



Pottership

THE ROYAL LYNGBY YACHT CLUB MAGAZINE



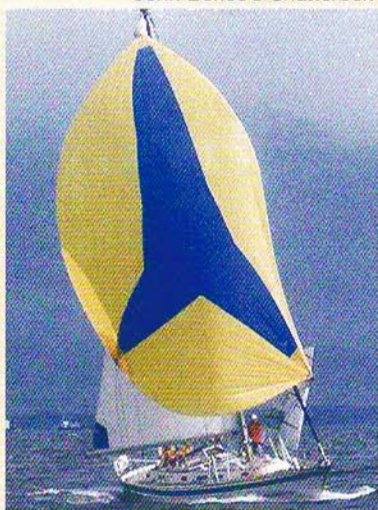
*Lucretia X140 crewed by
Ado Jardine, Nicola Wise and
Angus Fryer won the Captain's Cup at
Cowes Week from a fleet of 68 boats*

Commodore's Comment

The rain is beating relentlessly against the windowpanes, the wind howls around the corner of our house, and the weather vane shudders and groans in anger. As I sit in the warm comfort of my study, I can see that at the Starting Platform it is North-westerly 6 to 7, gusting 8; weather no doubt we should expect in February. No, I don't live in Sway Tower, I am in fact on the Club website using 'links', and the new link that our Deputy Secretary has made for us to get the weather report live from our starting platform. So for the Spring and Winter Series we will be able to check the weather before we leave the warmth of home and venture down to the mooring, and if it is blowing North-westerly 6 to 8, I for one will ring the crew and stay in bed!

This is one of the benefits of the Club website which was constructed by Stephen Carden-Noad, Jennifer Muskett and a team of volunteers. If we can expand the use of e-mail and the website within the Club, the potential benefits are

John Bence's Chatterbox



enormous. In order to do that, we need to keep it up to date, expand its contents, and make it more pro-active. In short, we need a Webmaster who can work with Stephen and Section Volunteers, and we need to expand our 'address book' of members' e-mail addresses. If you are looking for a challenge, and understand the process, please come forward and volunteer---your Club needs YOU!

At our AGM on February 7th, the revised rules for the election of members, and the new grade of 'Provisional Member' were approved. We need to reverse the current trend of declining membership, and I believe the changes initiated by the Vice Commodore and the Membership Committee will help us

do that. It will now be easier for you to encourage your sailing friends to join us, especially if they are new to the area, and know relatively few members.

Our summer programme is included with this mailing, and I hope it will receive your support either as participants or as volunteers for the many tasks associated with every event we run. For me, the highlights will be the Dutch Cruise in June, the Christchurch Bay Regatta, and the Folkboat Nationals in July. The programme is a full one and all of us will find events to suit our individual sailing wishes. On the social side, you may also wish to make an early note in your diaries of the Trafalgar Dinner on 16th October and the Annual Dinner on 13th November.

Elsewhere in Pottership, you will read of the changes amongst Flag Officers and General Committee, and the appointment of a new Trustee. We have paid well-deserved tributes to those who have served us so ably in recent years, and I hope that all of us in the new team can do as well for the Club in the future.

We also have a new Editor in Eileen Watson, a new member to the Club who has bravely taken on the role from Trish Saunders who excelled as our last Editor. Eileen has done an excellent job with this, her first edition, and you can help her with future editions by volunteering articles and photographs of your sailing adventures and exploits.

At the end of the AGM, I thanked the Staff for their patience and forbearance during the rebuilding of the ground floor facilities. Through the dust and debris of the entrance hall, it might be difficult at the moment to see the Club as a centre of excellence, but it is my ambition, together with your Flag Officers, Committees and Staff to ensure that this Club becomes a centre of excellence in everything we do.

Can the summer of 2004 be as kind to us as that of 2003? Let's hope so for all of us, whether we cruise, race, potter or man a rescue boat.

John Bence, Commodore

Members



Commodore John Bence

has been a Member since 1985, and lives locally with his wife, Jennifer. He has sailed extensively from Lymington since 1982 and races and cruises in his Folkboat *Box Clever* and a Hallberg Rassy 46, *Chatterbox*. He was formerly Commodore of the Chichester Cruiser Racing Club and, later, Chairman of the Sigma 38 Class Association. He has served on the Sailing Committee of the RTYC. Currently he is Hon. Treasurer of the Caravan Club, Chairman of Trustees of The Institute of Packaging, Chairman of the Lymington Harbour Advisory Group and on the Council of the RYA. He was a member of the General Committee from 1999 to 2003, and Rear Commodore Sailing from 2000 to 2003.

...general



Jeremy Austin sailed on the River Humber from the age of five, and since 1976 has sailed in and from the Solent in a range of boats from old gaffers to a Six Metre.

He currently owns and races a Scow and a Folkboat and hopes to do better! When not sailing, his early career was in rehabilitating the visually impaired, and since 1987 he has been running the family engineering company specialising in cranes and lifting equipment. He believes that his love of sailing combined with his present occupation will enable him to make a positive contribution to the Club.

David Brunskill is an active sailor, currently navigating an Elan 40 in Solent Racing. He has owned a number of dinghies and one cruising yacht, and skippered anything in size up to and including an Ocean Youth Club ketch.



David crewed in the British Team, Half-Ton Cup World Championships, Trieste 1976 and the Belgian Admiral's Cup Team 1971. Previously on committees of Clubs in Sri Lanka, Dubai and the Royal Ocean Racing Club. Member of the Race Committee, Admiral's Cup 1991, 3, 5 and currently represents the RORC on 'FICO', the ISAF affiliated organising body for Oceanic races e.g. Vendee Globe. David is a qualified RYA National Judge.

elect new officers.....



Vice-Commodore Rod Perry

Rod is married to Sue and has two children married and 'off the books'. He qualified as a chartered accountant in 1965. He joined Coopers and Lybrand, serving in Zimbabwe 1965-69 before returning to their London office. He became a partner in 1976, specialising in the audit of computer systems and development of audit software. He was a Member of the Council of ICAEW 1984-86. He retired June 1999. He and Sue have been Members since 1986 and now own a Westerly Seahawk, *Silver Dawn*. He has raced on his brother's yacht *Firestorm* at Cowes over the last 18 years and continues to enjoy racing and cruising. Other interests include golf, tennis and painting.



