



Pottership

THE ROYAL LYWINGTON YACHT CLUB MAGAZINE



New Clubhouse?

Changing Faces

Racing 2001



Photo: Jo Mooring Aldridge

ANDREW TYRRELL ELECTED COMMODORE

Andrew Tyrrell was elected at the AGM to succeed Gordon Simpson as our Commodore for the next three years. Aged 74, Andrew is a founder member, past Vice President and Fellow of the Royal Institute of Navigation. He carried out his pre-sea training in HMS Conway, and went on to qualify as an Extra Master Mariner. He was a professional seaman and navigator, both in the Merchant Navy, where he attained command, and the RNR. He went on to become a Director of the Union Castle Mail Steamship Company, and subsequently a director of P&O Cruises. He is now retired.

Andrew was a member of the original Separation of Traffic at Sea Working Party, a member of the Board of Trade Collision Regulations Working Party 1969 and formerly a member of the Hydrographic Department Chart Users' Advisory panel. His sailing has included cruising and club racing in International 14s and Norfolk Punts. He has raced in XODs since 1986, having been Divisional XOD Captain 1996-7. Andrew and Isabel have just bought a Fisher 31 called *Wildside*. He is currently Official Measurer, Lymington River Scow Class Association. Andrew was, of course, Vice-Commodore 1999-2001. We welcome Andrew to his new appointment and wish him and Isabel an enjoyable term of office.

DAVID WANSBROUGH ELECTED VICE COMMODOREAND JAN LILLYWHITE REAR COMMODORE HOUSE



David is aged 58, and has lived in Lymington since 1991, when he met his wife Jane, who was born and bred in the New Forest. He has sailed for most of his life in dinghies (mostly 5-0-5s), dayboats (X-boats and now an Etchells) and cruisers including SCODs, a Beneteau 405 and now a Swan 40. He

is active in both racing and cruising, and likes being on the water in anything that floats.

He writes, "I am excited and proud to have been elected Vice Commodore of one of the most distinguished Yacht Clubs in the country. I look forward to playing my part in taking the Club forward, so that it provides ever better service and better facilities to its members, and maintains or enhances its eminent position in the sailing community."

Jan, 57, a member since 1996, with yachts based in Lymington from the early 80s, was previously on the House Committee and organised the floral decorations.



Jan has cruised extensively the Channel Islands, North and West France, Isles of Scilly and West Country with her husband Colin in their Moody 425 *September Morn*.

Peter Barton

Peter living in Lymington, aged 32 was a member of the Racing Sub-Committee 1998/00 and Scow Class Committee 2000. Current boats he sails are Laser 4000, Scow and XOD, together with a keen interest in team and match racing. "In 1999 I was a member of the British Team in the team Racing World Championships. He comments, "While the Club caters well for the junior and more senior members there is a void of activity both on and off the water for the 18-35 age bracket."



NEW GENERAL COMMITTEE MEMBERS

Royal Yacht. "I have driven support boats for the Club since 1985; and been a member since 1993; specialising in mark-laying for dinghy events and, since retiring in 1991, also keelboat events." Robin was afloat for the Club on over 85 occasions last season, and a member of the Racing Sub-Committee and an RYA Powerboat Instructor. He is keen to continue as RIB and launch driver and mark-layer, also safety boat instructor, supporting the Club racing programme.

Ben Rogers

Ben aged 31 and has been a member since 1980 and is a GP Registrar with the Wisteria Practice, Lymington.

"I have sailed all my life with the Club, firstly with my family, then in Optimists, Cadets and 420s, winning the



British Schools Championships and being a member of the British Squad. At the Club I helped with Wednesday Junior Sailing, and sat on the Junior Committee. Also I raced in various big boats in Cowes Week (winning Contessa 32 Class), Cork Week, Torbay Regatta, J24 Nationals (twice) and many other events."

Robert Young

Robert, who lives locally, is aged 52, is a chartered architect who has worked for the Club on the platform steps and the kitchen extension/men's toilets (1997).

"I have been an active local sailor since 1974, regularly using the social facilities, attending lectures, an enthusiastic XOD racer (part-owner X9) and Thursday racer in a Dehler 28. Putting experience of 26 years' membership to the benefit of the Club, I am keen to help plan for the 21st century."

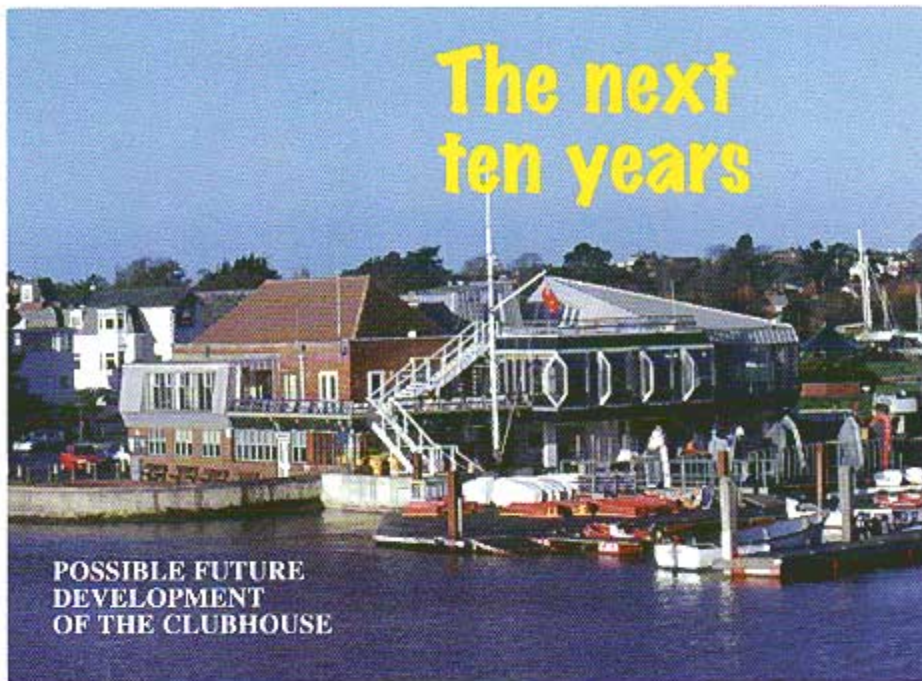


Robin Markes

Robin Markes now aged sixty two, served with the Royal Navy in many shore based appointments and also worldwide in warships and the



The next ten years



POSSIBLE FUTURE DEVELOPMENT OF THE CLUBHOUSE

The purpose of this short note is to update those who were unable to be at the AGM, on the current position regarding future development of the Clubhouse. Members will have seen the brief circulated with the papers for the AGM, which summarised progress so far and drew attention to the purpose of the development review which tries to visualise over the next ten years how best to ensure that the Club is able to meet its objective: to encourage and promote yachting in all its aspects, maintaining the Clubhouse predominantly for the benefit of those currently active, but also for those who have previously been active in yachting. The review has so far been only exploratory and no proposals have been formulated. The range of alternatives remains between doing nothing and a total rebuild.

Action to Date

Conceptual plans have been prepared to enable members to have an idea of the potential of the maximum development possible on the existing site, and to provide the basis for an approach to be made to the Councils on planning and site ownership issues, on which a response was awaited.

- Action has been taken to establish the urgency and likely cost of stabilizing the foundations. The Engineer's report (Jan 01) based on surveys from 1987 onwards and current observations, indicates that there is no need for immediate concern. Formal monitoring of differential movement between sections of building will be pursued at a cost of about £200 pa.

- Estimates are being obtained for various likely alternative development strategies. A quantity surveyor had been identified, and work will begin shortly on establishing costs of alternative proposals.

Members will continue to be consulted for their views and ideas.

