Many Club Members have already pledged their voluntary assistance with committee boats, support boats, race management team, international jury, as well as giving their free time to run this major international event.

The racing should be most competitive, as we have been offered both British Telecom's Match Racing Eights and Hunter 707s, which were recently named as the 'yacht of the year'. If anyone is sailing in the Weymouth area in June, do remember that all spectators will be welcome.





**M**atch racing is a recognised Olympic sport, many of the rules and event formats for which were pioneered by the Royal Lymington Cup. It is one boat against another, with umpires giving on-the-water decisions on rule disagreements. The competitors sail league races and then progress to semi-finals and finals. The races generally take place over short windward/leeward courses, with fast and furious activity as there are no points for finishing second!

When Peter Barton recently joined the Club we decided to enter some match racing competitions. We first set about some fairly frantic and often comic boat handling practice after work. Many cruisers must have thought we were mad spinning wildly round vacant mooring buoys in the dark! Peter obtained an entry to the Irish Dinghy Match Racing Championships at the Royal St George YC. After winning six out of seven races we came second, missing first on a tie break.

The Lionheart Trophy takes place at Poole YC in borrowed R19s, the local three-man one-design (similar to a Sonata). The RLymYC, Poole YC, Warsash Sailing Club and Parkstone YC are invited every year to this event. The RLymYC has a strong reputation in this event, including Stuart Jardine and Rob Humphries, who with Mark Jardine and Malcolm McKeag respectively were invited to be guest competitors this year.

Peter was unable to attend the Lionheart qualifier due to work commitments so Nick Phillips agreed to crew for me. The qualifier was run by Tony Blachford, helped by Kathy Ash-Vie. We managed to beat Robert Weguelin and Tony Ash-Vie, mainly due to our experience in dinghies.

With Peter restored to the tiller for the Lionheart Trophy itself we survived some very close racing with Stuart in the early rounds. We went on to win the final, but only after the spinnaker halyard jammed and had to be cut free.

Next year the Club aims to run the qualifier on a larger scale, perhaps in small keelboats in June or August. Whilst great fun match

racing, like team racing, is an excellent way to hone your team's boat handling and rule knowledge. So when you see the notice on the board please put your name down.

## Tips for Matches

### Before the event

Practice your boat handling and ability to estimate time and distance. Read up about the format of the competition and the rules, as they differ from the norm.

### Before the start

Know which end of the line is favoured and plan how you are going to start there in control. Make your entry on time - too early incurs a penalty, too late and you've lost control. Try to take your opponents away from the line by stopping them from tacking or gybing. Know the time/distance/time

relationship so you know when to disengage and head for the start.

### Upwind & ahead

Try to keep between your opponent and the mark; try to shepherd them to the lay line and make them sit in disturbed air all the way to the line.

### Upwind & behind

Try to break your opponent's cover - aim to be inside them at the next mark. Sail fast

and if possible try to cause a mistake on the other boat.

### Downwind and ahead

Try to say on the favoured gybe but also inside the line (normally to the right) of the opposition, forcing them to sail right round you. Avoid any wind shadow and go as fast as you can!

### Downwind and behind

Try to attack the opposition's wind by blanketing. Try gybing; if they respond and you can be confident of luring them into a gybing battle. Look for their mistakes and try to exploit them.

### The finish

Know which end of the line is closest and go for it!

### Useful reading

Match Racing book by John Doerr and Bryan Willis (a new edition is being prepared), Dennis Conner's *Sail Like a Champion*, and *Team Racing* by Eric Twinamme.

Rory Paton

## MATCH RACING



Peter Barton and Rory Paton shown here with Neil Murphy, President of the Irish Sailing Association

## Congratulations to

**Rob Humphreys**, for his RYA British Nautical Award for Innovation in recognition of his Prefix kit build system.

Our Junior sailors selected for their respective Squads for 1997: Optimists National **Jonathan Marshall**, Development **Dominic Hutton** Cadets National **Robert Watson &**

**Iain Watson**, Development **Andrew Canning** **Nicholas Phillips & Sophie Moore**

The RLymYC team placed third in the National Team Racing Championships, losing to Reading University in the Quarter Finals 2:1. The team was **Will Gatehouse**, **Mark Taylor**, **Jamie McEwan**, **Christian Sutherland**, **Rory Paton** and **Anna Willard**.