Rear Commodore House Geoff Holmes

Geoff has been a Member since 1983 and is retired from a career in the computing software and services business. He has sailed cruising boats for more than 30 years, beginning with a Westerly Centaur and then a Nicholson 31. His present boat is a Nicholson 476 which he sailed to St Lucia in the ARC in 1999, returning the following year. Geoff was on the General Committee from 1993-96 and 2003-04, and led the project to install the Club card system. He was on the Cruising Sub Committee 1996-99 and organised the well-received debate on 'Heavy or Light' cruising boats. He has also been managing the ground floor refurbishment project.

and a new trustee

James Beattie James

joined the Club in 1970 but was an Overseas Member until 1984. He started sailing in 1948 and owned and raced various dinghies prior to 1984, since when he has had a Contessa 32, Westerly Storm and Typhoon, and in 1995, his present boat, a Najad 391. James helped with Junior Sailing 1985 to 1993, and has served on General, Sailing and Cruising Committees, being Captain of Cruising 1993/96.



Well earned retirement

Thanks are due to those retiring officers and committee members who have contributed so much over the years

At the Annual General Meeting held on Saturday 7th February 2004, Peter Barton, Robin Markes, and Robert Young stood down from the General Committee, having completed their three-year terms. They have each made significant contributions to the Club, both on and off the water, and the new General Committee will miss their humour and involvement in the Committee's work.

Jan Lillywhite also stood down as Rear Commodore House. Jan has done an outstanding 'hands on' job for the members, and introduced changes to the way the House Committee is organised and run, which have made its work more effective. Her smiling face and cheerful personality will be missed as we prepare for our forthcoming social events, but we look forward to welcoming her as a guest at future events.

Sebastian Chamberlain, having been a Trustee for the maximum ten years allowed by the Rules, also retired. The Club has benefited immensely from his wise counsel, and the General Committee from both his counsel and sparkling humour.

Our Commodore for the last three years, and Vice Commodore for the two years before that, Andrew Tyrrell, also stood down at the end of his tour of duty. Together with Isabel, who has been steadfastly by his side throughout his many years in office, Andrew has worked tirelessly in his efforts to maintain and enhance our position as one of the leading yacht clubs in the country.

Our thanks are due to all of those who have contributed so much over the years, and who can now sail towards the blue horizon in fair winds, content in the knowledge of a job well done!

John Bence, Commodore

committee members...



Alison Husband has been a sailor all her life, having been taught by her father in a Fairey Falcon on the Beaulieu River. Alison joined the Club in 1980, raced with RORC in 70s and 80s, including Round Britain and Transatlantic Races. Alison has raced and cruised Folkboats for many years, and has owned a Folkboat for 17 years, initially with her late husband. Alison races Scows on Monday evenings, and is an RYA Senior Instructor and Racing Coach. She has been a Wednesday Junior Sailing helper for five years, Head of Cadets 2001-3, and has been heavily involved with a number of major Club regattas. Her two daughters and son are all committed sailors. Away from sailing Alison is a part-time theatre sister at Lymington Hospital.

David Sizer

has been a Member since 1977, and his wife, Janet, and daughters are also long standing members. He previously raced, and now cruises, in local and UK waters in successively a Contessa 32, Contessa 33 and currently Elan 333 *Browzer Too*, and also further afield. He is a retired chartered surveyor now resident in Lymington, and was managing partner of a firm that sponsored the British Sailing Team to the Barcelona Olympics. He is a past Commodore of the Chartered Surveyors Sailing Association. He hopes to contribute to plans to increase Club membership to the optimum numbers that our facilities can handle, and help develop a strategy for the longer-term future of the Club's premises.

Judy Ruffell has lived in Lymington since 1973, and has been a Member since 1976. She has two grown-up sons and four grandchildren.

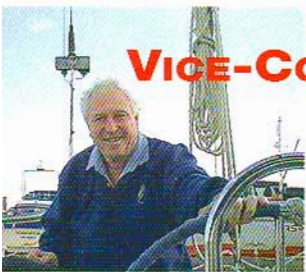
Judy grew up in Fireflies and Merlin Rockets at Upper Thames SC. She was Secretary of the Contessa 32 Class 1986-1995; produced two magazines and a handbook for 400 members each year, and set up an introduction service for second-hand boats. She raced successfully in *Trader Jo* 1988-1995, inshore, offshore and Cowes. Judy was on the support team for the Royal Lymington Cup 1980-1990. She has been a member of the House Committee, and served on the Communications Working Party and Regatta Committee. She enjoys racing in Scows, and cruises extensively with friends. Judy runs Monday-night Bridge Suppers.



Jim Venn has spent twenty years cruising under sail in the Solent, West Country, French Waters plus several charters in the

Mediterranean, Caribbean and Far East. He sold his sailing boat, a Vancouver 36, in 2000 and changed to power, and is now the owner of an Aqua Star Oceanranger 38. He also has some dinghy experience and is a Scow owner, a qualified RIB driver and helper with Wednesday Junior Sailing. He has just completed a three year term as Deputy Captain of Cruising. He believes that with twenty years experience as Managing Director and then Chairman of a successful PLC, he can offer management and organisation skills to the Club.





FROM THE VICE-COMMODORE

I am writing this article shortly after the AGM held on February 7th 2004. It was a good meeting,

demonstrating a lot of support for the Club, the new Officers and General Committee members. Thank you for voting for me; I will do my best to make you think that you made a good decision.

Having been co-opted into the post some six months ago, I have had the opportunity to look around and also to push some things along. Thanks are due to David Wansbrough, my predecessor, who put in an enormous amount of work and started many of the initiatives that are beginning to come to fruition.

Membership Drive

At the AGM, the members unanimously supported the proposed Rule changes regarding membership. The Rule changes will be accompanied by new guidelines for proposers and seconders. The changes are designed to make it easier for members to propose and second new members, to provide a means of entry for people moving into the area, and to streamline our membership process. The requirement that new members should be 'active in yachting' is retained, but this does not mean that applicants have to own a boat. The Club is not being opened up to purely social members.

The Club needs existing members to be active in looking for new members, and not to feel that they can only propose or second someone who they have known for ever, and with whom they have sailed the seven seas. In short if you are confident that an applicant known to you is active in yachting, whether sail, motor

or on-shore activities, and will make a good member of the Club, you can be happy to act on their behalf.

A new category of membership – 'Provisional Member' – has also been created. This provides membership for one year for suitable applicants who do not know people at the Club to propose and second them. These new members will have one year to find two current members to support them. It is intended to use separate proposal forms for these supporting members, as clearly they will have only known the provisional member for a limited period of time. Your support is needed for these new members, both to welcome them into the Club and to get to know them so that they can progress to full membership.

Changing the Rules is but the first step to attracting more members. A 'Welcome Brochure', shown below, has been written and designed to attract new

Welcome



Royal Lympington Yacht Club

members, and is included with this mailing. It is hoped that you can make this available to potential new members and other interested people. Other ideas to target local boat owners are under consideration. It is up to all of us to do what we can so that new members outnumber those leaving.