The Treasurer, with the Finance Sub-Committee is investigating alternative ways of raising funds.

Next Stage

- A Project Management Group (PMG) will be set up with members with appropriate expertise to examine the structural feasibility of the design possibilities.
- The Strategy Committee in parallel with the PMG will examine in more detail the wish list to justify the need for development of the Club and to satisfy the whole spectrum of activities the Club can and should support.

Range of Activities

The Range of Activities extends from International match racing through National and Club Regattas, Cruising, Junior sail training to pottering and messing around in boats.

The Ethos of The Club has over the years been for each generation to sustain a continuing development to the benefit of those who followed. The modest boathouse has grown and members might wish to make sure that the present generation is not found wanting.

Proposals are likely to come to fruition during the coming year and if necessary an EGM could be held, rather than wait for the next AGM if decisions are needed. Future editions of Pottership will include a similar note to keep members up to date with the Clubhouse project.

Andrew Tyrrell



Welcome to the sailing season

The first race of the Spring series is on the Sunday when the clocks change to Summer Time on March 25th. The Easter Regatta follows on quickly, as does a Laser 4000 open meeting and the annual Monday and Thursday evening racing series. Before all this, there is work to be done to organise the timely issue of Notices of Race and Sailing Instructions. Another major task is the recruitment of volunteers as Race Officers, and helpers; also RIB drivers and crews for safety duties, mark laying and general support. There will be sixteen Monday evening races, each requiring a minimum of 9 Rib drivers / crew (to man 4 RIBS) and 4 Race officers to rotate through the series. There will be eighteen Thursday evening races requiring people support. A Race Officer plus six on the Platform, two in the launch and a RIB driver. Volunteers will also be required for other duties in connection with shore support at other regattas and events.

SAILING EVENTS FOR 2001



CAN YOU HELP?

Throughout the rest of the year, we have the Farr 40 Selection trial for the Admirals Cup, The Berthon Source Regatta (A testing pre Admiral's Cup event), The Etchells World Championship also features among these prestigious events to be run under the Royal Lymington Yacht Club Burgee. Other equally pleasurable events in the sailing calendar for the year are the Dinghy and two Keelboat Regattas, the Optimist Open, Cadet/ 420 Open meetings, and finally the Laser Qualifying Regatta. Should you feel able to help with any of these events/tasks, do please contact me, or let the office have your name. We all aim to have just as much, if not more, fun as those sailing.

Jane Pitt-Pitts, Captain of Racing
(Plus a friend)

Peter Andreae Trophy

Wednesday 27th December 2000



photos Jane Clegg

Twenty-three Junior sailors turned up for this year's Trophy, sailed in the Club Scows. Conditions were ideal with a moderate NE wind and high tide at 1130 hrs. Three age groups sailed in the heats of 7 or 8 boats with the top three from each fleet moving forward into the final.

Once again the better sailors in the Junior and Intermediate fleets were able to master their Seniors in the final.

The strong rivalry between our junior sailors is showing clearly, their improved sailing skills and tactical awareness is becoming more evident by the year, which is great to see and bodes well for the Club in the future.

Once again many thanks to everyone who helped run this event, from ashore recording and sorting out the finances to those in the RIB's, on the Bridge and the setting up of the nine boats, as usual all went very smoothly.

A note to everyone involved in running our junior sailing throughout the year, well well done, keep up the excellent work, the results are very noticeable.

Stuart Jardine - PRO

Here are the results.

1st	Pippa Wilson	Intermediate Fleet
2nd	Greg Carey	Junior Fleet
3rd	Ben Paton	Intermediate Fleet
4th	Luke Barkway	Senior Fleet
5th	Neale Canning	Senior Fleet
6th	Jonny Clegg	Senior Fleet
7th	Rupert Stock	Intermediate Fleet
8th	Oren Richards	Junior Fleet
9th	Robyn Stock	Junior Fleet



Pippa Wilson with the Peter Andreae Trophy

... the 2001 sailing season started on Boxing Day and we really need your help for the rest of the year. Contact Jane Pitt-Pitts or the office



The Turkey and Goose Christmas Dinners, New Year's Eve Party and New Year's Day Brunch were all very well attended. Thanks must go to our loyal Catering and Bar Staff who worked such long hours to enable us to have both the New Year events.

We hope many of you will have enjoyed the Early Valentine Party with Jazz, Cruising Dinner and Pudding Club Supper with Magician, all held in February, and we hope to see as many as possible of you at the following future events:

- March 10 Into Spring Supper
- March 24 Jazz Evening
- March 17 St. Patrick's Day Fitting Out Supper with music by Gentleman's Agreement
- March 24 Jazz Evening
- April 14 Easter Regatta Disco
- April 28 Social Evening with music by Dog Ruff (Laser 4000 Open Meeting)

Jan Lillywhite

Rear Commodore House



SIR CLIVE MARTIN SPEAKER AT THE CLUB ANNUAL DINNER

We offer our congratulations to Sir Clive Martin who was recognised in the New Year's Honours List being awarded Knight Bachelor. This comes as his term of office as the Lord Mayor of London ends. In the Club he is better known as an active sailor of his Contessa 32 *Zay Zay*, named after the drinking cry of the Honourable Artillery Company, of which he was Commanding Officer.

Clive Martin was the first Lord Mayor to work alongside the elected Mayor for London, Ken Livingstone and we were treated to lively anecdotes at the Club Annual Dinner, about the general world confusion between the Lord Mayor and Mayor of London. Clive and Ken appeared to have struck up a good working relationship for the good of London and in turn for the Nation.

On sending the photograph he wrote, 'In mayoral terms, this is a rather upheav photograph but at least it indicates that Lords Mayor of London do not spend all their lives in scarlet robes and tricorne hats. Much of the time is spent travelling on official visits overseas, promoting the City of London and financial services industries.'

At the St Vaast Meet two years ago, walking along the shore to a chateau where we were entertained to a sumptuous feast, Clive gradually and modestly talked of his Mayoral role and sailing in Cowes Week, RORC Channel races, the St Malo race and the Fastnet. His heart is undoubtedly on and by the sea, so hopefully we will now see him frequently in Lymington and the Club will certainly benefit from his experience.

Ed



Sir Clive Martin in the Mansion House



Clive Martin at the Club Meet at St Vast 2000

MARY PERA (NEE BLEWITT) – A CLUB HONORARY MEMBER DIES

Mary Pera, the renowned racing rules and celestial navigation expert, died this summer. Mary was made an Honorary Member of the Club in 1984.

Mary willingly came to Lymington on frequent occasions to chair our protest committees, especially for international events. She worked closely with Eileen Elliot (nee Caulcutt) over the Royal Lymington Cup since its inauguration 25 years ago, and stood firm in her decisions against many of the more flamboyant match-racing sailors. Mary regretted that her arthritis stopped her from taking part in the new sport of Umpiring, an innovation that developed from a system of on-the-water observers she and Richard Creagh-Osborne persuaded the Royal Lymington Yacht Club to introduce

to the sailing world.

Her aim was to make the Racing Rules of Sailing as understandable and accessible as possible. She wrote this poem for, it is believed, the children of the Royal Lymington Yacht Club:

The Simplest Racing Rules

On port, give way to starboard;
Don't tack if someone's near;
When windward, clear-astern or outer,
Of other yachts keep clear.
Close-hauled, approaching danger,
Hail loud for room to tack;
But when you have the right of way,
Keep steady on your tack

Mary Pera - October 1993

Government health warning: close adherence to this poem alone may seriously endanger your racing.

In a letter to me she said "You will ... realise there is a lot missing. I tried an

extra verse, but the only rhyme I could find for 'course' was 'horse' which seemed the wrong sport!"

She is sorely missed by her many friends in the Club.

