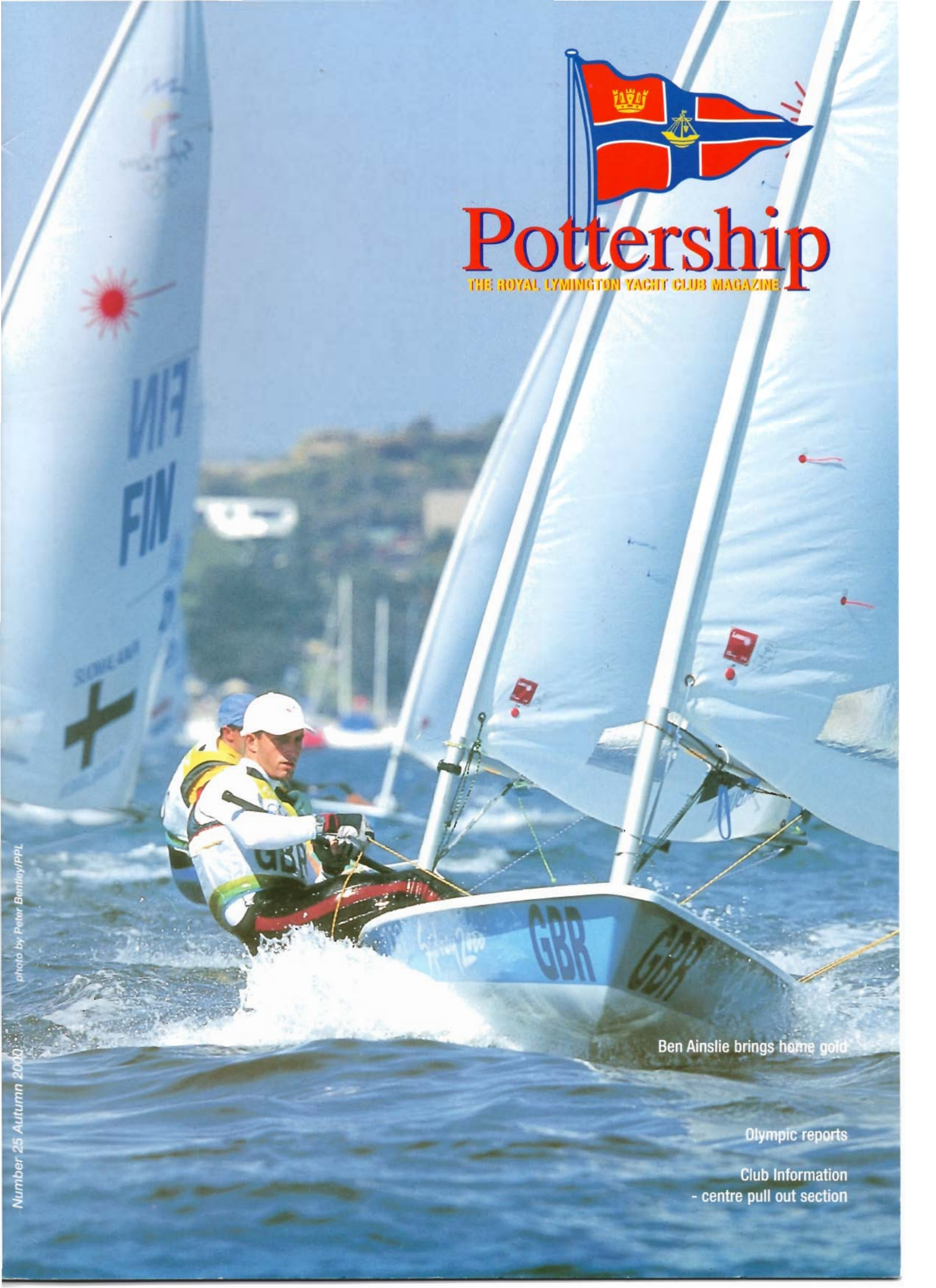




Pottership

THE ROYAL LYNGBY YACHT CLUB MAGAZINE



Ben Ainslie brings home gold

Olympic reports

Club Information
- centre pull out section

Clubs' Olympic successes+achievements

A COACHES VIEW



Olympics my home city FANTASTIC!!!

Our support team preparation for these games encompassed two Test Regattas, countless hours of

g a r n e r i n g historical meteorological data, computer modelling of the tides of Sydney Harbour and real time access to infra-red satellite pictures of the warm water East Australian current. The team shipped eight RIBs and a workshop container as well as three x 40ft containers of Olympic boats and air freighted over 1500kg of various boats, masts, sails and ancillary equipment that the sailors needed to keep in England past shipping dates, for the final training phase.

Little high level competitive one-design racing takes place on the Harbour, and never in September, which is noted for its fickle and variable winds. The typical weather pattern of the time calls for Westerly land breezes or miserable South Easterly rainy days. Sea breezes, when they arrive, are weak and erratic. There were the expectations that I might be able to deliver some local knowledge from the days of my youth.

The event for me seems to have taken place so very quickly, Barker and Hiscocks doing the business, our first medal. The anguish on Nick and Joe's faces, missing by such a small margin, but the real pride in the job they did. Now my Stars were racing, and straight away it looks like we are in the hunt. Percy looks a certainty and Shirley is sailing the series of her life and we are all feeding off the hype. Beano goes out the

cry as Ben slugs it out race by race with Robert Scheidt and just when it looks like a points victory to the Brazilian, Ben lands the knockout punch and another Gold slips our way. And then suddenly that last day, Ian Walker and Mark Covell sailing the race of their lives.

They had won Silver and two more delighted Star Sailors (and a pretty smug Coach) you have never seen. I know more than anyone they would point to another distinguished club member, Chris Mason, who was so instrumental in their success.

Bill Edgerton - Olympic Keelboat Coach

PARALYMPICS



of the support team.

Cathy Foster - Paralympic Team Coach and Manager

There are two p a r a l y m p i c classes, the 2.4 mR single-handed keelboat and the Sonar three person keelboat. Cathy is responsible for both classes and the management

OLYMPIC JURIES

Jury Members totalled 26 from 23 different countries speaking over 40 languages. The duties of the Jury included hearing all protests and claims for redress. It is really important not to have hearings going on late into the night, so the Jury was divided into 5 panels each night and we started the

first hearing as soon as possible. In fact, on all but one day hearings were finished by 7:30 and we were able to retire to the Cruising Yacht Club of Australia to eat, relax and prepare for the following day.

A major task for the jury was to provide on the water monitoring of rule 42, the one that controls the degree to which kinetic crew actions such as pumping and rocking are legal. This rule is always difficult to interpret and apply consistently so this time a group of judges had been working on this aspect since November.

Many of us joined juries for Olympic Class World Championships in order to understand the issues of each particular class.

Sometimes the jury members needed to be switched around, to avoid hearing a protest with someone from your own country directly involved. This meant that I avoided the well-published hearing between Ben Ainslie and Robert Scheidt that could well have determined the destiny of the Laser Gold Medal.

John Doerr - Olympic Jury Member and Match Racing Chief Umpire

MEASUREMENT

My role at the 2000 Olympic Regatta was Chief Measurer for the Mistral One Design, The Olympic windsurfing class for whom I work as the full time executive secretary. The whole measurement process took five days starting early on September 10th and allowing forty minutes for each complete set of equipment. As there is a men's and a women's fleet, the total number of competitors was 64 from over 40 countries and 5 continents. With strict one design controls in place this class is possibly the most one design one, design in the Olympic Regatta as the components are made in each case in one factory with no licensees.



Rory Ramsden - Chief Measurer for the Mistral One Design

A Vin D' Honneur was held at the Club to celebrate our Olympic success. Left to right in this picture are Bill Edgerton, Pauline Elsworth Lymington Mayor, Ben Ainslie, John Doerr, Nick Rogers, Rory Ramsden, Gordon Simpson and Elizabeth Ramsden



SYDNEY 2000 TOP COMPETITORS

Ben Ainslie wins Gold in the Laser class

The Sydney Olympics was an amazing experience. For the first time Sailing was at the centre of the Olympics and Sydney Harbour was a great natural show case. I was very fortunate to be part of one of the best Olympic Sailing Teams there has ever been and the efforts of the whole team made a huge difference to individual performances. My own performance was a result of four years work and effort; and to come out on top with Gold, gave me not only a feeling of relief but a real sense of triumph. It was also nice to repay all the support I have had over the last few years.

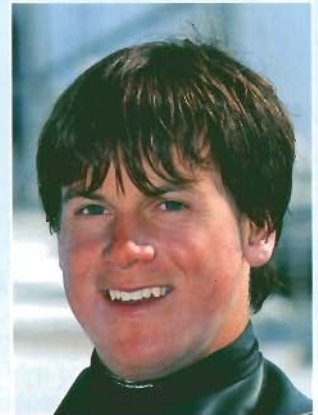
Ben Ainslie brought honour to the Club by bringing home the Laser Class Gold Medal, which Members enjoyed seeing while offering congratulations to him at the Club's Vin D'Honneur (picture on rear cover)

Nick Rogers 4th in the 470 class

I arrived home from the Olympics feeling rather strange, I had achieved my best result to date in a 470 but it didn't feel like that. Coming 4th place at an Olympics is just as bad as they say, and being 4th by only one point really is hard. It wasn't until I had been home for a few days and received such a heroes welcome wherever I went that I realised it was a fantastic result. With plenty of motivation left for 2004 Joe and I will soon put our heads down and work for gold.