## BERTHON SOURCE

Once again a race committee from the RLymYC has been invited to run what will undoubtedly be the most prestigious Berthon Source event yet. This year the popular CMAC warm-up regatta is to be held over three days from 25th July. It will encompass the final legs of the ILC 40 and Mumm 36 World/European circuits and with big boat IMS and CHS divisions we expect top boats from all over the World to enjoy competitive racing.

As last year, the previous weekend (19 - 20th July) will see the second Berthon Source Sportsboat regatta, at which the popular Hunter 707s gather for their Southern Area championships together with Etchells, 1720s, Melges, Bulls etc.

Both events have attracted prizes from all quarters of the sailing industry: Marineware (Awlgrip Paints), Yachtmail, Simpson Lawrence, Blakes Paints, Lewmar, Datayacht, Splashdown/Toggi, Ocean Safety, Spinlock, and Winchcombe Power Tools, whose prize of a battery operated power drill was last year given to the RLymYC for its professionalism running such good regattas. With Seahorse International Sailing as the official magazine and the RLymYC's expertise in running top international races, the event can only gain further ground.

Brian May

## Opportunity



Opportunity is decidedly a cruising vessel. Club Member Michael Derrick admits that the trophy cabinet at home is not exactly full of pots, but last summer this Moody 419 won a major prize in the Round the Island race - for the best video of the event!

Part of their video, taken by visitor on board Sean Harvey, was used by sponsor Meridian in their transmission and given an on-screen credit. After ten years competing in this race, always finishing in good time and with no equipment failure or injury, and always having a thoroughly good time, some recognition was perhaps due.

Michael regularly competes in Club events such as the Boxing Day race, the Jersey Passage races and the Potter Ship race. Other competitors are warned: in future, smile, you could be on camera.



**The theme this year seems to be change. We have a new organising committee, new racing rules, new events competing for the attention of the world's top sailors and, we hope, a new sponsor.**

We have lost much experience from the organising committee but we have a new team with fresh ideas. The committee comprises Tony Blachford (taking over from Nick Ryley) as Chairman, Charlotte Potter (in place of Sally Potter) for on the water organisation, Mike Saqui (in place of Roger Hawkes) for boats, Rebecca Rogers (in place of Else Green) for social, and John Doerr and Gordon Stredwick who remain for rules/umpires/jury. Sponsorship (Ken Robinson) is now a collective responsibility. We owe a great deal to the five who have retired for steering us successfully through so many of the previous twenty-two occasions the event has run.

The new racing rules come into force on 1st April, not long before the event starts in mid May. We will be the first Grade 1 match racing event to be run under the new rules. Given that match racers actively use the rules in order to try to gain tactical advantage this

will be a challenge to both sailors and umpires alike. We plan to run a seminar on the new rules for the umpires and skippers just before the event.

Match racing around the world is thriving. The Royal Lymington Cup was a founder member of the World Match Racing

## The Royal Lymington Cup

Conference, established by leading yacht clubs to promote yachting through match racing world-wide, and to include their prestigious match racing events in a world-wide Grand Prix of Match Race Sailing leading to a World Championship. The six events that comprised the original Conference have now expanded to twelve, and seven other events have submitted applications to join the World Match Racing Association, which has evolved from the

Conference. This year Grade 1 match racing regattas are scheduled to be held in seventeen countries in addition to Lymington, a significant increase over the original five just over ten years ago. As a result, we face much greater competition in attracting the world's top sailors to Lymington.

We are very grateful to Vauxhall and Brut for their financial support over the last two years. Their commitment to us is now at an end and we are currently in discussion with two others over sponsorship for this year.