Annie Littlejohn (with help from my friend Cathy Foster)



Annie Littlejohn, author of this article, cuts the octogenarians' cake at Junior Sailing on behalf of Ruth Evans and Pat Longbotham

The days are at last beginning to lengthen, and the first signs of spring have arrived, and so it's time to start all of our individual preparations to get back on the water. A daily prayer for a kinder 2001 season is in order!

The Spring Series for keelboats starts on 25 March. Wednesday Junior Sailing kicks off on 11 April with XOD,s following on 27 May. By Easter, with the Easter Regatta on April 14-16, our programme is in full swing, and Monday evening dinghies start on 23 April, with Thursday evening racing following on the 26th, just before our first cruising event, the Spring Meet at Port Solent on Saturday 28 April.

Although, there will be no Royal Lymington Cup in 2001 (the nature of match racing is changing following the changes to the Olympic classes), and our difficulties in finding any sponsorship have not been overcome, we shall still be running several major international events. These include a round of the Farr 40 selections for the British Admiral's Cup team, and the important Berthon Pre-Admirals' Cup Regatta, which as a result in part of the later celebrations for the 150th anniversary of the America's Cup, will be the biggest ever, and likely to include some 12 metre as well as IACC Boats.

The highlight of the year will be the International Etchells World Championships, which the Club is hosting between 24 August and 2 September. Apart from competing members of our own Lymington fleet, who will be looking for your support on and off the water, the event will attract some of the world's top sailors to our Club.

We are also giving strong support to the Contessa 32 fleet, and to the growing Southern Area Folkboat fleet, with more than 30 boats in the Western Solent.

We anticipate taking delivery of a new 5 metre RIB in June to replace *Kinsman*, and improve our mark laying and rescue capabilities, and by that time the new red tenders, the first four of a three year replacement cycle, should be in use.

You will all be aware of the changes that will be brought about as a result of the Trust Ports Review, and the adoption of the Government's new Code of Practice; and this together with the advent of the new Marine Safety Code means that we shall have to work even more closely with

the local Harbour Commissioners, the Chief Executive, and the Harbour Master, to ensure that we can continue to run our sailing events in the River and in the Western Solent, and at the same time respect all of their requirements.

During these recent weeks we have also worked closely with the local Harbour Commissioners and our sister club to make appropriate representations to the Countryside Agency regarding

the extent to which the Lymington River is included in the proposed National Park. It will be some time before we know the impact, if any, on our sailing activities.

In the meantime, it will not be long before we need your help for this year's programme! Jane Pitt-Pitts, our Captain of Racing, as well as our Captain of Juniors, and the other fleet and section heads have put their Event Coordinators in place: it's up to us all to volunteer to help in which ever way we can to make 2001 another outstanding year on the water for our Club.

Here's to fair winds and fine skies.

John Bence

Rear Commodore Sailing

AMERICA'S CUP JUBILEE

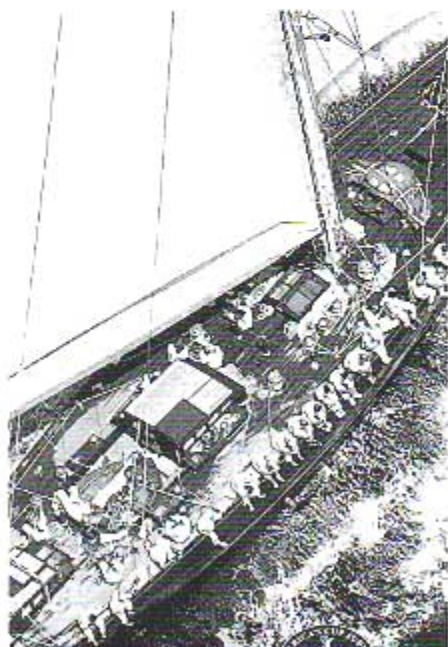
Mid August will see a unique event in the Solent. The 150th Anniversary of the America's Cup will be celebrated in The America's Cup Jubilee Regatta, organised by the Royal Yacht Squadron. The Regatta opens on 16 August with three registration days, followed by racing daily through to Saturday 25 August. On Tuesday 21 August there will be the magnificent sight of the east about Jubilee Race round the Isle of Wight.

Some 200 boats are expected, from the Js, *Velsheda* and her sisters and the 23 metre boats that raced with them in their heyday, to large modern racing yachts (none under 40ft) and 12 metre yachts representing several generations of America's Cup boats. Some of the boats will have cruised in company from America, whilst several yachts, including eleven of the 12 metre boats, will be brought to the Solent in the largest semi-submersible transport ship in the world, *Sea Servant 4*.

Whilst they are in the UK a number of the yachts will be berthed in Berthon's Lymington Marina, which will give us an opportunity to see some of these magnificent boats at close hand. And, of course, as they are finishing their regatta, we are beginning the Etchells World Championships.



FROM REAR COMMODORE SAILING



Ben Ainslie MBE

In the New Year's Honours List Ben Ainslie was awarded an MBE, as well as joint winner of the BT Yachting Journalists Association Yachtsman of the Year, for his Olympic Laser gold medal. The latter award was presented at a glittering ceremony in London in the presence of our Club Patron, HRH The Princess Royal.

Left: Ben Ainslie's Gold Medal admired in the Club by the Mayoress of Lymington

SO HOW DO THE CLUB'S FINANCES WORK?



THE TREASURER MALCOLM RAISER EXPLAINS

Having been Treasurer for three years, I have learned that the Club's finances, whilst normally fairly stable, can be substantially affected by unforeseen factors. The same applies to many commercial businesses of our size. Members who attended the AGM (or who studied the papers!) will know of last year's results. We have not had such poor figures in recent years, and there has been much thoughtful discussion of the "reasons why" in Committee and at the AGM.

However, eavesdropped conversations around the bar suggest that few members have a clear picture of how the Club's finances are organised. Some years ago the General Committee approved some general principles which were most recently reviewed by the Finance Sub-Committee in 1998, soon after I was elected Treasurer. These are they:

a The Club aims to break even, whilst sustaining the quality of its asset base, with subscription income covering non-capital costs, except the direct costs of the bar and catering. The purchase of lasting assets worth more than £500 per item is treated as capital expenditure and depreciated over a reasonable life, currently five years in most cases.

b The bar and catering activities aim for profits of about 5% of turnover. This is after covering all direct costs including depreciation. Assuming proper attention to quality and costs, prices are set to achieve these results (whilst avoiding changes to reflect short-term fluctuations).

These arrangements should provide good value to diners and drinkers, since the costs do not include any charges for rent, general building repairs, lighting and space heating or general overheads.

c Major maintenance of the Clubhouse is planned, budgeted and implemented as soon as it becomes necessary to maintain the quality of our asset base.

d Supported events aim to break even. Occasionally there may be one-off costs up front for a series of annual events: in such cases a first year deficit may be acceptable in anticipation that it will be recouped later.

e Crane operations aim to break even, allowing for long-term maintenance needs. Similar principles are applied to the dinghy parks.

f No pockets of funds are segregated for special interest groups. An exception is Junior Sailing, where there is annual club support of £1,500 and where any surpluses are carried forward and kept available to cover any subsequent deficits.

g Interest income is considered as a contingency credit, available as a cushion to cover any unanticipated deficit and avoid a negative Income and Expenditure Account result. To this end it is important to aim to maintain the level of invested funds. Investment policy is to be risk-averse.

h The cash flow should be kept neutral/positive in the medium term. A deficit in any year is to be recouped

within the following two years. No new debt is to be incurred except in very special circumstances. Short-term trade creditors are paid within their credit limits unless a charge is disputed.

The above arrangements were carefully thought through and, provided the underlying principles are respected, there should not normally be a serious risk of the Club living beyond its means.