One of my greatest memories happened on the forth day of racing, we were waiting for the second start having achieved a bad result and feeling a bit stressed when I heard a shout from behind, I turned round to be greeted by the bow of an enormous schooner bearing a Portuguese flag. "Why on earth should they be allowed inside the course area?" I said to Joe as the man continued to shout. When I finally took a hard look, the man was trying to introduce me to our very own patron, Princess Anne. The Princess talked to me with a true understanding of the tactics I had used and the ones to come, sympathising with me on the difficulty of the course area that day.

Whether it was her kind words or her tactical advice I went on to achieve a good result, a 6th which put us back into medal contention. With a smile I turned to Joe and said, "That's who's allowed in the course area!"



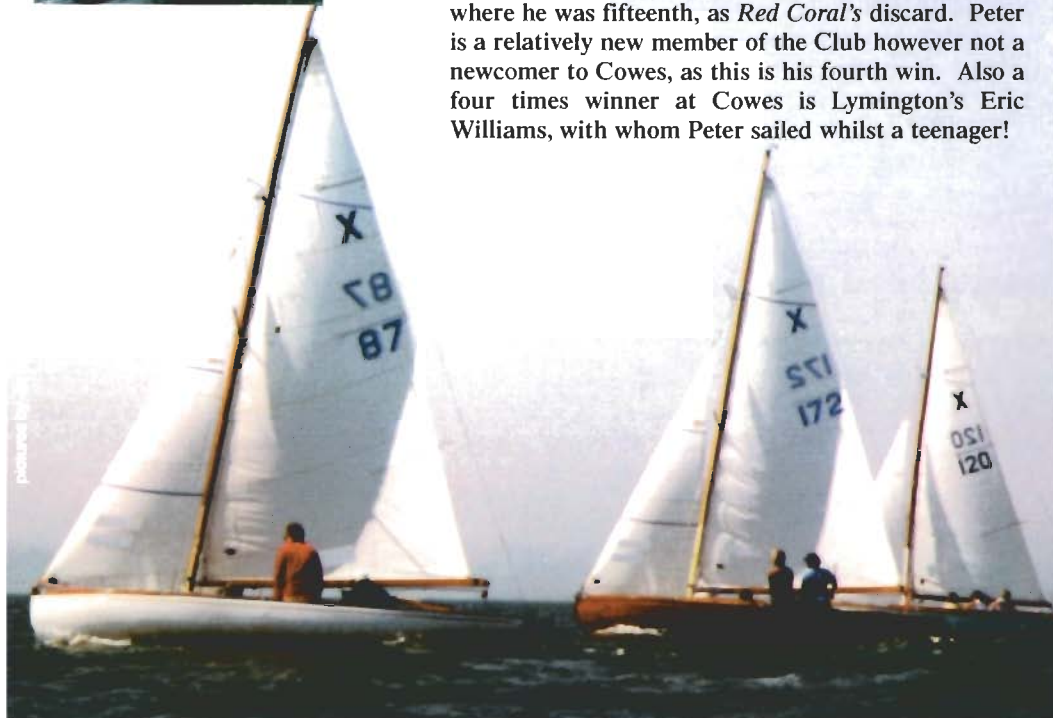
Nick Rogers, son of our junior sailing founder Jonathon Rogers, proves the Club policy of putting strong emphasis on the junior section is a success Well done Nick





CLUB X BOAT WINS AT COWES

Red Coral, Don Wood and Peter Baines X boat, gained first place at Cowes, pushing Stuart Jardine's *Lone Star* into second place. The heavy weather race did not in fact effect the result; as Stuart Jardine's boat broke it's mast and Peter Baines used this race, where he was fifteenth, as *Red Coral*'s discard. Peter is a relatively new member of the Club however not a newcomer to Cowes, as this is his fourth win. Also a four times winner at Cowes is Lymington's Eric Williams, with whom Peter sailed whilst a teenager!



GRAND SLAM EVENT

Forty-seven keen Laser 4000s converged on a bitterly cold Lymington to do battle at the second stage of the four event national series on the second weekend of April.

Six short lap windward and leeward races were held under the slick race management of Adrian Jardine and his team.

Club member Peter Barton and Vanda Zadorozny forged an early lead, winning the first three races and then did just enough on Sunday to clinch the event on tie-break from Doug Baker and Hilary Sutton from Hayling Island. In third place were Chris Fox and T Bully of Itchenor.

It was a good weekend for the home boats with Luke McEwen and Emma Evans taking fourth and leading the series overall after their 1st place at Stokes Bay, two weeks earlier. New member Ian Sanderson and Susan Winter took 14th place. In all, six Club boats and nine Lymington boats took part.

A special thank you to all those who helped over the weekend; events of this size and intensity are not possible without the help of an active number of volunteers.



NATIONAL CHAMPS

Luke McEwen and Emma Evans achieved a creditable second place at the Laser 4000 National Championships in Edinburgh.

YOUTH CLASSES

In the Spring issue of Pottership, Miles Butlers aim was to double the numbers of youth sailors from the then 12 members. We have far exceeded this target, as we now have a total of 30 Laser Radial sailors.

Saturday afternoon racing has had a very mixed level of attendance over this season, but hopefully next year we will be able to get a more consistent series.

Sunday afternoon training has been running throughout the year, and will continue until the 3rd of December. Unfortunately we have been without the services of a regular trainer this season, but next year we will be organising some training days with expert coaches.

The Junior Regatta in August attracted an entry of 17 Lasers with Miles Otway winning the series of 11 races. In September the Cadet/Laser/420 Open Meeting was a great success.

Martin Clegg
Head of Youth Classes



It would help our 2001 programme enormously if YOU would enlarge our pool of volunteers next year!

Our Millennium year and I am full of admiration for the sheer volume of work undertaken by the Office Staff and our Boatmen on our behalf.

However, none of our sailing events, whether racing, cruising or simply meandering would take place without in excess of a hundred members; who have contributed to the organisation and management of our sailing. Whether as a Race Officer, Event Coordinator, helping in rescue boats, a mark layer, being on the platform or in a committee boat, organising our Cruiser Meets, or supporting our Junior Programme from the Clubhouse, these members give many hours of their time to support our sailing programme. All participants are very grateful to them for their dedication and professionalism.

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The Club racing events and successes are highlighted in this edition of Pottership. For myself apart from racing one of the highlights of the year was attending the St Vaast Meet in our grown-up *Chatterbox*.

Already we are well down the road with next years sailing programme, and I hope for all our sakes that winter passes quickly.

John Bence Rear Commodore (Sailing)

National and British open Etchells champions

The International Etchells National and British Open Championships held by Seaview Yacht Club on the Isle of Wight, this summer, was won by Club members Paul Woodman, Christopher Proudlove and Malcolm Ford. They narrowly beat the defending champion Tim Law by just one point. It was particularly pleasing as this was their first regatta in their brand new Etchells *Fuzzy Duck IV*.



CLOUD NINE WINS ROUND THE ISLAND

Martyn Wheatley's pretty little 1979 built H-boat Cloud Nine was the magnificent winner of the millennium Hoya Round the Island Race Gold Roman Bowl, but the result has cost him his boat.

There were 1,587 starters in this epic event in which weather conditions again favoured smaller yachts – *Cloud Nine* was one of the smallest boats in the race.

There were only three on board her – Martyn, a Lymington architect, his son Magnus of Etchells distinction and John Elphinstone, whose concentration and trimming skills are well known.

Martyn commented that their best winning tactic was attention to detail, forward planning and full concentration for the whole of the nine hours. In addition, we had a decent breakfast ashore before the start, as we knew there would be no time for food and drink throughout the race.

Martyn described the 27ft *Cloud Nine* as a dream boat, extremely well mannered and very popular in the Baltic. Before the race he said to his son Magnus, "If we win, I will give you the boat!" – so now the boat belongs to Magnus



Sports Council Awards For Club Members

The club nominated three members, Nick Thompson, Nick Rogers for Sports Awards and Roger Wilson for a Services to Sport Award. There was competition for the awards and in the event there were two services to Sport awarded.

The list of Club winners is as follows:

Winner Senior National Level Award
Nick Rogers National Sailing 470

Winner Junior National Level Award
Nick Thompson European Optimist Champion

Runner up Junior National Level Award
Iain Watson Cadet Sailing

Award for Services to Sport
Roger Wilson Promotion of Youth Sailing

Certificates of Merit
Bethan Carden and Chris Carden Optimist Sailing



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SCOW RACING RESULTS

MONDAY EARLY SERIES

1st	Jane Pitt-Pitts	<i>Daffy Duck</i>
2nd	Carol Canning/Jane Clegg	<i>Imp</i>
3rd	Peter Burchell	<i>Nipper</i>

MONDAY LATE SERIES

1st	Jane Clegg/Carol Canning	<i>Imp</i>
2nd	Midori Claridge	<i>Panther</i>
3rd	Peter Burchell	<i>Nipper</i>

CLUB SUMMER REGATTA

WINNER OF THE LONDON PLATE

1st	Peter Barton
2nd	Ben Paton



The most amazing tea

Jonathan Rogers taught me a lot about sailing – he always said that the tea is the most important part of any sailing event! I wonder if this still held true in the Olympics for Nick?!