Incorporation

Incorporation of the Club as a Company limited by guarantee remains on the agenda. It seems to take an awful amount of time to move from one stage to another. In fairness the refurbishment of the ground floor has taken priority. It is hoped to move soon to a final set of documents, and to obtain the necessary tax clearances so that a Special General

Meeting can be held sometime in the summer to approve the resolutions required.

Club Refurbishment

The refurbishment of the ground floor is moving forward and is currently about a week behind schedule due to some unexpected structural discoveries during the demolition work. These have been remedied and the project moves on. The staff have been very helpful in the way that they have shifted around and worked in difficult and often unpleasant conditions, most notably the office staff who have coped marvellously. At the time of writing, we remain optimistic that the work will be finished before Easter and within cost. There's a hostage to fortune!



...and the levy

Finally, don't forget that the modest levy agreed overwhelmingly at the Special General Meeting on the refurbishment will hit your bank accounts at the beginning of April. Those readers who are not on direct debit, please remit this promptly as chasing up is both time consuming and unpleasant.

The time for boat cleaning and relaunching will soon be upon us with the hope of fair weather and good sailing ahead. It can't come too soon.

Best wishes for the 2004 season.

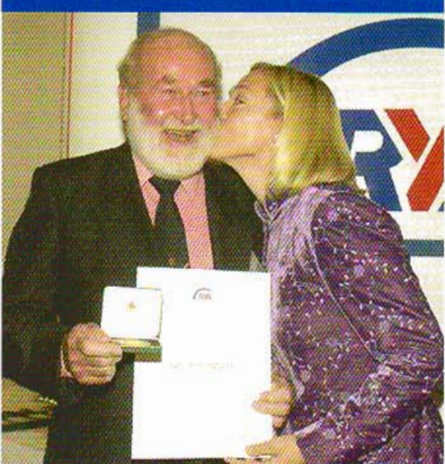
Rod Perry, Vice Commodore

Roly Stafford was the only person in RYA Southern Region to receive an RYA Community Award in 2003, and is seen here being congratulated by Shirley Robertson.

The RYA Community Awards are described by Rod Carr, Chief Executive of the RYA as the "MBEs for Yachting" and are given to people at grass roots level, from the tireless volunteer who is always helping behind the scenes and supporting their club, to someone for a single significant achievement, an act of bravery or for good sportsmanship.

Over the last fifteen years, Roly has worked tirelessly to help promote sailing and seamanship skills, not only in local

RYA COMMUNITY AWARDS



young people, but also to build up the skills of other Wednesday Junior Sailing helpers to ensure that there were enough trained and qualified helpers to run fun, effective, training in a safe environment.. He has also been involved in helping to introduce local mentally and physically challenged people to the joys of dinghy sailing through Sailability and local Social Services projects and at Salterns Sailing Club, but also yacht cruising in the Solent.

As Roger Wilson, Principal of the Club's RYA Training Centre put it, "What more can a man do for his community, but inspire the young with his passion for the sea?"

PATRON VISITS IN JULY

Wednesday 30 July 2003 saw the Club scrubbed clean and dressed overall ready for a visit from our Patron, HRH The Princess Royal. After a morning spent visiting a number of charities in Lymington, the Princess arrived exactly as planned with her Lady-in-Waiting and the Lord-Lieutenant

After a quick buffet lunch, during which the Princess met members of the XOD Class and Wednesday Junior Sailing helpers, it was a quick change into sailing kit and down the pontoon to board X9, *Zest*, (owned by Roger and Jenny Wilson) crewed by Roger Wilson and helmed by our Rear Commodore Sailing, Jane Pitt-Pitts.

A gentle cruise down river ahead of the XOD fleet gave the Princess the chance to enjoy the sunshine and the breeze. A passing ferry skipper recognised the new crew member and blasted a greeting on the ship's horn, as the holidaymakers on their way to the Isle of Wight waved to Her Royal Highness, and drew a wave in reply.

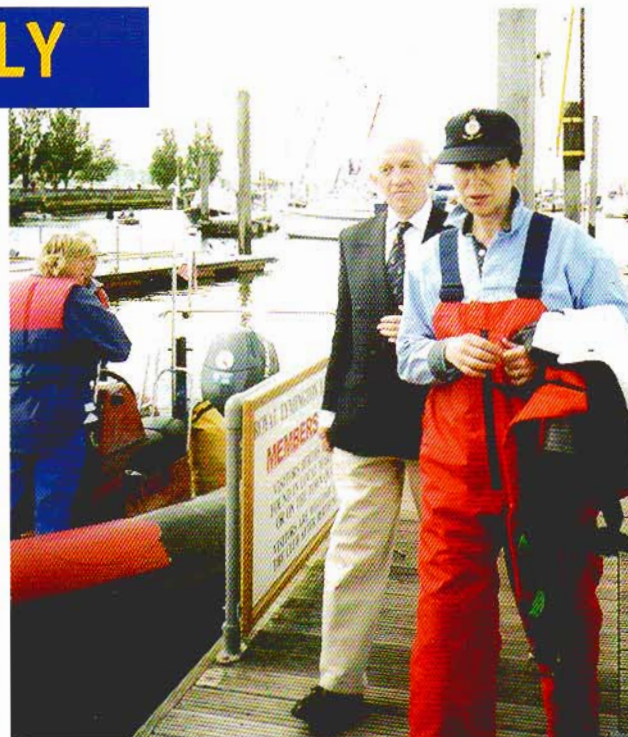
Spectators might have been forgiven for thinking that X9 was OCS at the start, but crew and race officers were confident that she was 'clear'. The fleet sailed away to the south-west into the tide, X9 towards the centre of the fleet, and there she stayed as the fleet finished some ninety minutes later, closely bunched and looking a brave sight. (For the record, *Zest* was 5th.)

The race over, Her Royal Highness took the helm for the cruise back up the River. And there, creeping up behind was X76 *Myrtle*, now helmed not by the owner, John Cavell, but by former Secretary, Jonathan Hutchinson. To the amusement of all, including the participants, there now ensued a private luffing match up the River between *Zest* and *Myrtle*, until as they passed the wave barrier, the Scows and Optimists of Wednesday Junior Sailing started to crowd upon the Xs and the private challenge was abandoned.

Zest came alongside, and the Princess was met by Andrew Tyrrell who then presented Jenny Wilson, Head of Wednesday Junior Sailing and her loyal band of helpers to our Patron. Her Royal Highness chatted to many of the children and viewed all aspects of this very successful youth sailing programme, and met Dirk and Amanda Kalis, who through Yacht Havens have most generously supported the project for last year, and now this year as well.