Last year's deficit, seen as a one-off, was not a disaster. One lesson of the experience has been that unanticipated costs, particularly for maintenance, tend to come in as big-ticket items. So it is necessary to budget intentionally for a surplus which is sufficiently robust to cope with any nasty surprises. This and other necessary measures have been put in place, and I believe they will achieve the desired result as soon as they have become fully effective.

The need to increase our subscriptions by about 15% was much regretted. However, our premises are getting older and need more looking after. Furthermore, the costs of employing our excellent staff are rising all the time and we are increasingly affected in everything we do by costly Government regulation. Our subscription levels over recent years have remained lower than those of most comparable clubs. They, and we, benefited from a substantial VAT refund about five years ago and this has helped our Club to restrict past subscription increases. This benefit has now been just about used up. But don't shoot the messenger!

Malcolm Raiser
Treasurer

VOLUNTARY SAFETY IDENTIFICATION SCHEME

The Maritime and Coastguard Agency (MCA) has re-launched the CG66 Scheme as the Voluntary Safety Identification Scheme. The boat owner completes the CG66 with the details of his vessel and sends it to the MCA, who hold the details on file. In the event of an emergency, or if the vessel is reported overdue, details of the vessel are readily to hand. Cards will be included in a brochure - *Safety on the Sea - Guidelines for Recreational Boat Users* which will be available from lifeboat stations, coastguard stations, marinas and, they say, yacht clubs.

XODs 2000

The bare statistics of the Lymington XOD division in the year 2000 are that there were 43 boats registered, of which 38 raced on at least one occasion. The average turnout on a Wednesday was 14 with a maximum of 19 and on Saturday the average was 20 with a maximum of 26. The total boat times races sailed for the year was 966, a considerable increase over the previous year.

The talking point of the year was the Wednesday gale during Cowes week. The dayboat classes started in conditions which some considered imprudent. Strong winds over a strong ebb tide resulted in only 42 XODs coming to the starting line and 28 finishing the course. This was out of an expected fleet of 74 boats. One X was overwhelmed and sank. Three lost their masts.

The Class Committee is to take measures to ensure that in future the XODs do not start in winds in excess of 25 knots. Before you cry 'chicken', or dare I say 'windy', bear in mind that the Twelve Metre Class stay in port if the wind exceeds 22 knots and the most modern America's Cup Class do not venture out in breezes over 18 knots.

Paul Driscoll

X9 Zest Capt & Mrs R Wilson and Mr R Young winner of the Gerald Grey Cup, Gin's Farm Race and Autumn Series Blue Phantom Trophy



X178 Beatrix Mr W Norris winner of the XOD Week Cup



X170 Oyster Mark Lees Junior helm awarded the Sir Arthur McDonald Cup



SAFETY - PROVISION OF SAFETY BOATS AND RESCUE FACILITIES

This is an annual reminder that members should be aware, for themselves and their dependants, that the Club is able to provide rescue facilities only during the hours of official club racing or training,

and then only for those registered with and taking part in the activity. At other times, or when an event is cancelled, parents or guardians have sole responsibility for their children and wards and must appreciate that the Club, its officers and staff cannot be expected to exercise supervision or control. As always, adults are responsible for their safety and that of their boat and crew

when taking part in an organised Club event, but should also be aware that rescue facilities are not available at other times. Outside planned Club activities there may be no-one in the Clubhouse in a position to be aware of impending or actual emergency on the water, and able to alert the emergency services.

Ian Gawn
Secretary

TROPHY WINNERS 2000

Cock Boat Cup, Saturday Points Jade Cup and Wednesday Points Hotham Cup

X 119 *LONE STAR*
Lt Col S & Mrs M A Jardine

Saturday and Wednesday Points Runners Up Cup, Half Points Cup, Helmsmans Cup Long Race West,

X 140 *LUCREZIA*
Maj A Jardine

Duncan Hall Trophy Pottership, Saturday Points Half Points Tankard

X 92 *PERSEPHONE*
Mr & Mrs R A Field

Saturday Points No Guns Cup

X 56 *XANTHUS*
W H & R K Westmacott and Dr D Markby

Saturday Points Paton Trophy- Handicap, Wednesday Points L'Escargot Cup - handicap

X 156 *GLEAM*
D Desborough, H N B Dover and M Strange

Wednesday Points Runners Up Cup

X 172 *LIZZ WHIZZ*
Mr R Bongers & Mr J J McGill

Wednesday Points No Guns Cup

X 83 *SEA MIST*
Dr P R Rowan & Dr G D Ansell

XOD Week Cup

X 178 *BEATRIX*
Mr W Norris

Thursday Evening Points- Blachford Trophy - Early

X 18 *DERISION*
Mr D May

Thursday Evening Points - Unimarine Cup - Late

X 37 *ARIEL*
Mr P G Driscoll & Mr D S Allpress

Allott Cup & Persephone Salver 1

X117 *XRAY*
Mr R N Balme

Candle Sticks Trophy - Long Race East

X164 *DIANA*
R J & J E Williams

Gerald Grey Cup, Gin's Farm Race and Autumn Series Blue Phantom Trophy

X 9 *ZEST*
Capt & Mrs R Wilson & Mr R A Young

Sir Arthur McDonald Cup, Junior Helm

X 170 *OYSTER*
Mark Lees

Autumn Series Autumnus Trophy

X115 *MIX*
N Dorley-Brown, M Kier & J Willcock

The envelope which you have just opened should have contained the following papers:

Summer 2001 Programme

Pottership Spring 2001

Minutes of the Annual General Meeting held on 3 February 2001

Rules and Regulations (and note on the experimental Dress Guidance 2000)

Members and Yachts List

Explanatory Note on the Role of the Club's Boatmen

Volunteers leaflet for the Etchells World Championships

INTERPRETATION

OF RULE 31

This is a note to remind members that Rule 31 does not prohibit a member from entertaining a business acquaintance in the Club. The General Committee has accepted that members might not fully appreciate the flexibility afforded by Rule 31, and has confirmed the view that the Club is a leisure rather than a business club. However, sensible application of the Rule as currently published does not preclude a member from bringing any guest to the Club, subject to the constraints in Regulation 10. Brief cases and other business impedimenta may be left with Reception or the Steward.

SPONSORSHIP OPPORTUNITIES

Members may not be aware that the Club will always consider proposals for the sponsorship of Club sailing events, and especially the Royal Lymington Cup. Any member with a sponsorship proposal, or who knows of a non-member contact who may be interested in sponsorship, please contact the Secretary.

DINGHY PARK

If you have a dinghy park space for 2001 please display clearly both the Harbour Commissioners' and the Club dinghy park stickers. If you have a dinghy in either dinghy park and have not paid for a space this year please remove the boat IMMEDIATELY. For regattas we will again be keeping down the cost to competitors by utilising the dinghy parks as much as possible, in part by re-arranging the dinghies there. If you are not taking part in the Easter Regatta, and you have a dinghy park space, but have wintered your boat elsewhere, please do not return your boat to the dinghy park until after the Easter Regatta. Finally, please ensure that your trolley is not left across the footpath whilst you are afloat. If someone trips over your trolley, you could be legally liable for the consequences of any injury suffered.



Club Information

DATES TO NOTE

- 25 March Spring Series begins (So does BST!)
- 11 April Wednesday Junior Sailing begins
- 14-16 April Easter Dinghy Regatta
- 23 April Monday evening dinghy racing begins
- 26 April Thursday evening keel-boat racing begins.
- 27-29 April Spring Cruising Meet
- 28 April Laser 4000 Regatta

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

THE BAR HAPPY HOUR AND SUNDAY BAR HOURS

The last Happy Hour of the Winter will be on Thursday 19 April 2001. Happy Hour will return on the first Thursday in September (5 September 2001). The Bar reopens on Sunday evenings from 1730 on Sunday 25 March.