The tea that followed the Scow figure-eight race one recent beautiful afternoon certainly reminded me of it. The racing was, as usual, excellent and well organised, but I have to say that my abiding memory is of the tea afterwards. We were treated to a delicious English tea in the library. It was a memorable social event for all ages from eight to the unmentionable.

Sincere thanks to Jayne Burchell and the Scow class committee members and congratulations to Michael and the catering staff.

Carol Canning



This year the R LymYC ran the National Championships for the Lyminigton River Scow Class Association, an annual event shared by this Club and the Lyminigton Town Sailing Club. Twenty-two entries in these fun single or double handed boats included a number of the Club's famous names; Gordon Stredwick, a well known international umpire who was working at

the America's Cup in New Zealand earlier this year, Jane Pitt-Pitts, our Captain of Racing, and Jenny Wilson, Head of Wednesday Junior Sailing. The Association is very much the protégé of Roly Stafford, who retired from the Chair at the AGM on August 19th after three years' hard work for the Association, preceded by another three working to

establish Scows as an active group within the Club. The new chairman is Gordon Stredwick.

Amongst the winners, Gordon Stredwick and Ben Paton won their class last year; Simon Mason, age 8, was the youngest competitor.

Marilyn Holmes

CHAMPIONSHIP RESULTS

ADULT SINGLE HANDED

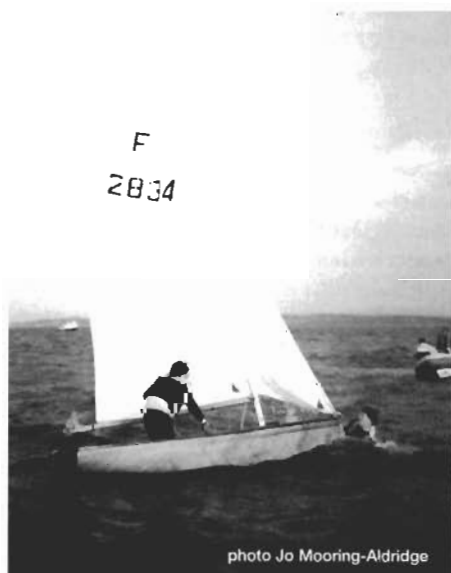
1st	John Claridge
2nd	Jane Pitt-Pitts
3rd	Gordon Stredwick

ADULT DOUBLE HANDED

1st	Lucy Collyer and Simon Collyer
2nd	Gill Barron and Peter Barton
3rd	Jenny Wilson and Pippa Wilson

JUNIORS

1st	Ben Paton and Robbie Claridge
2nd	Richard Mason and Simon Mason
3rd	Nick Thompson and Melanie Clegg



CLUB MEMBERS WIN EUROPEAN INTER CLUB TEAM RACING CHAMPIONSHIPS

European Inter-Club

In March visiting nations from Netherlands, Czechoslovakia, Switzerland, Ireland and Wales travelled to Spinnaker Sailing Club to join eight English teams in the first European team champs, organised informally to promote team racing internationally between the biannual World Championships.

Royal Lyminigton Yacht Club, represented by Peter Barton, Luke and Jamie McEwen, Rupert Stock, Emma Evans and Jo Sutcliffe, narrowly beat spinnaker Sailing Club in a tight final race to take the Gold Medal position with a commendable sixteen wins from twenty races.

Wilson Trophy

The same team but for the addition of Amanda Barron travelled north in May to compete at West Kirby on the Wirral for the Wilson Trophy, the British Open. By Sunday morning the team was strongly placed with six wins from eight races but their progress came to a grinding halt rather too literally when an umpire boat, trying to keep clear, opened up its engines and mounted Luke McEwen and Emma Evan's firefly. A lesson there for safety drivers! After six hours in casualty Emma emerged ready for Laser 4000 sailing the following weekend!

Peter Barton



As my three years as Commodore are fast coming to an end I look back to see what has happened in that time.

First and foremost I believe that we continue to be a happy and prosperous Club, with membership numbers close to an all-time high and yet more wishing to join. Our racers have excelled themselves, particularly in the Olympics, and our cruising members have enjoyed successful Summer meets and Winter lectures, the latter now being firmly established as a Wednesday evening social occasion; the

Juniors continue to show ever increasing enthusiasm and skill, and those who just enjoy pottering about in boats continue to potter happily.

We have made a number of small changes to the rules which reflect the ever changing circumstances within which we operate, and we have made an attempt to encourage younger members to continue with their membership when they come of age, although it will be some years before we find out whether we have succeeded.

An area in which we have not made progress is in the usage of the Club. Our combined bar and catering turnover for the year just ended is about the same as for the year to September 1995. Taking into account the increase in prices, due to higher supply costs and excise duties, it is apparent that our physical sales have fallen over the period by at least 25%. Why?

It is not apparent that members are spending less on eating out. The Fisherman's always seems full when the

Club is empty! Catering and the bar are already subsidised in that they do not carry any share of the Club's overhead costs and, as we seek to make only a very small margin of profit, our prices for food and drink must be considerably below those of nearby restaurants.

Why are members using the Club less and less? Is it that the quality of food is below that which they expect when they go out for a meal? Is it the ambience that is unattractive? Or is it something else? We need to know in order to deal with the problem and I would ask members for their comments so that we can try to correct the situation.

I have enjoyed my periods of office, both as Commodore and as Treasurer, and am most grateful to the Flag Officers, General Committee Members and the Staff for all the support they have given to me over the years.

Gordon Simpson

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Commodore

MAN OVERBOARD FATALITY FROM KEELBOAT

Narrative

Two men and a woman, students at the UK Sailing Academy in the Isle of Wight were sailing an Etchells 22 keelboat in the Solent. A 6m launch with two instructors on board was close by. It was May, the weather was good, the wind was force 3 to 4 and the water temperature was about +11°C. All was well, until the Etchell gybed unintentionally and knocked one of the two men overboard. The man was properly dressed, wearing full sailing waterproofs with a fleece underneath and a 150N life jacket. He was not injured when he fell overboard, but although fit and generally in good health, he weighed about 127kg (20stone).

The attendant launch with the two instructors on board came to the immediate assistance of the man overboard for what was assumed to be a straight forward recovery. The launch had a freeboard of 0.8m, and to the dismay of the instructors, they found they could not lift him out. At first the man was able to assist his would-be rescuers, but he soon tired. After about 4 minutes he became unconscious, and very soon stopped breathing.

The coastguard and the sailing academy were informed about what had happened, as one of the instructors went into the water to begin mouth to mouth resuscitation on the casualty.

A rescue helicopter was on the scene about 25 minutes later, and the casualty was airlifted to hospital on the Isle of Wight. However, despite continuous attempts to revive him, he was eventually pronounced dead. One of the academy's RIBs, which had responded to the emergency call, arrived five minutes after the helicopter.

The Lessons

1. The accident occurred despite every reasonable precaution being taken. The Sailing academy had given much thought about how to prevent accidents, and how to react should one occur. The man was sensibly dressed for keelboat sailing, and was wearing a lifejacket. A launch was close by with two instructors on board. And yet, despite all this, a man died.

Does this have implications for our Club launch?



Anyone studying this accident will realise that one thing had been overlooked. Recovering anyone from the water is always much more difficult than almost anyone ever realises, but in this instance, trying to lift someone weighing 20 stone is very nearly impossible without the manpower, the lifting purchase, or sufficiently low freeboard to achieve it. Freeboard in this instance can be achieved in a number of ways.

2. Cold shock, combined with the general trauma of having suffered a sudden accident, can occasionally cause death very quickly.

3. Losing a person overboard should always be considered a possibility whatever the craft being sailed, and whatever the weather conditions. There should be well rehearsed routines, and specific equipment to aid the recovery of any of the boat's occupants, whatever their size or disability.

4. Crew members of very large stature, or crew members otherwise restricted in their mobility and agility, are particularly vulnerable, especially in a performance sailing craft with low boom height. The particular risks should be thoroughly assessed before a voyage, and if necessary, extra precautions should be taken to cope with an emergency.

This extract is reproduced by courtesy of the Marine Accident Investigation Board



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Autumn Keelboat Regatta

The Club's Autumn Keelboat Regatta, sailed on the 22nd to 24th September, included three class championships.