After the obligatory doughnut and tea, Her Royal Highness signed the Visitors' Book. John McPhee and Michael Webb were presented to the Princess, and then she was away to Woodside Park to leave Lymington in the Royal helicopter.

Back at the Club, there was a sense of euphoria that another visit by our Patron had passed off successfully, and speculation on what sailing experience could be offered for her enjoyment the next time she came to sail with the Club.



NEEDLES RELIEF 2003

...not a good morning for the race officer

Saturday 13th December 2003 dawned damp, murky and blowing a Westerly at some 30kn in the gusts. Visibility was about half a mile at most and the forecast gave Force 8 imminent. Not a good morning for the race officer! Bearing in mind that some yachts were intending to go to Yarmouth whatever, in spite of the weather, the shortest course was set - Yacht Club start, to Berthon, to Sconce (this leg against strong flood tide and into wind) then to the Finish Line at the Royal Solent Yacht Club.

Thirteen yachts had entered for the race; only four yachts started in the usual staggered start procedure. One retired at the river mouth as, being short handed, discretion prevailed. At the beginning of the race the wind was blowing a bit (one

reef and a No 4 genoa was a tidy rig) but towards the end of the race the wind moderated very slightly.

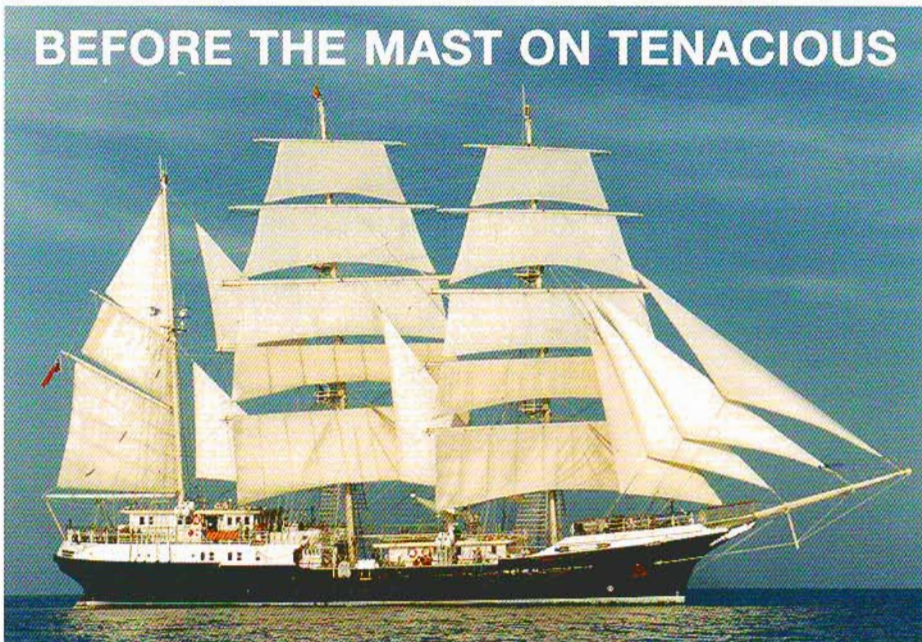
Of the yachts that finished - *Amadeus* OOD 34, was the first yacht away at 09:47, *Going Concern* Baltic 42 was off at 09:57, *Xnantor* IMX 38 at 10:05 and *Mystery* Beneteau 40.7 at 10:08. With the tide foul from Berthon and wind on the nose, the 'experts' worked the mainland shore until they could lay Sconce. The wrong way to go was over to the Island and work west in the strong foul tide on the Island shore. *Amadeus* did just that, and was lifted along the shore, almost to Sconce in one tack. *Amadeus* achieved a shorter elapsed time than the bigger yachts behind her, winning easily on handicap. So much for the experts. *Xnantor* had a smashing ding-dong with *Mystery* holding her off on the beat, but overstood Sconce by a mile - Tut Tut! And he set the course! *Mystery* laid

Sconce to perfection, finishing second on handicap with *Xnantor* finishing third. *Xnantor* finished with her mainsail (an old one!) in shreds, par for the course really! *Going Concern* took the Island shore route, in her case it cost her dearly and she finished fourth.

What surprised the event organiser was that, as we were all downing our first beers at the bar of the Royal Solent an hour earlier than expected, not one voice was raised in complaint about the short race! The Race organiser would like to thank The Royal Solent Yacht Club for their help in finishing the race and working out the results. They do this now since the race organiser kept winning, now he does not! They also laid on the prizegiving whilst we were all still relatively sober, and this we all enjoyed - particularly the crew of *Amadeus*. I hope they shared out that bottle!

Mac MacDougall

BEFORE THE MAST ON TENACIOUS



After a long coach journey from Southampton, there she was, the Jubilee Sailing Trust's magnificent barque *Tenacious*, dominating Milford Haven. Masses of briefings, a practice in going aloft, and the crew was ready for the voyage to Lisbon. The great adventure of sailing a square-rigger had begun.

There were 36 voyage crew on board plus three bosun's mates and a professional crew of ten. Amongst the 36 were both able-bodied and disabled sailors whose job it was to work the ship on equal terms, a major objective of the JST. What a mixed bag we were, yet we quickly moulded as a crew. During the fortnight, I never heard a cross word, except occasionally from some of the professional crew; they may have regretted the demise of the cat!

Wonderful memories abound; it was the sailing experience of a lifetime and I was soon hooked. Five days of blue water

sailing to Cape Finisterre got us into the routine of watchkeeping, sail handling, cleaning ship (curiously called Happy Hour), making friends and eating like horses.

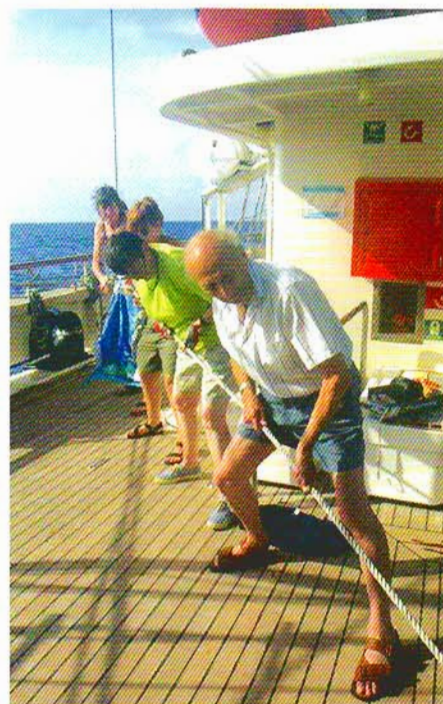
Most fascinating of all was the sailing itself. With all sail set on fore and main, plus foresails and staysails, *Tenacious* cleaved through the water at 12 knots, with a Force 7 on the starboard quarter. No one could fail to be exhilarated by the feel of the ship in these conditions. We were all kept busy at the braces, halliards, sheets, buntlines and multifarious other pieces of running rigging. Hugely enjoyable was going aloft and out on the yards to handle the sails and experience the spectacular views. Here was Patrick O'Brian come to life.