CLUB TABLES

In the Dining Room and River Room there are tables with Club Table notices on them. These tables are to enable members, in small groups but particularly individuals, to sit together without being thought to encroach on another's space. On occasions, we also set up the Dining Room in Club style, with continuous long tables. This is to give members the opportunity to become acquainted with members whom they may not have met before. The Secretary and Deputy Secretary, if sitting at the Club Table, are fair game if you want to bend the ear of either on some burning issue. Finally, and by way of explanation, you may sometimes see a table with the notice Staff. This is to comply with tax rules which then exclude staff meals from liability to taxation.

RULE CHANGE

Members will see from the minutes of the AGM that the Rule change proposed by the General Committee was approved. Consequently there is now no requirement in the Rules for there to be at least one woman on the General Committee.

Copies of the Rules as they stand at the end of the 2001 AGM are circulated with this mailing. It is expected that we will need to reissue this document in its entirety every four to five years. However, we now intend to issue an updated Members and Yachts List annually, and the 2001 edition is enclosed. This is the first time we have printed the Members List from the Club's new database programme. Please check your entry in the Members List, and let the Office know of any errors.

DRESS IN THE CLUBHOUSE

In early 2000, Regulation 19 as printed in the enclosed booklet was temporarily replaced for a trial period of eighteen months to two years by the requirements set out in the note enclosed in this mailing (Dress Guidance 2000). Few comments have so far been received on the revised guidance. However, the General Committee welcomes the views of members on this or any other issue.

THE AMERICA'S CUP 150TH ANNIVERSARY ETHELLS WORLD CHAMPIONSHIPS

The Royal Yacht Squadron is organising a regatta to mark the 150th Anniversary of the America's Cup over the period 16-25 August 2001. Some of the American Twelve Metre boats, mainly from the New York Yacht Club, will be berthed in Lymington Marina. The end of that regatta crosses over with the Etchells World Championships which this Club is organising. Consequently, during the second half of August the Club will be very busy. However, the General Committee hopes that Members will accept any slight inconvenience as a worthwhile contribution to two unique events in the Solent area this year.

QUANTITY SURVEYOR

Is there a Member who is a Quantity Surveyor? In connection with the work which is being done on the possible development of the Clubhouse, there is a need for quantity surveyor advice. Before we commission work at commercial rates, is there a member with the requisite skills and qualifications who could offer some help? Please contact the Secretary if you can offer assistance.

STAFFING

We offer best wishes to Philip Baker and his fiancée Tracy who marry in Thailand on 8 March. On behalf of the Club, they have been presented with a pair of glass goblets.

Ian Gawn

CRUISING LOG COMPETITION FOR CRUISING SEASON 2000

The judges received 13 entries, one more than in 1999 (15 in 1998 and 10 in 1997), but none from owners of motor yachts. Sailing entries included yachts ranging between 31 and 46 feet in length, covering distances from 250 to 16000nM over periods varying from 12 days to 12 months. Between them they covered some 40,000 nautical miles.

CADIZ CUP (cruise under sail of any length)

David and Annette Ridout in *Nordlys* - for their account of their cruise from Lymington via the Western Isles-Shetland-Denmark-and the Kiel Canal.

QUAINS CUP (cruise under sail less than one month)

Mike and Gill Barron in *Stella* - for their excellent account of their seventeen day journey to La Rochelle and back in July. Essential reading for anyone embarking on a similar cruise.

CHANNEL TROPHY (cruise in area bounded by-Dover-Ushant-Scilly Isles)

Wayfarer of Emsworth. The meticulous sailing directions for three inshore passages on his way to St Malo, written by Leonard Wesson in traditional style, are possibly the most clear and accurate account ever written and deserve a permanent place in the Chart Room.

FEN DAWN CUP (best log - motor yacht)

No Entry

SENIOR BROWNLOW CUP (log of outstanding merit not receiving other award)

Annabelle Ingram in *Troubadour* - for the account of her 3471 nM journey, with her all female crew from Lanzarote to Grenada via Sao Vincent and Barbados. A very nicely written and presented record.

JUNIOR BROWNLOW CUP (a junior or family log under the age of fifteen)

Sadly No Entry.



Nordlys winner of the Cadiz Cup



Above: *Troubadour* winner of the Senior Brownlow Cup. Below: Jaques Delacave and Peter Schofield awarded the Jubilee Challenge Trophy



AWARDS AT THE ANNUAL DINNER

COMMODORE'S CUP Amanda Dingwall for many years service to Junior Regatta

JACK IN THE BASKET TROPHY Ben Ainslie Olympic Laser Champion

JUBILEE CHALLENGE TROPHY Jaques Delacave and Peter Schofield for the member who achieved the most outstanding off-shore performance.

Wednesday Sailing



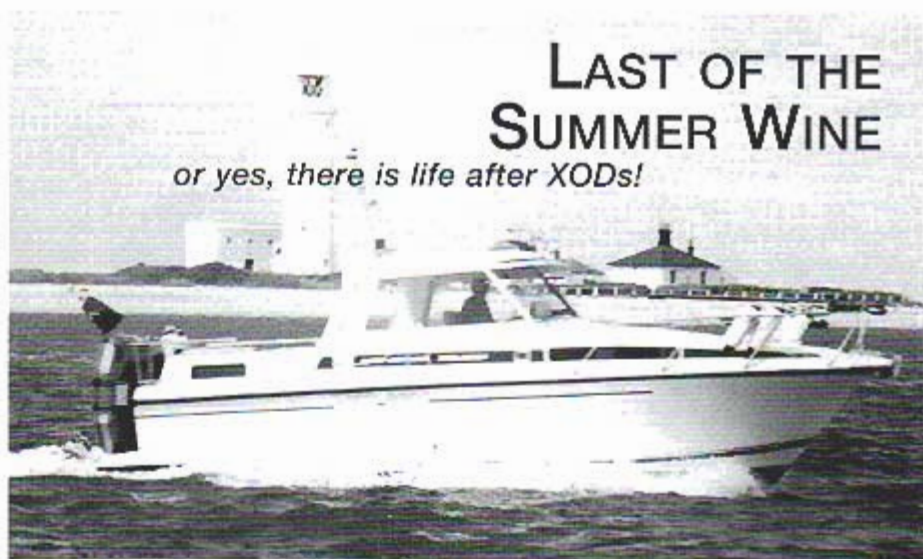
It is a Tuesday in Lymington's mid winter. The cold mists are writhing around the marinas and the river is a murky brown as the day takes shape. One might be excused for thinking that no boats were going to venture down river to the Solent today.

But wait, you would be wrong! The time has just gone 1000hrs and quietly into the marina come two or three cars driven by intrepid grey haired gentlemen, or maybe by their cheerful looking wives who are getting rid of them for the day.

Stamping their feet in the cold and making their way to B pontoon, taking care to observe the notice that it may be slippery when icy (clever thinking that!) they make their way along to *Patience III*, the 26ft Nimbus single screw motor cruiser owned by club member, Leslie. She is awaiting them with her skipper, who has already hoisted the burgee and ensign and is checking over the engine while looking forward to the junior cabin boy (age a mere 67) arriving to put on the coffee.

Who are these gentlemen? As it so happens they have been meeting thus on virtually every Tuesday for the past fourteen years. Some of their number have sadly handed in their dinner plates, but they have always been replaced by willing conscripts, so filling the inevitable gaps. At the moment the entire crew of five is made up of either current or ex XOD members. We have an ex Captain of class, two ex Lymington Divisional Captains, the ex Lymington Treasurer as skipper and even the current Lymington Divisional Captain as a new cabin boy. What a bevy of knowledge and seamanship you may think and just occasionally you might be right!