- Contessa National Championships
- Etchells Lymington Championships (World Qualifier)
- Folkboat Southern Area Championships

These three championships were run from a committee boat with the principal race officer Jane Pitt-Pitts and assistant Stuart Jardine on board *Main Frame* kindly loaned and crewed by Geoff and Marilyn Holmes. In addition, from their Solent Platform, the Club ran races for IRC and Club handicap yachts and the X One Designs with Celia Driscoll as PRO. On Saturday, having set a course to Hamstead Ledge buoy for the Fleets, she was horrified to hear over her VHF with less than 4 minutes to go that the Trinity House vessel *Patricia* was lifting the buoy!



Blanco (above), hot favourite to win the Contessa nationals was beaten by *Trader Joe* helmed by Simon Collyer to take the title

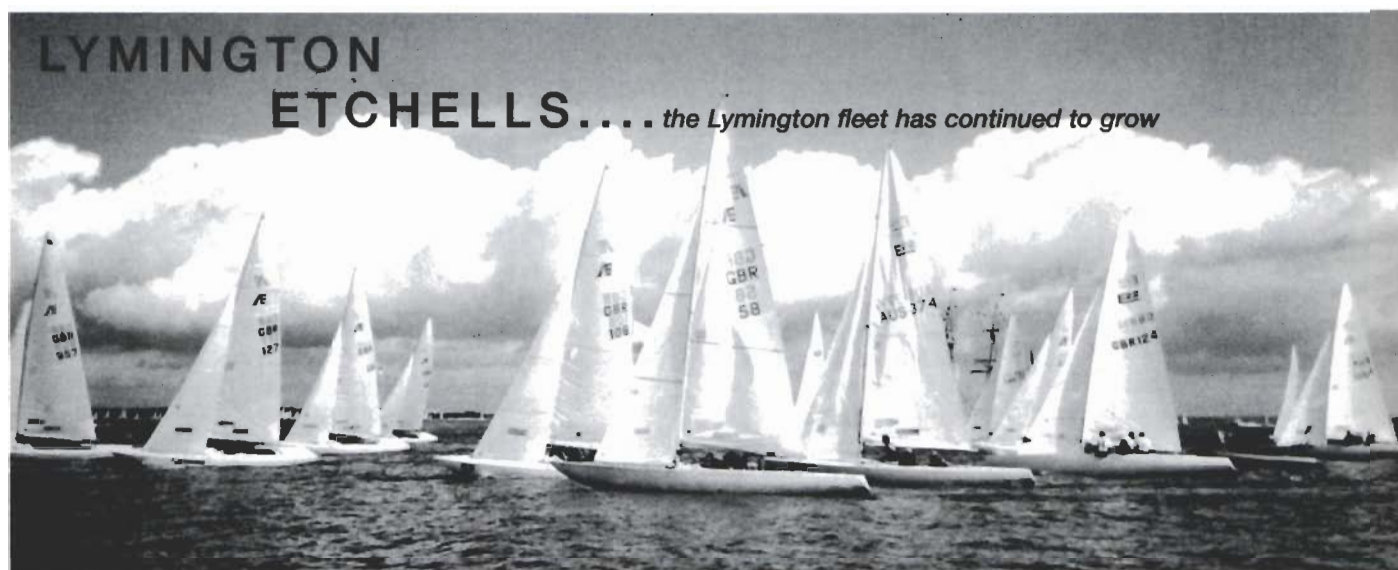
On Friday 22nd the Contessas started with a long race in winds of less than 12 knots making for a slow race. One of the favourites for the title *Blanco* did her chances no good by clocking an OCS in this no-discard event. Simon Collyer helming *Trader Joe* took advantage and clocked in a win.

Saturday saw two races for each of the

championship classes in winds starting at 15 knots from the SE and rising to 25 knots. Soon after this a further increase in the wind resulted in racing being abandoned for the remainder of the day. Paul Woodman (Etchells) and Tony Blatchford (Folkboats) had by this time already started to stamp their names on the winners' rostrum.

Sunday dawned bright and fresh, but early on the wind increased and the rain came. Nevertheless, with the wind out of the West, despite big shifts, it was relatively easy for the Committee to lay good windward-leeward courses. The Contessas opted for a longer single race and the Folkboats for two and the Etchells three races. All went off without a hitch.

The final outcome left Simon Collyer as winner of the Contessa Nationals, Paul Woodman winning the Etchells and Tony Blatchford the Folkboat Southern Area Champion.



The Lymington fleet has continued to grow with there now being 18 Etchells registered, including 3 brand new boats this year. These include a new *Fuzzy Duck* for Chris Proudlove, Malcolm Ford and Paul Woodman, a new addition to the fleet *Irrational Exuberance* owned by Harald Orneberg and Nigel King and finally, *Escape* owned by Ray Mitchell, Magnus Wheatley and James Brammer. At the moment, Ray is still the proud owner of 2 Etchells! If anyone is interested, Ray's old boat (which isn't actually that old!) is up for grabs and would make a 19th boat in the fleet. Lymington has enjoyed particular success this year with Paul, Chris and Malcolm winning the Nationals and Barry Dunning, James Rock and Charlie Roberts finishing a very creditable 4th overall.

Cowes Week saw 9 Etchells from Lymington taking part with *Fuzzy Duck IV* finishing 3rd overall. There was a very close contest between 5 of the Lymington boats with Roc (Colin Rowley) 9th overall, *Ghost* (Ray in old boat) 10th, Number 6 *Venom* (Charlie Wallrock and Peter Jenkins) 13th. David Wansbrough sailing *Éclair* finished 22nd in this competitive fleet of over 40 entries. Perhaps it was a Cowes Week that Bill may want to forget or, at least, one race in particular when his chartered Etchells wasn't able to avoid it's owner, Eddie Warwick who was in his new *Etchells 007*!!

At the end of August *Escape* and *Irrational Exuberance* made the trip to Lake Garda in Italy for the European Championships, for some wonderful sailing with breathtaking

scenery and, no doubt, fine food and wine.

The Club has just hosted the Lymington Etchells Championships, which was the first in the series of qualifiers for next year's World Championships and saw an impressive turnout of 11boats. *Fuzzy Duck IV*, *Escape* and *Katchem* took the podium positions.

Preparations are well under way for next year's world Championships, which are being held by the Club with racing in Christchurch Bay, from Sunday 26th August to Saturday 1st September 2001. If any members are able to offer their assistance in any way, please contact either Stephen or Melanie in the Office. To run an event like this, where 60-70 entries are expected, a lot of help is needed.

Paul Woodman Fleet Captain



November 2000

Information Sheet

With this information sheet you should have received:

- Pottership Autumn 2000 edition
- A letter from the Commodore about the Staff Fund, with a contribution slip
- A list of amendments and additions to the Winter Programme

STAFF FUND

Enclosed is a letter from the Commodore regarding the Staff Fund, which is shared by around 30 employees at Christmas time. A contribution slip is included with the letter.

MEMBERSHIP CARDS

We no longer issue membership cards annually so you should keep the one which you have. If it is lost or it becomes damaged, please let the office know and we will transfer your account balance to a temporary card whilst a replacement is obtained. When the new cards were purchased, their expected life was about three years. Some are proving less robust than expected. The card will also give you access to the building at times when the card access system is in use. Consequently, there is now no charge for the replacement of a lost or damaged card.

CLUB CLOTHING AND REGALIA

Members are reminded that a wide range of club clothing, burgees, defaced ensigns and other regalia is currently available from Reception, and jolly good Christmas presents they make. Given the vagaries of the post we prefer members to order and pay for such items in person. However, if posting is the only practicable alternative we have to make a charge for postage. We will also have shortly Club Christmas cards to a new design featuring a scene of the pontoon by Rachel Long.

MEMBERS' ART EXHIBITION

The Members' Art Exhibition raised £984.15 for the RNLI, including the amount collected in the boxes. Many thanks to all who contributed by helping, exhibiting work, purchasing items or viewing the exhibition. Especial thanks are due to Christina Young and her helpers for all the effort that went into organising the exhibition.

SAILING ACHIEVEMENTS

Many members have been successful at local, national and international level in boats ranging from the smallest dinghies to large racing and cruiser racing yachts. In particular, the overview of the season in the last issue had

one major omission for which I was responsible and apologise: Paul Woodman, Christopher Proudlove and Malcolm Ford in *Fuzzy Duck IV* are Etchells National and British Open Champions. Since then, of course, Nick Rogers came so close (1 point) to a Bronze Medal in the Sydney Olympic Regatta, and new member Ben Ainslie won Gold in the Laser Class. Very many congratulations to all. Please continue to let us know of racing and cruising achievements, especially the former which take place away from Lymington. Good stories, especially with action photographs, can often be found a place in Pottership. Other successes can be posted on the board, not least for the encouragement of us all. Please let Melanie in the Office have the results of events in which you have been successful.

MEMBERS' VIEWS

We welcome letters from members on the Club and its activities and facilities, especially as the Strategy Sub-Committee and General Committee are now seeking to plan up to five years ahead. In particular, Members who attend the *Annual Sailing and Club Review on 4 November* will hear of the work that is being done on looking at the possibility of improving the layout of the Clubhouse.

DINGHY PARKING

We continue to take prompt and vigorous action over dinghies which are left without authority in the dinghy park. Please help us by displaying your sticker on boats which are legally parked, and remove those boats which are not. If you wish to leave a dinghy for which you do not have a permit, even for a short period, please contact Melanie in the office first. All dinghies should be removed from the dinghy parks by 31 December, to allow maintenance to be undertaken.