One area that will be unchanged is the format. There will be sixteen crews who will be split into two groups. Crews will race the other crews in their group once, a round robin, and the four top from each group will go forward to the quarter finals. From there on it will be a knock-out, with the first crew to win three races the winner.

Many Members enjoy being part of the regatta. If you would like to help please contact one of the organising committee.

Gordon Stredwick  
R Lym Cup Committee

## FAREWELL TO ALL THAT

My first official Club duty was to attend the Cruising Dinner. I sat (amid whispered queries of 'who is that man with the strange hair?') beside Helen Tew. Helen was mildly horrified to discover that the Club had just selected as its Rear Commodore Sailing someone who has (and still has) been in and out of Cherbourg only on the ferry. She calmed a little as the evening went on and it was revealed that I did in fact sail and even cruise, if not in and out of Cherbourg.

Almost my last official Club duty was to attend the Royal Cruising Club's Lymington dinner, held in the Clubhouse. I again sat beside Helen Tew. We discussed Cherbourg again: while still a ferry port to me, Cherbourg is to Helen and so many Members almost First Stop after the Needles. We discussed cruising craft: mine is 23ft long Helen's is 25ft.

'I've really done all my cruising in boats that size', she said.

And what cruising it has been. It is impolite to make reference to a lady's age so let us merely say that Helen was already a seasoned cruising sailor at the age of 18 when she sailed with her father to the Faroes – and that was in 1929.

For that voyage the pair won the RCC's Challenge Cup. I know this not least because I have had one more meal with Helen in the three years – yet another RCC eat-in, this at Royal Ulster YC at the end of last year. The occasion was a lunch to celebrate the centenary of the Challenge Cup and Helen as the senior recipient of the award was, in Willie Ker's words, the Belle of the Ball. I flew to Ulster for the occasion. Helen sailed across – from the Solway Firth with Hugh Clay, Willie Ker and her son Ian, in Hugh Clay's 40ft steel cutter. She also sailed back, to the Menai Straits on the rising breath of Hurricane Hugo.

Helen not only won the RCC Challenge Cup with her father in 1929, but again in 1938 for a voyage to Norway in *Mary Helen*, a 7-ton gaff cutter designed and built by her husband John which is still in the family. I had heard a story that John was never elected to the RCC because, as a yacht designer and broker, he was considered to be 'in trade'. I had the temerity to ask Helen if it was true.

'What rubbish' she laughed. 'I was already a member, you see – so where was the point in paying two subscriptions?

Helen Tew with Michael McKee at the RUYC



Sensible lady, our Helen.

'Are you and the other Grannies off up the Seine again this year?' I asked her, later.

'No, we'll give it a miss this year. We'll go to Camaret instead.'

First stop Cherbourg.

It has indeed been a privilege to be a Flag Officer in a Club with Members like Helen Tew.

Malcolm McKee  
Rear Commodore Sailing (retd)

## COMMODORES COLUMN

The Club's summer programme will reach you in the same mailing as you receive this issue of *Pottership*. It is crammed to the point of being frenetic, and it is not complete in that it does not contain a number of regular events such as the Juniors, Cadets and so on. With such a high level of activity there is always a danger that Club resources will be stretched almost to breaking point, made worse by the tendency of each sailing group to regard these resources as having been provided solely for their own use.

The objectives of the Club are not only to encourage and promote yachting but to do so in a harmonious atmosphere. This can only be achieved satisfactorily by Members thinking in terms not so much of their own sectional interests but in the interests of Club Members as a whole, including the interests of those who, for one reason or another, do not or cannot participate in sailing activities any longer, and vice versa.

This may be a tall order, but let us be happy about it, let us avoid bearing grudges or simmering resentments and let us look forward to a successful and happy season with fair winds for everyone.

We all look forward also to the participation of all Members in the celebration of the Club's 75th anniversary.

Whoopee!

Desmond Dewhurst  
Commodore

## Pottership

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