By 1045 decisions are usually made although this had been known to be a rather loose arrangement, e.g "Lets just go



Patience III cruising home from Hurst Castle and beyond

east and make up our minds later"! Engine started and warmed up, docklines cast off and away we go, using the tide on this day to make for Newport where a warm and cosy pub awaits us. Arriving around midday the boat's seating is immediately turned over to put it into "drawing room mode" by our chief steward, Nick. Whisky, ginger wine and warm water join a selection of home made biscuits, Kettle crisps and nuts while two of our more abstemious members may open small bottles of beer.

Discussions on the world situation can now recommence until 1300hrs by which time, well watered, we are away to the nearest hostelry for beer and lunch. However, when the weather is reasonable we will simply break out a bottle of wine, maybe some pate and cheese and good crusty bread and butter and make it a picnic.

One thing is for sure. On Tuesdays *Patience III* is well used and well loved, and gives her elderly crew great outings. She has been as far as Studland in the

LAST OF THE SUMMER WINE

or yes, there is life after XODs!

West to Gosport and Bembridge in the East. She has enjoyed Ashlet Creek, the tidal mill at Eling, all the Hamble along with Wootton, and the Medina. It would be reasonable to say there is hardly an anchorage or marina now where she is not known and where hopefully she will continue to be seen for some years to come.

For our return to Lymington we return to seagoing mode and on occasion one of our senior crew has been known to nod off at this stage. Arrival at the marina signals a burst of activity. From the time the first line is ashore the crew allow themselves around two minutes to be packed before returning along the pontoon to disappear back into the mists whence they came.

How incredibly lucky we all are to have a sport that can tone itself down to sheer enjoyment in such a simple way, without the hassle which occasionally, (yes, just occasionally) may have made our yachting lives rather hectic in the past!

Anon



BT

YACHTS

Twelve identical Yachts started the third BT Global Challenge race in the Solent this summer. Scant wind gave spectators off Lymington a chance to see the boats at close quarters, as they were forced to drop the hook as the tide turned against them. Club member Rod Humphreys designed the 72-foot yachts and was responsible for designing the hull and decking of Ellen Mac Arthur's boat *Kingfisher*.

RNLI OLD CHARTS

The RNLI have a stand at the Beaulieu Boat Jumble on Sunday, 8 April, and sell out of date charts and pilot books.

There is a very keen demand for charts covering all parts of the world.

If any members have any out of date charts, but NOT more than 10 years old, and also pilot books which they no longer require and are prepared to donate to the RNLI for sale, could they please contact Jean Whipp-Goode (Tel:01590 674764)



Gordon Simpson - an appreciation

On 18th March 1989, Margaret Thatcher was in the tenth year of her Prime Ministership, Mikhail Gorbachev was spreading glasnost in Russia and Gordon Simpson was elected Honorary Treasurer of the Royal Lymington Yacht Club.

The first two were eased over the side long ago, victims of forces they themselves had unleashed but could not control. Gordon, on the other hand, stepped ashore voluntarily at the 2001 AGM from a Club which has never been stronger or more confident. To set a scale beside this achievement, Gordon has served alongside three Commodores, five Vice-Commodores and nine Rear Commodores, and more than half of today's members have joined the club in the twelve years since he was first elected to office.

Gordon and Joan Simpson moved to Lymington in 1985 following Gordon's retirement from Shell (UK), where as Finance Director he dealt with numbers which (he once told me) were too long to fit in the space on the cheque. I first met him when they were house-hunting from a flat; beside him symbolically as it turned out, stood an early Epson computer and a pile of manuals, with whose guidance he was feeling his way into the exciting new world of home computing.

It was not a happy time for the Club. Membership had reached a level where some felt that it had outgrown the clubhouse; yet in spite of buoyant demand, the finances (and the building) were in a bad way and getting worse.

A study group had been set up to re-define the Club's direction. Gordon, co-opted for financial advice, set down on a single sheet of paper a set of principles which remain to this day the Club's accounting Twelve Commandments. Elected Treasurer, he forged the accounting tools which for the first time gave the General Committee the means to steer the Club toward clear financial objectives. Much of the work he did at



Gordon, co-opted for financial advice, set down on a single sheet of paper a set of principles which remain to this day the Club's accounting Twelve Commandments.

home between his sailing, golf and family commitments, entering by hand into his home-grown computer models figures supplied each month by the Club office - "because", he said, "I can see at once where the exceptions are". At times it must have driven Joan crazy, but the monthly accounts kept coming, always on a single sheet of paper, for nine years; and at the end of each of those year the results were on or very close to the plan.

Asked what he took to read on holiday, Gordon is reputed to have said "a good computer manual". But events of 1993 showed Tolley's Tax Guide to be his preferred bedside companion. An EU decision had permitted sporting clubs to reclaim retrospectively VAT paid on subscriptions. Only Gordon, (perhaps because he had once worked in Turkey) could understand the Byzantine language of the concession. The resulting claim, which he drew up single-handed, was an inch thick. The VAT office in Poole ran up the white flag, sending us a cheque for the full claim of nearly £124,000, plus another £41,000 by way of interest; rumour persists that Customs officers in Poole remain in awe of the Club's letterhead to this day. The cash paid off

all the Club's remaining debts, and endowed it with a cash reserve which continues to benefit members.

In keeping financial order, Gordon used techniques familiar to his profession down the ages; polite incredulity, raised eyebrows, suppressed chuckles, but rarely open opposition. Only when a spending proposal became clear and coherent beyond doubt would he produce, with a flourish, a financial rabbit from the hitherto empty budgetary hat - a trick one former Commodore described as "alchemy". Thus was progress achieved with a minimum of wash.

Gordon was elected Commodore in 1998, handing over a financially transformed Club to a new Treasurer. For the last three years he and Joan have been ever-present and enthusiastic supporters of the Club's many social and sailing activities, curtailing their own sailing ambitions accordingly.

The challenge confronting the "Commodore's Lady" should not be underestimated. Not everybody finds it congenial to keep smiling while being embraced by cold, wet and salty competitors, or to laugh with the appearance of genuine delight at an indifferent joke heard many times before, yet these are vital constituents of the brew which makes a happy and successful club.

Away from the distractions of office, Gordon and Joan are both capable and enthusiastic sailors who have cruised widely around the British Isles and Northern France, accompanied by works of Mozart and Trollope (and, no doubt, Tolley's Tax Guide) and, as often as not, fellow-members. Now free of the limits imposed by office, they and the immaculate *CQH* will be taking their new Commodore Emeritus burgee to new horizons. So, as their long stay at the centre of our collective affairs comes to an end, let us all recall with gratitude the debt we owe Gordon and Joan Simpson for their part in restoring the Club to the position of security and eminence it occupies today.

Jonathan Hutchinson

Re-decoration of the Clubhouse

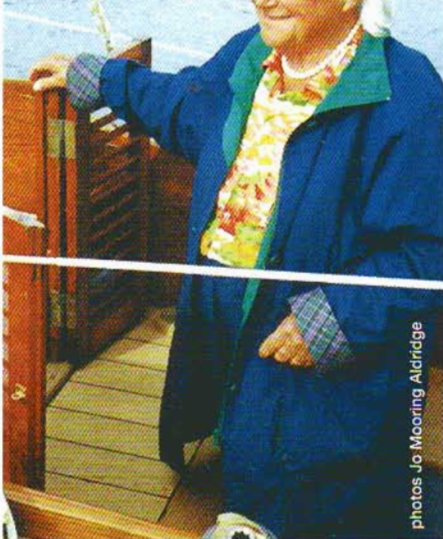
Work started at the beginning of February on the first phase of the re-decoration of the Clubhouse. The ground floor hall, ladies cloakrooms, stairs and all of the first floor should be completed by Easter, with remaining areas being re-decorated during winter/spring 2001/2002. We hope this is being carried out with minimum inconvenience to members, but inevitably there will be some disruption in the areas affected.