What of the crew? The professional crew were wonderfully kind and patient, the bosun's mates delightful and highly capable, and the rest of us rich in

diversity. The disabled were an inspiration. I can still see Newlyn, aged 87 and an RCC member, climbing unaided on to the half-deck to clean the ship's bell. A severe stroke was not going to deter him. Then there was Natalie, aged 23 and as bright as a button, ascending the mast with her legs in callipers owing to severe arthritis.

We were all kept young by eight of our number who were participating in the JST's *Leadership at Sea* scheme. Their presence ensured that the ship became something of a love nest. Even I counted four liaisons; experts made it seven!

What else comes to mind? Discussing Greek myths and legends during the Middle Watch, with Mars reflecting off the water in red. The masts towering above us, with the sails billowing in the breeze. Dolphins escorting us, playing in



the bow-wave and delighting everyone. Most of all, memories of a very happy ship and some unforgettable sailing.

So, many thanks to the JST for providing an unrivalled sailing adventure. Also, a huge 'thank you' to James Venner from Boldre, much involved in the building of *Tenacious*, for his encouragement and his splendid company on board. This addict is already booked for his next voyage in June 2004.

Details of future sailings may be obtained from:

Jubilee Sailing Trust, Hazel Road,
Woolston, Southampton SO19 7GB

Telephone: 023 8044 9138 (Voyage Enquiries)

E-mail: jst@jst.org.uk

Website: www.jst.org.co.uk

Christopher Knox



PLANNING FOR THE COMING SEASON

Since the clocks went back in October, there has been much planning for the coming season involving the various Committees. Cruising, Racing, Junior, XODs, Folkboats and Scows have all been deciding what should go into the programme for 2004. This will be sent out with this *Pottership* magazine. I hope that you will all be pleased with the results.

The Captain of Racing, Ken Kershaw, has come to the end of his tenure, and Rory Paton is taking up the job. I would like to thank Ken for all his efforts;

I have enjoyed working with him.

It is not only these Committees who have been working hard. The boatmen have had all the RIBs and the Club launch out of the water to service them in preparation for constant use.



The racing marks have been dried and serviced to be ready to go back into the water in March. The Club red dinghies have been scrubbed and anti-fouled, the oars titivated. The ramp down which the pontoon Scows are launched has been completely rebuilt. The Junior Sailing Optimists have had their rudders and centreboards painted. The boatmen have done all this at the same time as their normal routines.

The Office staff, working under difficult conditions during the refurbishment, have kept up to date with all the paper work which relates to the new Season, working on volunteer lists for the Spring Series, Monday and Thursday evenings, Easter Regatta etc. The dinghy park application forms have been sent for completion, and we hope to squeeze in more boats to lessen the number on the waiting list.

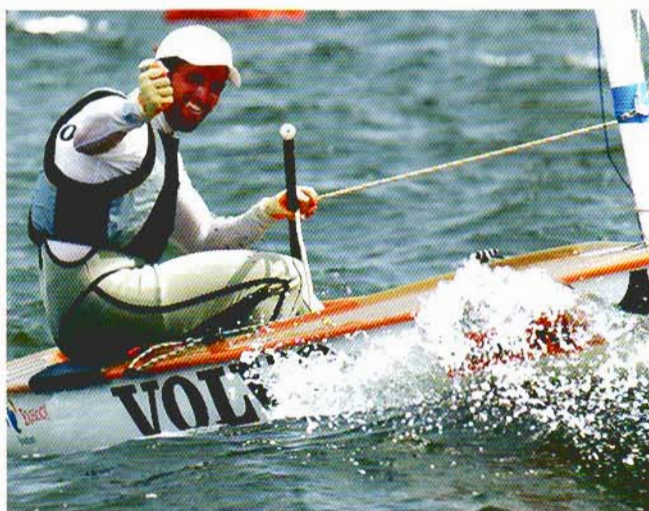
I would like to thank everybody who has worked so hard to make the coming season a success.

The clocks go forward at the end of March, let us all look forward to the new Season with fair winds and good sailing.

Jane Pitt-Pitts
Rear Commodore Sailing

UNSTOPPABLE AINSLIE WINS GOLD FOR THIRD YEAR RUNNING

Ben Ainslie has been crowned the 2004 Finn Class World Champion making sporting history by becoming the first Briton ever to win three consecutive World titles in the Class. This achievement has made him only the second person in the fifty-five year history of the class to have done so (Brazilian Jorg Bruder won three consecutive World titles in the class in the early 1970s).



A delighted Ainslie commented, "Fantastic! It is a great feeling. It has been a really tough regatta as the conditions have been very light and shifty, so I am really chuffed to have come top and to have won three Finn World titles in a row."

On the final day Ainslie played it safe in the shifty condition inside the harbour, covering his nearest rivals to make sure they did not get ahead of him. The tactic paid off and saw him cross the line in ninth place with David Burrows of Ireland fifteenth and the 1996 Olympic champion Mateusz Kusznierewicz of Poland 21st. This result was enough to see him win the title and would mean that he would not need to sail the final race as he could discard this as his worst score.

Ben said, "It is really great for my confidence for the rest of the year but the Olympics is that little bit different and there is still a lot of work and training to do to get ready for Athens - but I am really happy with this result!"

RYA Team GBR Finn coach Dave Howlett commented, "It is really satisfying to coach such prestigious talent but there is still plenty of work to do to keep ahead of everybody and succeed at the 2004 Olympic Games."

Ainslie got to sit out the last race of the championship but the battle was on to determine the silver and bronze medal positions. The final race win went to the 2003 World silver medallist Rafael Trujillo of Spain, although it was not enough to see him make it onto the podium. Canadian Richard Clarke scored a fifth place which saw him knock Kusznierewicz off the podium and secure the silver medal with David Burrows of Ireland taking home the bronze medal. After such a strong showing throughout the championship, Kusznierewicz finished in fourth place overall.