Helpers: If you have yet to return your pink *Helpers* slip (Jan mailing), please do so as soon as possible.

CATERING

On Winter evenings, especially during the early part of the week, many of us are inclined to stay at home rather than venture out. However, the Dining Room at the Club remains open other than on Sunday evenings, with the River Room for those who prefer to be more informally dressed. A full menu is available in both areas, and Michael and his team are happy to produce an individual meal for a special occasion, given sufficient notice. The side of the car park nearest the Clubhouse is now well lit so as to allay any concerns about the darkness at this end of town on winter evenings. Prices compare favourably with commercial establishments, and the location is second to none. Following the success of the Summer Sizzler, Michael and his staff are now offering the special Winter Warmer menu: a leaflet is included in the mailing.

BRIDGE

Bridge Evenings with Supper are now held on the first Monday evening of each month during the Winter. Please book on the list on the notice board.

WINTER SOCIAL EVENTS

- 16 November French Evening
Tickets from the Office £13.50 include half bottle of Beaujolais Nouveau.
- 18 November Annual Dinner with speaker Clive Martin, Club Member and (as I write) Lord Mayor of London. Tickets £27.50 to include red and white wine and port.
- 25 November Game Supper
- 2 December Steak Supper
- 9 December Curry Supper
- 13 December Turkey Christmas Dinner.
Black Tie. Available from 16 November from 0930. Members only. A waiting list will be kept for guests.
- 16 December Traditional Steak and Kidney Pudding Supper after the Needles Relief Meet and Race. Book with Caterer
- 20 December Goose Christmas Dinner.
Black Tie. Available from 23 November from 0930. Members only. A waiting list will be kept for guests.
- 31 December New Years Eve Party in traditional Club style.
- 1 January Hair of the Dog Brunch:
A family event to start the New Year: details will be posted on the board in due course.
- 6 January Jazz with Bangers Supper
- 13 January Chinese Supper

CHRISTMAS AND NEW YEAR OPENING

Opening hours for the Clubhouse, Office, Bar and Restaurant over Christmas and New Year are:

- Evening Meals Closed 23 December -
Reopen 3 January 2000
- Lunches Closed Christmas Day and Boxing Day.
Family Hair of the Dog Brunch on 1 January.
Details will be posted on the Board

Bar and Clubhouse Closed Evenings of Christmas Eve, New Year's Eve (except NYE function) and Evening 1 January 2000 and throughout Christmas Day and Boxing Day.

The Office will be closed on Christmas Day, Boxing Day, and New Year's Day, and open from 1000-1400 on Christmas Eve and 27-31 December.

THE LONDON BOAT SHOW

The trip to the London Boat Show is arranged for Tuesday 9 January 2001. See the board for details nearer the date.

HAPPY HOUR

Happy Hour prices will apply 1730-1900 on Thursdays through to the Thursday before keel boat racing starts (19 April 2001). Happy Hour will begin again on the first Thursday in September. On Thursday evenings we serve

informal suppers in the more relaxed style of Thursday racing evenings. Please note that on Winter Sunday evenings until 18 March 2001 inclusive the Bar does not open, and the Clubhouse (including changing facilities) closes at 1700.

NEEDLES RELIEF

The Needles Relief takes place on 16 December. Those taking part in the Meet or Dash pay an entry fee as a contribution to the Christmas gifts to the emergency and other maritime services. To enable other Members who may wish to do so to contribute to these gifts, there will be collection tins in the Bar.

SEASON'S GREETINGS

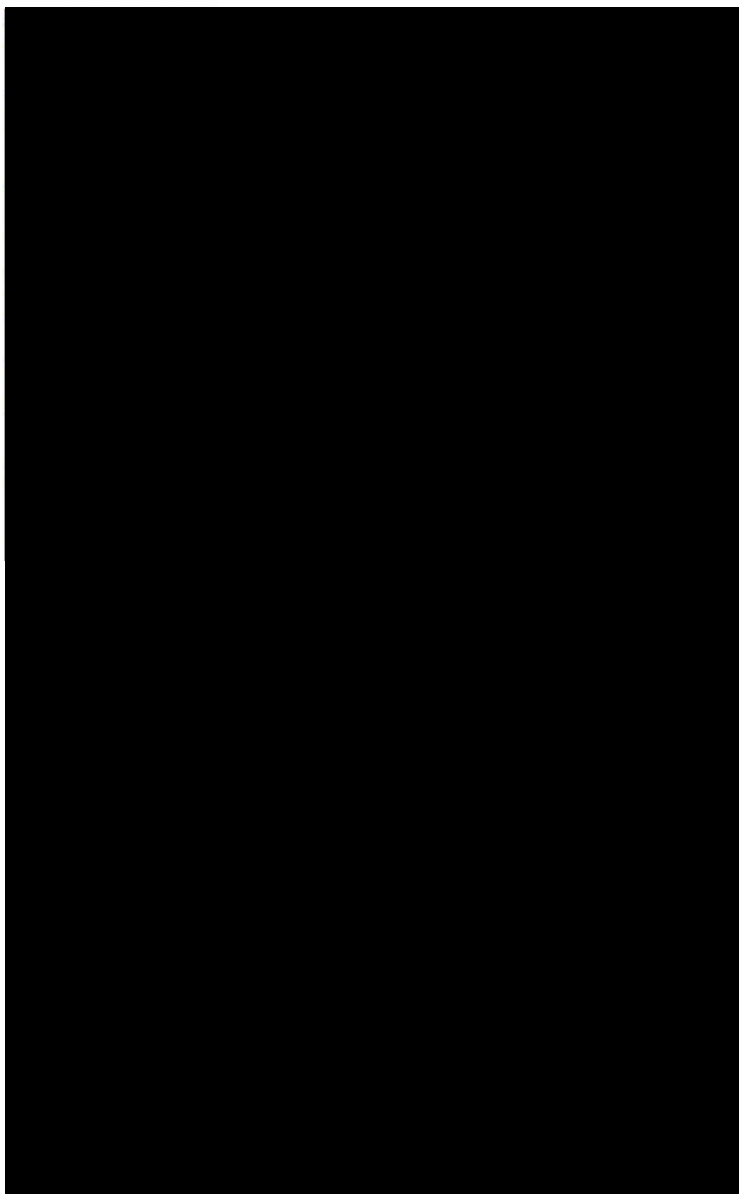
Finally the Staff wish all Members a Happy Christmas and Fair Winds in 2001.