Flower Rota

Are you a Flower Arranger? We are always looking for new people to do the Clubhouse flowers, usually about once a year. Pru Moon has agreed to take over organisation of the Flower Rota, so please telephone her on 01590 679274 if you are able to help us.



HELEN TEW CROSSES THE ATLANTIC at last!



photos Jo Mooring Aldridge

Helen Tew aged 88 and her eldest of five sons Donald set sail from Beaulieu in August 2000, bound for the Canaries, aboard her 26' yacht Mary Helen, gaff rig cutter, with a beam of only 8'6".

After arriving in Lanzarote they finally set off in November bound for Antigua.

She had always wanted to sail across the Atlantic as her father did in 1934. He was Commander R D Graham, the first yachtsman to make an East-West Single-handed Trans-Atlantic crossing via the Great Circle Route.

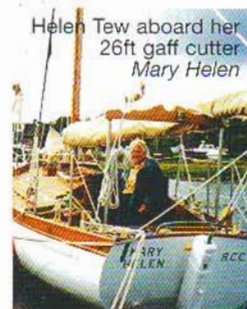
Mary Helen arrived 5th December in English Harbour having taken just 26 days, 23 hours and 50 minutes. The only major problem had been the goose-neck breaking just off the Canaries, but they continued with it bound up, only using the foresails, and both did four hours on watch and four off despite thunderstorms and gales.

Helen's father had always promised to take her on his first transatlantic crossing but at the last minute he decided that the voyage could be too dangerous, and decided to go alone. She was furious, and never forgave him for that decision. For all those years Helen has refused to read 'Rough Passage', the book he wrote about his historic crossing. As Helen and Donald neared the end of the passage she wrote in the Ships log book "At last. All is forgiven". On the final day Donald woke his mother to announce that they were close to land. She rushed up on deck and was absolutely ecstatic; her dream had finally come true.

Jo Mooring Aldridge

Royal Cruising Club Awards

Helen Tew was awarded the Grace Cup for her cruise to Portugal prior to her transatlantic crossing on board *Mary Helen*.



Helen Tew aboard her 26ft gaff cutter *Mary Helen*

SARC Villa Flotilla SARC

To paraphrase Arthur Ransome "We didn't mean to do the Arc", but my partner insisted, said she would not go without me, and so we went. In retrospect I am glad we did. My last Arc was in 1992 onboard a Sigma 38 and took 21 days. This time we crossed in 13 1/2 days, close to the mono hull record, on board *Spirit of Minerva*, a Farr 65 chartered to Formula 1 Events Ltd. *Minerva* is one of 4 Farris built to circumnavigate in the 99/2000 Millennium Race which ended in Portsmouth last August. Fast and kindly, they offer cracking sailing and spacious accommodation for 15 crew. The Arc conditions last year were classic, balmy days and nights, few squalls and steady 15-20 knot NE trade breezes. We joined the racing division, were first over the start line and arrived second in St Lucia to a French 'open 50'. Only once did we take down our heavy-duty spinnaker for four hours to fix a damaged clew. Otherwise it flew continuously for 13 days and whipped us along at anything between 10 and 18 knots with only one minor broach. Sailing *Minerva* hard but well within her limits and steering round squalls rather than through them we were able to maintain a pleasantly relaxed atmosphere on board which was much appreciated by all. Event verdict? "Highly recommended". St Lucia is lovely, and a great place to relax and holiday. Not so sure about Las Palmas.

Richard Horton Fawkes

OR WHAT DID YOU DO WITH YOUR ANNUAL LEAVE!

When I am asked by colleagues what I intend to do with my two weeks holiday in August and reply 'spend it with nearly 200 children, assorted parents, guardians and a hundred volunteers messing about in small boats' I am clearly regarded as quite mad. Well thankfully there are many of you out there who are as mad as I am. At the end of another successful Junior Regatta I would like to thank every one for their help and support. Many of you no longer have children or grand children actually involved in the event and the hours that you have spent on the water and on shore helping and encouraging the young people were greatly valued. We did have a large number of children last year with very limited experience and I am sure that their knowledge, ability and enthusiasm had greatly increased by Friday.

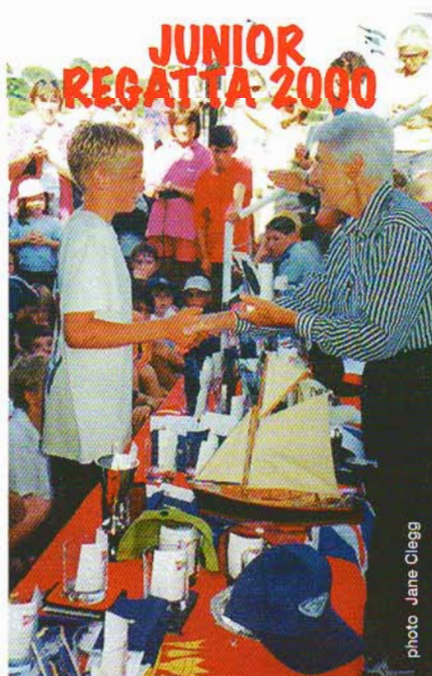


photo Jane Clegg

Joan Simpson, wife of Commodore Gordon Simpson (1998-2001) presents the prizes.

Perhaps one of the most encouraging factors for me last year was the involvement of the young men and women who have learnt to sail through the help of all the adults involved in Junior Sailing over the years, who gave up their week to support this event. Damian was joined, on the committee boat in the Solent fleet, by Catherine Putt, Lizzie Carr and Nick Phillips, while in the river by Christopher Blachford. In addition, David Flook was a valuable asset crewing in a safety rib. I recognise that in the near future they too will have to use up their holiday leave and sweet talk employers in order to be able to join the Regatta team.

This year's Regatta dates

30th July – 3rd August 2001

Once again on behalf of a hundred and seventy two children a very big thank you.

Amanda Dingwall
Event Co-ordinator

ALICE III SETS SAIL



Readers of previous Pottership issues will recall the building of Alice III in wood, gaff - rigged, (on home-built carbon spars), a wolf - in - sheep's clothing, flying gaffer for cruising; looking traditional, but with an IMS-40 underwater profile and lifting keel.....

Well, on 1st July 2000 she was lowered into her element at Berthon Boatyard, bedecked with flowers and dressed overall. A large crowd enjoyed live jazz and George Heathcote's organic lamb barbecue. Alice Johnston succeeded, (at the second attempt) in smashing the bubbly on her bow, and in no time Stephen Akester was 'just checking that the sails hoist'.

In some trepidation we sailed off up the river, sixteen aboard: including John Chambers and Tony Farrow, (who built the shell,) and Chris Spencer-Chapman of McKillop sails. Gybing, all standing off the town Quay, we tore down the river in a freshening breeze, and grinning like a crew of cheshire cats beat out to the Needles in sparkling sunshine. There is NO moment in sailing like that first sail, particularly in a 'radical' boat about whose characteristics one has fretted for

so long. Simon Rogers' design is spot-on, and Alice exceeds our best hopes by far.

Although we have yet to go far offshore, she has had lots of action, particularly at Cowes where (typically!) Jonathan Rogers entered her in class II, (ocean racers up to fifty feet and with 1200sq ft of sail!) We were so heavily handicapped that we were giving time to all but two boats in the fleet.....