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GEOFF HOLMES, THE NEWLY ELECTED REAR COMMODORE HOUSE, CONSIDERS WHAT HE HAS TAKEN ON



If someone had said to me six months ago that I would be sitting on the General Committee as Rear Commodore House, I would not have believed it. But here I am, and proud to be joining a great team on the House Committee which, under Jan Lilleywhite, has achieved so much in the last few years.

In my short time with the House Committee I have begun to find out just how much they do. Last year, they ran 35 social events, that is more than two a week if you omit the sailing season. They've worked hard to make the

Clubhouse look a credit to Members - who wasn't impressed at its appearance during Christmas and the New Year? Behind the scenes, they have been busy on the practicalities of the building, revising the cleaning arrangements, setting prices and budgets and discussing dress standards.

It is not easy to manage the uniquely wide range of demands put upon the Club's catering facilities and Jan has faced up to the job of meeting those demands with improving margins and has got the business moving forward.

I intend to play my part in a team that is determined to work for the future of the Club. Last year I was Chairman of the Refurbishment Working Party that took the proposals for the development of the ground floor through to implementation and, as Rear Commodore House, I will be carrying on in that role with further improvements to the Club, some of which were shelved last year. I know that Jan's team - particularly Vince Sutherland in charge of events and Charles Oswin in

catering and bar - will be able to take the major part of the load in their areas to give me time to continue with building refurbishment projects.

Sailing clubs along the South Coast are investing heavily in their facilities. The reputation and standing of the Royal Lymington Yacht Club are the envy of many of our peers, and not just on the South Coast! We have a building whose character supports the Club in practical and less tangible ways, but it would be foolish to believe that it cannot or should not be changed for the better. The challenge is to build on what we have, giving better service to members' sailing activities whilst preserving what we do as a social venue for members whose sailing days are over, and for those who do their sailing away from the Club.

Geoff Holmes
Rear Commodore House

Ed's Note: if you have suggestions regarding functions, or how we run the catering and bar facilities, please contact Geoff through the Club



Rory Paton at Bembridge Illusion Team Racing weekend

This year ahead promises to be very exciting, especially when Ben Anslie and Nick Rogers go for Gold in Athens, keeping alive a long tradition of Club Members competing at the Olympics. Hopefully we might even get to see some racing on the terrestrial TV. Meanwhile back home we have some exciting new events, and the Racing Sub-Committee has been working hard to improve some existing ones. The Easter Regatta and Spring Series are nearly upon us, and I'm sure that the competitors for both events will be looking forward to a nice warm shower after sailing, and to enjoying the Club's new improved facilities downstairs. The format for Monday evenings has changed slightly in that we will now be starting Class One outside the river. This should give better racing for everyone, whilst avoiding congestion in the river.

This obviously puts a bit more strain on the Race Team, so please, if you have some spare time....

I'm sure the Junior Section will be reporting on their own regattas, but it is exciting that Harken are sponsoring the Junior Classes' Open Meetings this year. Hopefully this will raise the profile of these exceptionally popular events.

The Club will be running an International Keelboat Regatta in Christchurch Bay, and the Folkboat and Lymington River Scow Nationals. We also have two very different, but equally exciting, classes having Open Meetings at the Club. May sees the classic 6m Class, with their beautiful lines and advanced technology. Local honour will be defended by Don Wood and his team. In June, several Club members will be sailing in the 'crash and burn' SB3 keelboats at their Open Meeting. Hopefully this will encourage more to come and join us for

Thursday Evenings and the Spring Series.

Speaking of Thursday Evenings, last year's experiment of Class 5 was a success, and (dependent on entries) we will be running the class again. We're hoping for a bumper turnout this year, so I hope everybody has been getting their boats polished and ready. I'd also like, in advance, to thank the Racing Sub-Committee, the staff and the event co-ordinators (often the unsung heroes) for their help and support.

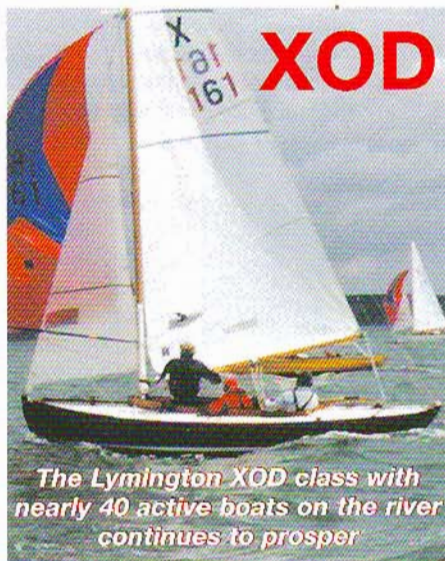
Whatever you race, (or cruise!) I wish you a very successful and enjoyable season.

Rory Paton, Captain of Racing

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The Lymington XOD class with nearly 40 active boats on the river continues to prosper

Participation in XOD racing during the 2003 season increased by 13%. Regular racing was held every Wednesday and Saturday from the beginning of May until the end of October, with a turn out of over 20 boats in most races. In addition, a good fleet of Xs raced in the Club's Thursday evening series, and raced with the Yarmouth division in their open races. The inaugural Bobby Bongers' Open Trophy weekend at the end of September was a huge success and the short course windward/leeward race on the Sunday was voted a big hit.

Captain's Cup returns to Lymington

Lymington have the Class Champion again – *Lucrezia* X140 crewed by Ado Jardine, Nicola Wise and Angus Fryer won the Captain's Cup at Cowes Week from a fleet of 68 boats. They finished only once outside the first 5 places to score only 26 points from 6 races. However, in local racing at Lymington, *Jewel* X45, Bill Dunsdon, Robert Young and Jeremy Austin ruled the roost taking all the main points trophies and the Cockboat Cup. Four of our Xs went to Poole Week and came away with 3rd and 4th places overall – *Ariel* with David Allpress, Paul Fisher, Jamie Richens, and *Mersa* with Karl Thorne, Caroline Driscoll, Phil Wiles - from 28 entries. In race 2, sailed outside the harbour, *Mersa* won by two seconds from *Ariel* who won the 'Jones the Butcher' prize for the first boat around the Studland Bay mark. Lymington certainly made their presence felt.

The XODs are the strongest one design keelboat class racing in the West Solent and the 2004 programme will again be a very full one. In addition to the open Bobby Bongers' weekend which has had a 4th race added, a new open three race windward/leeward series is scheduled for Saturday 29th May – a big turnout is anticipated with many boats from Yarmouth indicating their intention to enter.