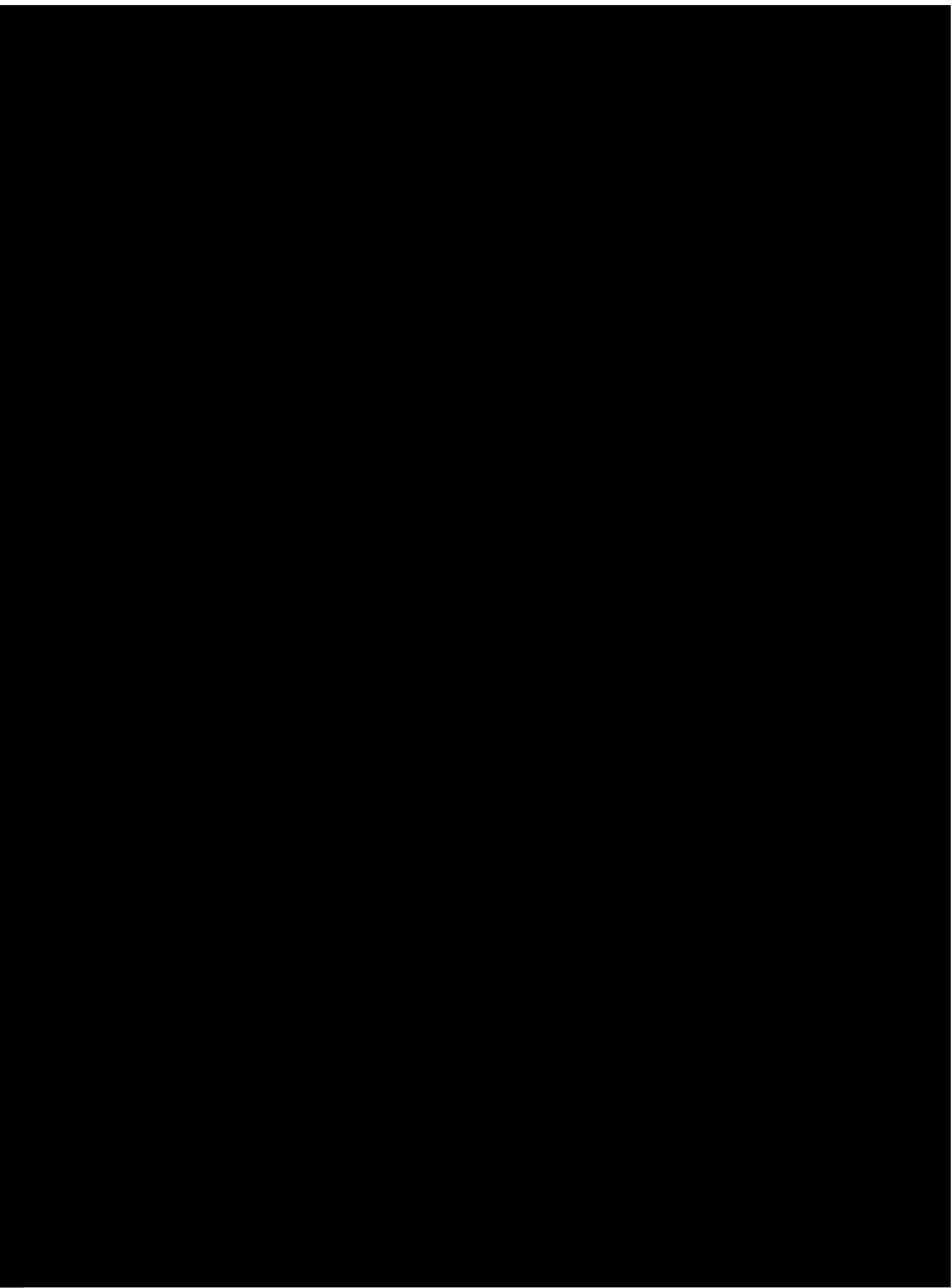
IAN GAWN

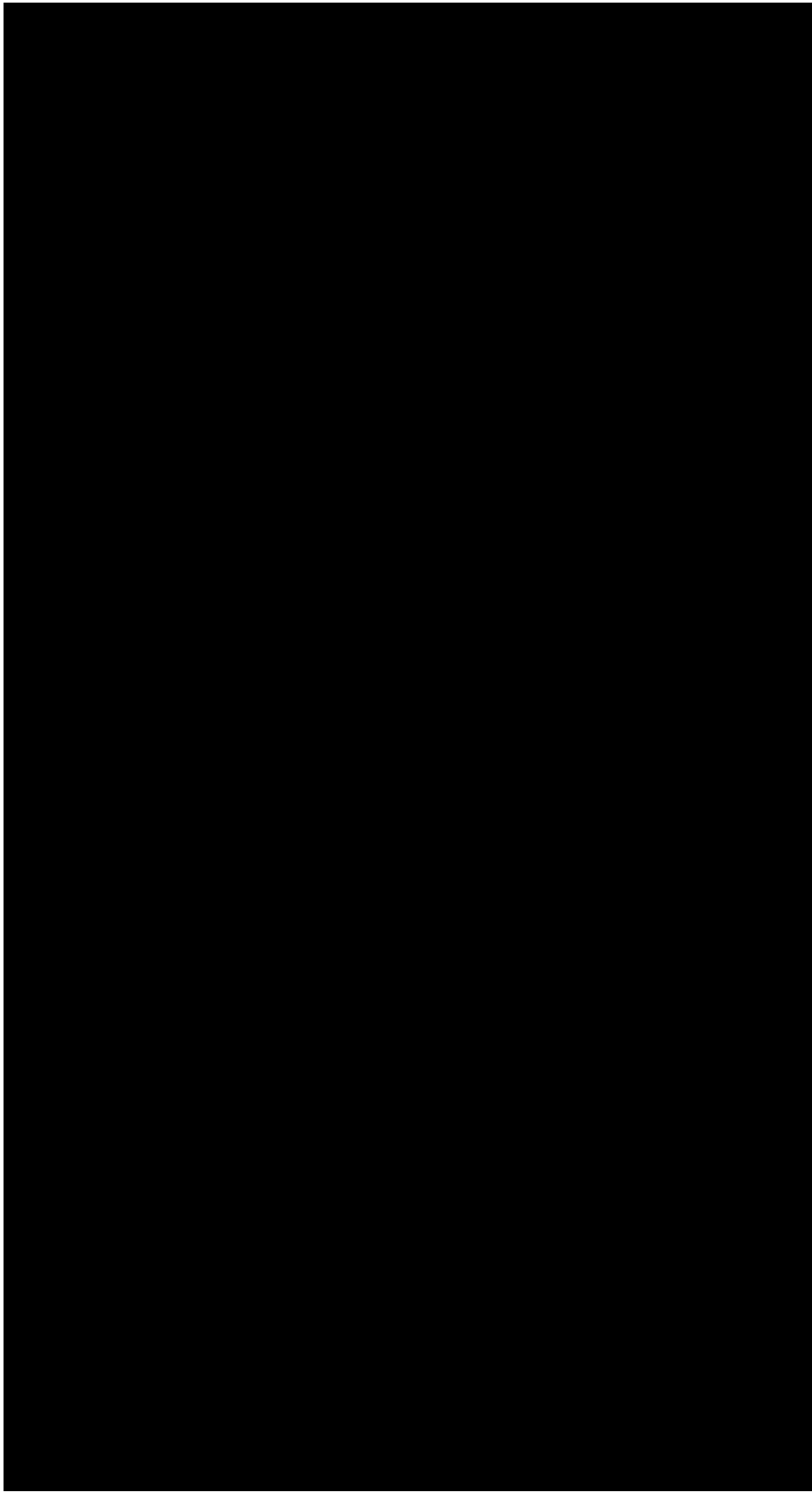
Secretary November 2000

NEW MEMBERS

We welcome the following Members who have joined the Club since 1 March 2000:









FOLKBOATS

The Folkboat mix of quality one-design racing, friendly competition, team racing and a range of social events, has attracted many newcomers to the class, including John Bence. Rear Commodore Sailing and his brand new Folkboat, *Box Clever*. John was certainly very clever when he bought the show boat at the Southampton Boat Show, before the show had actually opened!!

Two new champions

This year we have two new champions; John Stork, in *Cloud Cuckoo*, won the National title at the hotly contested championships, which saw seven different winners in the ten race event. Tony Blachford demonstrated tactics and skill in securing his new title as Southern Champion with two firsts and a second in his speed machine *Straleende*.

International team racing

During the last bank holiday weekend, owners generously donated their boats for the Walcon Cup international team racing sailed at Yarmouth under the race officering of Jane Pitt Pitts and umpiring of John Doerr who ran this successful event. The three British teams demonstrated excellent team racing skills with John Tufnall's team placed second.

Superb race management

Special mentions must go to Jane Pitt Pitts, John Doerr, Ken Kershaw and their teams for volunteering their own time to run the Walcon Cup and the Nationals. Please keep up the good work, it is very much appreciated and without it there would be no racing. A vote of thanks also to John Tufnall, Tony Blachford, Debbie Brown and Rachel Nuding for all the hard work they have put in over the year in raising the profile of the class and ensuring an attractive, successful programme on and off the water.

Off the water the class has enjoyed a

KEELBOAT CLUB RACING RESULTS

The Keelboat Spring Series saw the season off to a good start with the seven race event attracting 46 entries in 6 classes. Finishing at the May 1 Bank Holiday weekend, no races were lost, and the weather was kind, and conducive to some excellent and close racing and with our Members doing well in all classes.

First Place Results (X boat results in next issue after their prize giving)

Spring Series

Class 1	Jacobite	Stephen James (3rd Box Clever John Bence!!)
Class 2	Flying Boat	Stuart Duffin
Class 3	Wildcat	Andy Ash-Vie
Etchells	Ghost	Ray Mitchell
Sportsboats	Jelly Baby	William Newton
Folkboats	Celia Mary	Edward Donald

Thursday Evening

Class 1	Simple	Barry Dunning
Class 2	Aquabat	Tony Pritchard
Class 3	Music Maker	Barry Dutton
Class 4	Derision	Dominic May
Folkboats	Stralande	Tony Blachford

Early Series

Barry Dunning
Tony Pritchard
Barry Dutton
Dominic May
Tony Blachford

Late Series

Ortac	Adrian Clark
Wildcat	Andy AshVie
Absolution	Mayer/Melanaphy
Simba	Chris Harridge
Stralande	Tony Blachford

Later in the season we have not enjoyed the best of weather, but few organised events have been lost, other than two days of the Summer Regatta.

Summer Regatta Results

Class 1	Simplicity	Rory Williams
Class 2	Crackerjack	Stuart Watson
Class 3	Absolution	Mayer/Melanaphy
Class 4	XL	Derf Paton
Folkboats	Prelude	Dirk Kalis/Nick Ryley

Autumn Regatta Results

Crackerjack	Stuart Newton
Kandoo	Crauford McKeon
Absolution	Mayer/Melanaphy
Xray	Robin Balme

John Bence
Rear Commodore Sailing

number of social events throughout the year, including barbecues kindly hosted by Tony Blachford and Debbie Brown and more recently the prize giving dinner at the club.

Even better next year

Rumour has it there will be a new style Autumn Series for the class running from September until the end of October and the possibility of a British team racing event. With some 30 Folkboats now in and around Lymington we should have an exciting season in 2001. We have our own class start on Thursday evenings and Saturdays with regular fleet sizes reaching double figures.

If this has whet your appetite for Folkboats – contact the class captain, Debbie Brown on 01590 676435.