What fun we had, with the next generation leaping around the deck and along the 16ft bowsprit to launch a borrowed spinnaker. We took no prisoners downwind, but were, (unsurprisingly) out pointed upwind. What embarrassment a fast gaffer can cause to the exotic racing yachts! The mighty bowsprit caused all and sundry to tack away early, and indeed Jonathan took the entire fleet port and starboard in a brilliant start on the Tuesday. A shout of applause went up on the Squadron platform as Alice's bowsprit charged across the line on starboard as the gun went, catching the over-confident fleet - all on port - on the hop.

In heavy weather (say 30kts true wind) she sails dry and fast under headsails and mizzen. The trysail gives an extra knot - seven to windward in force 7 - and renders the jib unnecessary.

In light weather she comes into her own, and in a light easterly we drew the keel up and sailed her home through Pylewell Creek in five feet of water....

Maybe I'm mad, but even the classy modern cruising yachts look so very dull and plasticky by comparison with our lovely teak and bronze. Do any of them really gladden their owners' hearts when they row ashore and stop to rest on their oars?

What we need now is for someone to build a sister ship! What about it chaps? We have the patterns for the castings, and a priceless body of knowledge to make it all so easy. It isn't expensive and it is all such fun. Think of those classic yacht events - Douarnenez, La Nioulargue, St Tropez..... Dream on.

Tom McEwen



...modern cruising yachts look so very dull and plasticky by comparison with our lovely teak and bronze

WELCOME ABOARD!

Captain of Racing, Jane Pitt-Pitts, is rescued by Dagoon's team of Dick Thorn and Robin Markes during an exercise off the Club Pontoon in early December.



Happily, the Division has entered this year with steadily rising numbers and an enthusiastic and supportive membership. Current totals are: subscribing members and Scow friends fifty five, non-subscribing friends eight, new members for 2001 twelve, boats twenty nine now plus six to launch this Spring).

We are having an active winter onshore, with well supported winter walks each week, and some super hospitality to follow, at members' homes once a month.



Scows at Hurst
photo Sally Muir

SCOW DIVISION

Penguin Trophy Racing December 2000



photo Jane Clegg

At the Club, our first "Christmas Cheer Supper" was enjoyed by over 40 members and friends; a similar number signed up in January for the hugely popular winter lecture - An Evening with Doug Baverstock.

Now we are all hard at work preparing our boats for a full and varied sailing season, to include:

Solent Rallies

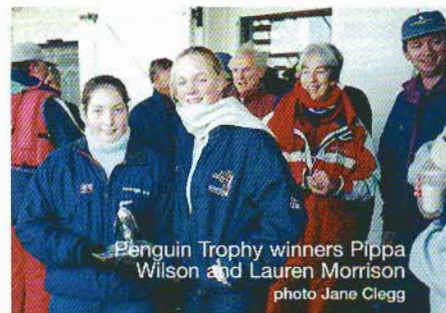
Hurst, Keyhaven and Newtown.

Potters Thursday mornings.
Racing Monday Evening Short Series, Figure of Eight, and the Club Dinghy Regatta.

Whatever your age, or level of experience, you will receive a warm welcome in the Scow Division. Our Club notice board (next to the

forecourt door) will keep you up to date with events and contact numbers, and we are planning the launch of our own page on the Club Website. Good Sailing!

Jane Clegg Captain of Scows

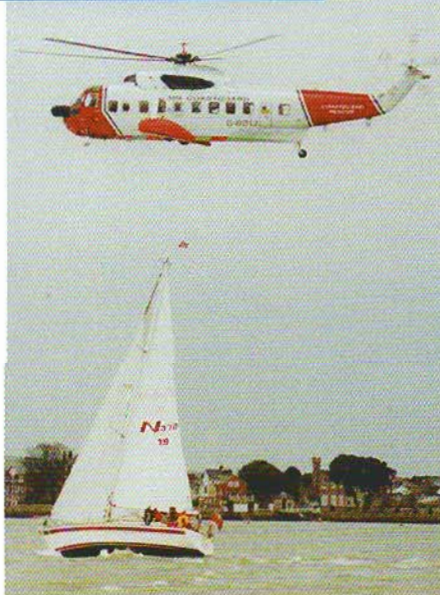


Penguin Trophy winners Pippa Wilson and Lauren Morrison
photo Jane Clegg

Needles Relief

On the 16th December, Christmas boxes were winched aboard the coastguard helicopter *India Juliet* from the deck of *CQ II* owned by Mr. & Mrs. Gordon Simpson, past Commodore of the Royal Lymington Yacht Club. He later also broadcast a Christmas message during a traditional exercise organised by the Royal Lymington Yacht Club in conjunction with the Yarmouth RNLI station.

Over twenty five years ago, at a time when the Needles lighthouse was fully manned, local Lymington sailors would sail or motor out to the Needles with gifts and these were transferred either (in the very early days) by rowing boat - or later by less hazardous means! - to the keepers who would be spending their Christmas



on the lighthouse.

This continued until Trinity House automated the lighthouse; then the fleet of gaily-decorated yachts, motor boats and other small craft would take the tide out to the Needles, returning later to Yarmouth, where the local harbour staff would ferry festive crews ashore.

The current exercise is co-ordinated with the helicopter crews, the Lymington Inshore RIB and the Yarmouth Lifeboat by the Yarmouth RNLI station. There is also a race in which members from the Royal Lymington and the Lymington Town Clubs participate.

In addition to gifts presented to the helicopter crews and lifeboat crews from Yarmouth and Lymington, presentations are made to the Harbour Staff of both towns and to the crew of *Ashburton*, - the police launch, donated by skippers of the racing and cruising fleets as a token of their appreciation for the year-long support of the Search & Rescue services. This time a total of £405.92 was raised.

Anne Watson

Pictures Above: Christmas boxes are winched up to *India Juliet* from the deck of *CQ II*. Left: *Wandering Moon* and crew

The title *Needles Relief* is now misleading or maybe historic. The cruising committee are reconsidering the form of the whole event and would welcome comment. Ed.



Grand Slam Win For Lymington Laser 4000s

Lymington Laser 4000 sailors made a clean sweep of the class Grand Slam National Series last year with Luke McEwen & Emma Evans taking 1st overall with wins at Stokes Bay and Draycote; and Peter Barton & Vanda Zadorozny finishing 2nd overall with a home win at Lymington. The Club has become one of the premier Laser 4000 clubs with as many as seven Royal Lymington 4000s set to compete on the circuit this year. It is expected that a good fleet of 4000s will support the Easter Regatta with probably 50 boats returning on the 28/29 April for our Grand Slam open meeting. The Laser Center have kindly agreed to loan a Laser 4000 for test sailing in April to promote the local fleet, to arrange a sail please contact Peter Barton on Lymington 675494.

Peter Barton

Royal Lymington Team

- Boat 1 Ian Sanderson
Rory Paton
Amanda Paton
Stuart Paton
- Boat 2 Peter Barton
Doug Baker
Rhianon Jones
Will Gatehouse



UK KEELBOAT TEAM RACING CHAMPIONSHIPS

Royal Thames Yacht Club hosted twelve Clubs last autumn for the first UK Keelboat Team Racing Championships for which they presented their prestigious Carmella Cup. The Royal Victoria Dock, with the backdrop of the Millennium Dome, proved a challenging but ideal race area for this form of tactical close quarter racing in the RYA fleet of First Class Eights. Each team consisted of two boats (four crew in each); with four boats in each race the scoring is simply the team with the last boat loses. So, first place being no benefit to a team that also had fourth, this often led to complex "war games" style manoeuvring on the approach to the finish. British Universities well drilled teams took 1st and 2nd places and renowned team racing club, Spinnaker, took 3rd. After a weekend of several very close finishes Royal Lymington emerged with a creditable 6 wins from 10 races placing them in 4th place overall. Royal Thames took 5th, with Oxford & Cambridge Society in 6th. After a weekend of sailing eight metre keelboats on the dock the Lymington River and Salterns appear particularly spacious!