The Division welcomes Al and Rebecca (Wiggy) Fox who have bought *Proxy* (now renamed *Flying Fox*), and wish them both the best of luck in their new boat. Also, I am pleased to report that Paul Fisher (part owner X37) has made a good start in the setting up and running of the Lymington Division's web site and is also very involved helping re-organise the main Class Association site. The death of Nick Dover will leave us without one of our main class stalwarts. Divisional Captain in the 80's, he supported the XOD class with vigour over more than 25 years of class membership. Always a keen competitor he won the Old Masters Trophy during Cowes Week three years in succession -1990, 91 and 92, and continued to race at Lymington until the end of last season. Nick will be greatly missed by us all.

Race Officers and helpers are a vital part of the Division; they are the backbone of the Division's success. We have some 70 races to be run in the 2004 season, and new recruits are always welcome. Please will anyone interested contact me at your earliest opportunity.

At Cowes Week 2004, most of the Division's top boats should again be contesting the Championship and we will be defending the four-boat inter-divisional Team Shield held on the Friday before Cowes starts. We must make every effort to regain the Phillipson Challenge Shield, which we lost for the first time since 1990. This Trophy is won by adding together the points of the first four boats home, in each Division, in every race sailed during the week.

Adrian Jardine, Class Captain

The late Nick Dover at speed -Cowes Week 92



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By the time this *Pottership* hits your doormat, most of the work to refurbish the ground floor of the Club will be complete. Quite why I want to be such a hostage to fortune - and in print - is a mystery but that's the plan. Historians within the Club - and there are many - will know better than I what that great general Napoleon said: 'no plan ever survives first contact with the enemy'. In this case, the enemy is time. In the run up to Easter, I will have all my fingers and toes crossed that we will be ready for the Regatta and the influx of dinghy and keelboat sailors and I'm just hoping that it will all be finished. It should be, but if it isn't I hope that everyone will make the best of it. The last major bit of the work will be the installation of the new sliding folding doors from the Forecourt Room to the forecourt which are to be fitted in the early part of the week leading up to Easter.

Will it all be worth it? I hope so; no, I know it will be. The new reception and office area has been warmly praised by Members and staff. I hope everyone will think the new reception is just what it should be - lighter, far more room to move about, with the office people nearer to the door and a better place of work. I hope you will think that this part of the work has been money well spent, even if only part of it is in an area used by Members. You can see from some of the pictures what state the offices have been in while the staff's world was turned upside down and we owe them all real gratitude for the forbearance they have shown in keeping the Club's offices going while the work was going on around them.

Out of sight, the new heating plant room is up and working and doing its stuff: I hope we never hear again about the poor performance of the Club's showers. The old roof tanks have been demolished and the unsightly flue for the old boiler has gone.

As I write, the Old Sail Loft is beginning to emerge from the wreckage: should we call it the New Sail Loft? Maybe not, but the increase in space is astonishing and if the improvement in the standard of appearance of reception is repeated in the Old Sail Loft, we are going to have a really good new part of the Club that will be a pleasure - not an ordeal - to use.

Let's go back over the last year or so to see how we got here. After the 2003 Annual General Meeting, the General Committee set up a Refurbishment Working Party to take forward the proposals for improvements to the Club

Watch This Space



that had been worked up through the preceding year. The Working Party set up two Business Meetings to review the proposals, which were discussed in detail and fully endorsed by all the operational committees of the Club. As a result of the consultation with Members, the original proposals for the first floor were shelved and the moved chart room was enlarged. Plans were put on display in the bar and over 60 feedback forms and many individual letters from Members were received. An analysis of those views was presented at the May Business Meeting.

Detailed specifications were sent to three local builders in June and the Commodore wrote to Members in August that we were seeking further tenders, having been disappointed by the initial high prices. In September we received a more reasonable price from our chosen builder, PJP of Hedge End.

The builder's work fell into three parts: services, the office and the Old Sail Loft.

The Services work mainly comprises heating water. The showers used to run cold after a short time and the kitchen staff found that, at times, their supply of hot water was inadequate due to poor piping and the lack of adequate storage in the roof tanks.

We have replaced the old boilers with new, very efficient, plant that provides continuous hot water on demand, and have renewed the pipework through the building which contributed to the poor flow rate; we have installed a new high capacity water main under the car park to replace an old small bore iron pipe which may well have been on its last legs. The Ladies' loos have been refurbished at a lower cost than previously estimated through the generosity of a Member.

The changes to the office have created a smarter, better reception that is far more of a credit to the Club than its predecessor and have made internal improvements to the working environment that should give more space and flexibility.

The office changes also made it possible to create the space needed to enlarge the Old Sail Loft, a central part of the Club's waterfront which plays a major role in our

sailing activities, regattas. Wednesday Sailing and the big events we host such as national and international championships. It is used for race and event management,

after-race catering, competitor and race official briefing, and its run down state has not reflected well on the Club: it had been

described by some as 'a disgrace to the Club'. It isn't just sailing events that use the space. It's also used for training sessions and recent courses have included powerboat and safety boat instruction, first aid, radio and race officer training. We also use it for staff training and private meetings.

We would have liked the Old Sail Loft to be used more for the General, House and Sailing Committees and their dependent sub committees but it was cramped, unpleasant, noisy, poorly lit and badly ventilated. By using the ground floor more, we can now improve the service to Members on the first floor and have a lower overhead in changing the layout of the Library as unused furniture was often stored untidily in what should be quality dining space.

As a result of the improvements, the Old Sail Loft will be over a third bigger with natural light, better ventilation and lighting; the space will be more flexible and it won't have the unpleasant 'echoey' feel it had. The floor has been raised a little to improve disabled access and to provide for the track for new sliding partitions and there will be a new mini kitchen to make after-sailing catering more hygienic and better for sailors and supporters. By moving the lifejackets outside, we will cure the damp atmosphere users have often had to put up with.

So: a brand new look and some brand new space on the ground floor.

Everyone thinks that the building is a glorious asset in its character and location and we should carefully guard that reputation. This can't mean leaving things exactly as they are but it does mean that when we do change things, we had better make sure that we change in the right way and with support across the wide range of interests in the Club. Over the next year or so, the House Committee will be thinking about ways to make the first floor an even better social place than it is today and we will be very much taking account of the things Members told us about during the consultations we had last year. Watch this space.

Geoff Holmes,
Rear Commodore House

FROM THE QUARTER DECK

So what do I see from my particular quarterdeck? Certainly there is the prospect of a change in the wind. We have a new Commodore – I enjoyed working with John when he was Rear Commodore Sailing, and the prospects look good for our new relationship as he takes over the Commodore's Flag. Rod now has a three-year appointment as Vice-Commodore, and the opportunity to capitalise on the improvements to systems which he set in place during his first six months in post, after taking over at short notice from David Wansbrough. (David – "thank you" – I really enjoyed working with you, as I did with Andrew Tyrrell, Jan Lillywhite and the departing members of the General Committee).