Sarah Reed





Club development plans announced at the Annual Sailing and Club Review on 4 November

We have been working on the Club development plans outlined and initial talks have been held with the concept architect, Ken Freivokh and his team, based on the ideas and wish lists submitted by members and activity groups.

The final proposals could range between doing nothing and a total rebuild, but in practical terms the first stage is to see how the existing envelope of the building could be used to best advantage. Certainly

there is a lot of wasted or ineffectively used floor space in the present layout of the building. When we are satisfied that we can make best use of the existing building we will be in a position, if necessary, to consider more expensive possibilities. Inevitably, likely costs and the raising of finance play a dominant role in any decisions the Membership are finally invited to make. We hope to have some conceptual plans ready for the Annual Sailing and Club Review on 4 November, and it is hoped that as many members as possible will attend and express their views.

Members' participation in the manning and running of events is essential

The main sailing season for this year is regrettably coming to a close. It has been a full year ranging through many activities, interests and events. Organising such a programme demands much commitment and effort from both Members and staff. This year has seen our resources in both manpower and finances stretched very close to the limit and, if the Club is to continue at the same level of activity, Members' participation in the manning and running of events is essential. Office and administrative staff are fully stretched and, whilst the Secretary is examining ways and means of providing more capacity, greater and more effective support from Members would do much to reduce the strain. I am sure that there are many who are willing to give support but feel that they have little to contribute. We are working on ways to get over better to Members the opportunities that are open, and the ways in which you can improve your expertise in your areas of interest. The Club is fortunate to have a wide range of sailing activities which provide for all tastes. However, this means that we must ensure that all interests are fairly represented and catered for and emphasises the need for Members' support from all quarters.



150th Anniversary America's Cup Jubilee

In August next year Cowes will be hosting the 150th Anniversary America's Cup Jubilee Regatta, the largest gathering of America's Cup yachts in the event's history. All clubs are being invited to support the Regatta and have been offered a lecture on the event. We have asked the organisers to give a presentation here following which

a decision will be made on the extent to which the Club will become involved. As soon as a date is agreed, we will let Members know. We hope that as many members as possible will attend and then give us their views.

Andrew Tyrell Vice Commodore

photo Brian Hawkins



On May 27 two remarkable Club Members were married, combining their considerable sailing experience - and literary expertise. Maggie Hines, Puspa, and Mike Thoyts, who completed a circumnavigation in *Kinsa* last spring, have both won the Club's Cadiz and Senior Bronslow Cups for their logs of various epic journeys. This cake signified their intention to continue to sail both boats, but together.

John Bence, Rear Commodore Sailing, has already paid handsome tribute to the hard working volunteers who act as helpers, race officers, RIB drivers, etc, or who lend committee boats, motherships and other support craft.

The other group of people without whom none of the Clubs activities would run are the staff. Whether it is the cooks and support staff in the kitchen or stewards in the bar, the boatmen preparing race equipment and then helping lay marks and performing other on the water tasks the cleaners who have to face the changing rooms after a regatta, all have their

Quarterdeck notes



important part to play. In the office the staff work closely with the event co-ordinators to find volunteers, tease sailing instructions from the principal race officer and at the same time provide a service to the members who are not involved in the particular event of the day. I like to think, I hope correctly, that team-work between paid staff and member volunteers is pretty good, and I know that staff greatly appreciate the generosity of members who contribute to the Staff Fund, especially at Christmas.

The staff are committed to supporting the varied activities and interests of members as even-handedly as can be achieved. Nevertheless, occasionally the needs of another member or section may mean a short wait for service, be it for a ticket at reception or collection from a racing boat, but we are doing our best. But please do remember that the staff have families and other responsibilities and interests away from the Club, are entitled to their weekends and holidays and, particularly at the end of the season, they may just want to sleep!

I do hope that you have all enjoyed the 2000 season, that your winter maintenance goes according to plan and that you have a trouble-free launch next year. In the meantime we hope to see as many of you as possible at the various social events throughout the Winter.

Ian Gawn Secretary

RACE OFFICERS

Due to a heavy racing schedule we are always looking for helpers on the race teams. The schedule includes Monday evening dinghy racing, Thursday evening keelboats and many open events and regattas throughout the year.



During the winter there will be a series of talks to teach the basics of flag flying, timing, recording and course laying leading to the Club Race Officers Certificate.

So, why not come along and have some fun whilst helping to run club racing. Give your name into the office and you will be contacted before the talks commence.

ARE YOU A WINNER OFF THE WATER?

Each month, a discreet notice appears on the Club notice board advising members that amongst their fellows are some lucky people who have won £50, £75, £100 or even £200 in the monthly Club Lottery. Apart from the obvious pleasure for the lucky winners, the Club also wins. Over the years, the Club has been able to acquire items of benefit to the membership generally, but which fall outside the normal run of Club expenditure. Examples include the sound system, the weather/tide display, the projector and stand used for lectures and training, and most recently, the large binoculars in the bar.

In recent years the number of members buying a monthly ticket (50p a ticket, minimum of 4 tickets a month) collected by standing order has been reducing, with the consequence that the Lottery Fund is less able to support the Club with 'nice to have items of equipment'. The Office holds standing order forms; so if you fancy a flutter whilst helping your Club, do please ask for a form.

The Finance Sub-Committee Promoters of the Lottery

Lymington Sailability

Lymington Sailability was formed in 1996 by a group of local disabled with a love of sailing but who, because of their physical limitations, are unable to sail conventional boats. We have raised sufficient money to purchase four single seater trimarans, which are specially designed for disabled use. We also have a hoist to lift our paraplegic sailors from pontoon to boat.

This year our acquisitions include a 4m R.I.B. and a revolutionary Pioneer Multi, which can take wheelchairs on the water. Our Drascombe Lugger, which can seat six, we use as a training vessel and is enjoyed by an ever increasing numbers of members.

We would ask Club members, if they have a family member who might be disabled and who would like to try us out to contact the undersigned.

David Fenchell



photo Jo McCafferty-Aldridge

Dee McCafferty appointed Club Publicity Officer

The General Committee, on the recommendation of the Sailing Committee, has appointed Dee McCafferty as the Club's Hon Publicity Officer. This is a new appointment, which recognises the important part that the Club plays in sailing, and especially racing, at local, national and international levels. Dee's main tasks will be to help increase the level of participation in Club events both by members and by visiting sailors. Her role will include promoting future events, seeking publication of results in the local and national press, liaising with local and national press and TV, and especially with the specialist yachting press.

Dee McCafferty is the Club's Hon Publicity Officer. Contact Dee through the Club office or e-mail. dieselnz@yahoo.com



Dee has been sailing since the age of eight when the family had an Optimist dinghy whilst living in Nigeria. Back in the UK, Dee sailed at the Salterns Sailing Club, becoming Commodore. She has crewed in Cadets and helmed 420s with this Club. Dee sailed Laser IIs at university, where she took a degree in International Politics. Also Commodore of the Sailing Club there for a year, she represented Wales in University Team Racing in Laser IIs. She now sails in Sportsboats, but up front on the bow for a change!

Members with interesting stories, or news of success in any branch of sailing can contact Dee through the Club office or by e-mail. dieselnz@yahoo.com

Left: Richard Smith coming ashore in Sailabilities' Windrider and below: the Pioneer Multi which can take wheelchairs on the water





The Spring Meet was chosen to coincide with the Tall Ships

Welcome back to all those who have been on cruises this summer, hopefully proudly flying the R Lymington Y C burgee (at the mast head!) This may be a good time for me to remind you to submit your logs for the Log competition. Winners are to be announced and presented at the Cruising Dinner in February.

Thanks must go to my team, the Cruising Sub Committee and in particular Frank O'Connell for organising yet another series of talks for our winter programme open to all Club Members.

This year talks will include, Crossing the Atlantic, Marine Accidents, Returning from Antarctica, Life on Board a BP Tanker and Birds of Coast and Ocean, not forgetting, of course, the Anderson Memorial Lecture and the RYA Seminar. Meets are well supported but success does bring with it difficulties. My Meet organisers are finding it more difficult to find venues capable of taking 25-30 boats and 70-80 people for dinner without going to the same place each year.

This year's venue for the Spring Meet was chosen to coincide with the Tall Ships gathering in Southampton.

Again the Autumn Meet was a sell-out. The Royal Southampton (Gins Farm) looked after us well, even though we again stretched their resources, and we are still endeavouring to get a quart into a pint pot. Members, definitely must book moorings and meals, not just turn up!! Please check with the event organiser, whose name is posted on the cruising board.

The Needles Charity and Dash, ex Needles Relief will be on the 14th December. This event is solely a charitable event to raise money for gifts, so that we may show our appreciation to the professionals that have kept a weather eye on us during the year. I do hope you will be able to support this event.

John Bailey
Captain of Cruising

CLUB MEET AT ST VAAST

Great enjoyment was had by everyone experiencing the traditional bon amie from the Club Nautique.

Top: Cocktail party on *Chatterbox* hosted by John Bence. Centre: Drinks in the garden and dinner at Hôtel de France Restaurant des Fuschias. Bottom: the club cruising sailors at St Vaast



ANCHORING MEET FOR SPRING 2001

Next spring the cruising committee will be organising an informal anchoring meet at a venue, which will be arranged a few days prior to the event.

This will take place in early to mid May and the details will be announced nearer the time.

All crews who attend will be invited to drinks and supper on designated boats on the Saturday evening.

COMMUNICATIONS



...some truly informal and minimal meets!! Here is Castaway (and Carol) anchored in British Virgin Islands

For next season a list will be posted on the board for members to put down (if they wish) where they hope to cruise and when.

It is hoped that members will be encouraged to try calling on VHF or SSB at set times and frequencies which will be arranged at the start of the season.

This in turn could lead to some truly informal and minimal meets!

George Tinley

STOP PRESS

Varvassi Wreck

Peter Bruce our SCRA counsellor, the organisation that quietly and efficiently looks after the yachtsmen's interests in the Solent, reports that plans are at last afoot to permanently mark the Varvassi wrecked in 1947. The dangerous remnants of this wreck lie 100 metres off the Needles, just where small craft turn on their way in and out of the Solent. The hazard consists of two boilers, a steam reciprocating engine and a stern section, which have brought disaster to dozens of vessels over the years. The Crown Estate Commissioners have undertaken to drive a pile to the west of the wreck before next summer.

OWL WINS

ROUND THE ISLAND CLASS II

AND

HUMPHREYS ONE DESIGN 35 CLASS AT COWES

Two Club boats, Peter Bruce's new *Owl* and her famous and highly successful sister ship *Zarafa* owned by Jaques Delacave and helmed by Peter Scholfield enjoyed tremendously exciting duels in the Round the Island race and during Cowes Week.

During the battle royal in the Round the Island race it was *Zarafa* that gained an early lead but *Owl* overtook her at the Needles and, after close racing, *Owl* went on to win the 52 strong Class II overall.

The two Humphreys One Design 35s met again in Cowes Week and once again *Zaraffa* won the early races. After more gripping duels both yachts were lying equal on Thursday with three wins each. Only on the last leg of the final race did *Owl* overtake *Zaraffa* to win the race and the class overall. It was the seventh time Peter Bruce has won his class in Cowes Week.



photo by Beken of Cowes

INTERNATIONAL J24 UK NATIONAL TITLE RETAINED



pictures by Eddie Mays

After a successful season, placed first at Spi Ouest -La Trinité (France), first at the Southern Area Championships (Hamble) and first at the Welsh Championships (Cardiff); Royal Lymington members Stuart and Ado Jardine together with Christian Brewer retained the British J24 Class National title. A fleet of forty-one yachts raced in Weymouth Bay, from 7th-10th September, for the National Title. They were assisted by Stuart's son Mark on the foredeck and Tacktick compass expert, James Hewitt. In a seven race series in winds varying from fresh south-westerly to a light easterly the R LymYC team in *Strouché* won four races and were placed third, twice; to win the championship with a race to spare. This follows their third place overall in the European championship, sailed in Travemunde in north Germany, at the end of July. The European title was won by the current class world champion from Italy, Vasco Vescotti.



WEDNESDAY SAILING AT WORK



A very busy season for Wednesday Junior Sailing has just drawn to a close. In the height of summer as many as 150 children have been on the water during the course of the afternoon. It has kept the instructors very busy although we always find time for tea and doughnuts!

The onshore team have done a wonderful

job as usual sorting out paperwork, fitting buoyancy aids, ministering to the wounded sailors' and dispensing refreshments.

Nothing would happen without the safety boats on the water to guard the sailors – Tony Mount and his team have done a grand job.

Three members of the team have celebrated their 80th birthday this year. Ruth Evans who has done so much over the past 15 years by way of maintenance and repairs, Pat Longbotham as dispenser in chief of tea and doughnuts and Annie Littlejohn a valuable member of the onshore team.

Sadly Jane Clegg is leaving the team after 9 years of running the Wednesday Junior Sailing (WJS) office. We will miss her greatly and hope that she will find time to come back and see us now and then.

Anyone keen to help us in any way on or off the water can contact Jenny Wilson Head of WJS via her pigeon – hole outside the Club Office or on 01590 679877

Hope to see you next year.

Jenny Wilson
Head of Wednesday Junior Sailing



British Sailing Team

The British Sailing Team was picked after four indicator series. Firstly the Inland National Championships at Rutland Water, with Catherine Putt and Robyn Stock taking second place. Pippa Wilson and Charlie Hatfield in third place and Iain Watson and Paul Ellis in fourth. At Parkstone, Pippa and Charlie took first, while at Lymington and Weymouth Iain and Paul were triumphant. Other Lymington boats were well in the running and watch out for them in future issues. Four Club crews were selected for the National Team for the World Championships.

Paul Putt

Cadet Nationals

The National Championships was the cadet's next big event, with eleven boats going from Lymington. In the A Fleet Iain Watson and Paul Ellis were eighth, followed by David Putt and Richard Bye in eleventh. The other Lymington boats were placed 25, 26, 36, 48 and 58th. In the B Fleet Pippa Wilson and Charlie Hatfield

ANOTHER SUCCESSFUL YEAR FOR THE LYMINGTON CADETS



came first with almost straight firsts. Lymington's Tom Corfield and James Berry came 25th, which was a great result in the tough fleet. In the C fleet, there were two Lymington boats, with Poppy and Jasmine Husband finishing third followed by Chris Carden and Richard Mason in fourth. This was a great result for them both because it was their first year helming

Paul Putt

World Championships Pippa Wilson placed 4th writes:

Arriving in Gdynia, Poland on the 19th August ready for the challenging few

weeks ahead, with three boats out of the seven in the team from our home territory, Lymington; we settled in to a week of training. Start lines were a different game entirely to national events, some of us took to this well, others had more of a battle. Light breezes, were unpredictably shifty and very hard work; an unlucky start was hard to recover from, but those who got off well showed Great Britain proud!

Charlie Hatfield and I started the week in harmony, with 1st in the first race; this set us up well for the championship ahead and I ended the event in 4th place overall after some unlucky races towards the end. Even though we couldn't all win, the rest of the team supported those in the winning positions, sometimes at their own expense, showing true team spirit and proving we are the best in the world, both individually and together.

14th were Iain Watson and Paul Ellis, and 27th Catherine Putt and Robyn Stock (second best female team).

1st in the Challenger Fleet David Putt and Richard Bye.



Pippa Wilson and Charlie Hatfield



David Putt and Richard Bye champions of the promotional regatta





The season started with an excellent winter training programme running from late February through to April. On average 18 to 20 keen sailors (and parents) braved the cold each Sunday for a full day of training with invited, experienced coaches who helped prepare our young sailors for the season ahead.

This year, we have had Nick Thompson in the National squad and Bethan Carden, Richard Mason and Melanie Clegg in the intermediates. The main Selections series this year was won convincingly by Nick Thompson with 66 points clear of second place. There were 80 sailors with 6 from Lymington all putting up a strong performance.

Datchet

In May, the first of the major events was at Datchet for the Inlands with some 200 entries in the main fleet and 50 in the Silver. Lymington sported no less than 16 sailors at the event with Nick Thompson 2nd overall, Richard Mason as top Junior,

Chris Carden 16th and Robbie Claridge 22nd. In the Silver fleet, Peter Treviss-Bell was our top entry with a 13th overall.

Yachtmail R LymYC 2000 Optimist Open Meeting

In June, the Club held a very successful Open meeting over 2 days in early June. A total of 97 sailors entered to give a superb weekend of sailing. Of particular note was our most generous sponsor "Yachtmail of Lymington" who ensured that every competitor left with more than a handful of goodies and momento's of the event. The Open Event was won by our own Richard Mason, with Robbie Claridge 3rd and Ben Paton 5th.

Europeans

Nick Thompson flew the Lymington flag at the Europeans, Lake Garda. He had an excellent start but with the wind going very light, finished 70th from Europe's top 180 sailors.

As defending European Champion and

winner of the selection series Nick Thompson became the first British sailor to attend both the European and the World Championships in the same year. Unfortunately since last year he has grown 4" and weighs an additional 10kg, making him uncompetitive in the ultra light conditions prevailing at Lake Garda and La Corrunna.

Nationals

The Nationals, this year in Plymouth, saw 19 Lymington sailors battling it out for 6 days in Plymouth Sound. Richard Mason was crowned Junior National Champion. Others to note, Chris Carden 8th Senior, Robbie Claridge 10th Junior, Oren Richards 15th, and Chris Sanders, Sophie Weguelin and Robyn Stock, 20th, 21st & 22nd Juniors respectively. In the silver fleet, Maria Claridge was top Lymington boat in 22nd place out of over 50 boats.

Derwent Reservoir

At the time of writing, our young Oppie sailors are preparing for the last major event of the year, way up in the North East on Derwent Reservoir. This is the decider event of the year which determines the final national rankings and hence the selection of National and Intermediate squads for 2001. On current standings we are hopeful for at least 7 in the various squads next year.

David Minors
Head of Optimists