Jane Pitt-Pitts is now well experienced as RCS and is forging ahead on all fronts, and Gill Barron, with her expert knowledge of computing systems and their potential, and with support from her husband Mike, has wrought huge progress in our accounting systems, including financial modelling systems which have enabled her and the General Committee to agree a five-year financial plan, to be updated each year. Geoff Holmes clearly has great plans for things domestic.

The team of Officers, with the newly constituted General Committee, is continuing the task of looking very carefully at the various income streams to the Club – subscriptions, bar and catering income, charges for the dinghy parks and the crane, etc – to ensure that costs are properly covered – in some areas, it can be surprising what the real costs are. At the same time we continue to review carefully all our expenditure, with the staff in charge of departments being increasingly responsible for subjecting costs in their area to close scrutiny, with the brief to bring up proposals for economies or more cost-effective ways of working.

Most significantly at present, perhaps, is Michael's decision to leave the Club, which has enabled the General Committee to implement the recommendation of the Bar and Catering Working Party of a couple of years ago that there should be one overall manager for the Club's food and beverage service. That will enable a greater degree of "joined up thinking" on the first floor, and the House Committee is looking at ways in which our 'hospitality' services can even better meet the needs of Members, especially pre- and post-sailing. As I write, the advertisement for the 'House Manager' is about to be

published, and we foresee making an appointment around Easter time.

In other areas as well, the Officers, Committee and staff together are looking at ways in which we can most effectively match the service provided to Members expectations, provided cheerfully of course, (not as Polly famously said in *Fawlty Towers* – "Smile is extra"), and within the financial resources available. I have little doubt but that you will provide us with constant feedback on how we are doing.

Ian Gawn, Secretary

Why 'From the Quarterdeck'? Because it's where the captain used to take orders from the Flag Officers!

AN ERA PASSES

How can I do justice to Michael's long association with the Club? Michael recounts the last forty years elsewhere in *Pottership*. From sausage and chips to formal dinners; on-the-water rolls for the RIB drivers to lobster thermidore for a special supper, Michael has done it all. Perhaps the most memorable evening was on the 75th Anniversary when six hundred and seventy five portions of salmon-en-croute were served. Outside the Club, Michael has for many years been part of Lymington Lifeboat Station – currently as Operations Manager (Hon Sec), and we thank him for his contribution to the safety of Lymington sailors Michael, very many thanks for all you have done over so many years for the Club and its Members.

Rod Perry, Vice Commodore



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The year proved to be another successful one for the strong, albeit small, Lymington squadron

The main events will mostly be remembered for their light airs, even with the events held in Belgium. Whilst this made for pleasant viewing for the watching parents, it proved frustrating for the sailors, although good results at all major events were achieved as shown in the following summary.

Cadet Inland Championship - Rutland

The first main event of the season continues to be the four-day event on Rutland Water, usually taking place during the first week of the Easter holidays. The first two days are devoted to training, with the last two hosting the Cadet Inlands. Over one hundred boats competed in the event, which always proves to be fun as well as competitive. Light winds dominated the event and allowed for only five races to be sailed, with the following results for the top Lymington sailors:

- 5th Elliot Parsons, Jenny Lennon
- 7th Adam Richards, Sam Muskett
- 8th and first 14 year old -
- Oren Richards, Connie Stock

2003 RYA Zone Championship South

- 3rd Ben Muskett, Pip Weguelin

Twinline National final - Cadet Class

- 2nd Jasmine Husband, Bethany Bridge

Flanders Youth Regatta - Belgium

- 1st Adam Richards, Sam Muskett
- 3rd Oren Richards, Connie Stock

Cadet Worlds - Belgium

- 9th Adam Richards, Sam Muskett
- 15th and top 14 year old -
- Oren Richards, Connie Stock
- 21st Elliott Parsons, Jenny Lennon

Nationals - Weymouth

- 4th Elliott Parsons, Jenny Lennon
- 5th Adam Richards, Sam Muskett
- 15th Oren Richards, Connie Stock

So well done to all the Lymington sailors, and to those sailors who have now moved off into 420s - good luck!

If any children are interested in taking up Cadet sailing, whether as crew or helm, opportunities exist to try, please contact Class Captain for details.

Jennifer Muskett



Last year was a busy and successful one for the RLymYC Optimist sailors: 1st and 3rd at the Optimist Nationals, 1st, 2nd and 3rd at the Inlands, 3 of the 5 sailors in the World Squad and one in the European Squad.

The 'super gold fleet' consisting of the most experienced sailors trained regularly over last winter with Chris Mason as Coach. They performed extremely well at the two selection weekends in April 2003. Greg Carey, Robert Claridge and Richard Mason were selected for the World Squad and Sophie Weguelin for the European squad. George Minors was also highly placed.

Regular Sunday training for all sailors started in early March and continued until December. Fifteen to twenty children sailed regularly, coached mainly by their parents. We organised an all day training session in November with an external coach, and also monthly Saturday evening rules sessions.

There are three National Optimist Events organised by IOCA: the Inlands, the Nationals and End of Seasons. The Inlands were held at Grafham Water on 17/18 May. RLymYC sailors won the first 3 places: Richard Mason, Greg Carey and Robert Claridge. The Nationals were sailed at Weymouth in the second week of August when 17 Club sailors competed. Greg Carey won the event and Robert Claridge was 3rd. The End of Seasons were held at Rutland Water on 11/12 October: Robert Claridge was 3rd and Sophie Weguelin 6th.

The RLymYC Optimist Open, sponsored by Harken, was held over the weekend of 7/8 June. One hundred and thirty sailors registered, about 100 in the main fleet and 30 in the regatta fleet. This event was the biggest on the Optimist circuit outside the three national events. Robert Weguelin was again our PRO. Three races were sailed on the Saturday in lovely conditions with Force 3-4 westerlies, but on the Sunday, the wind strengthened to Force 6 sou-westerly, limiting racing to two races for the main fleet, and a hasty retreat for the regatta fleet. RLymYC sailors took the first 6 places: Robbie Claridge, Greg Carey, Sophie Weguelin, Richard Mason, Max Holloway and Robyn Stock. The composition of our fleet changed considerably at the end of last summer with the older sailors moving on, mainly to 420s and Lasers. Our fleet is now much younger but the sailors are keen and performing well for their ages. Sophie Weguelin and Philip Sparks are in the National Squad, Maria Claridge and Edward Thomas in the Intermediate Squad and Charlie Esse and Michael Harris in the Southern Zone Squad.

Nikki Thomas

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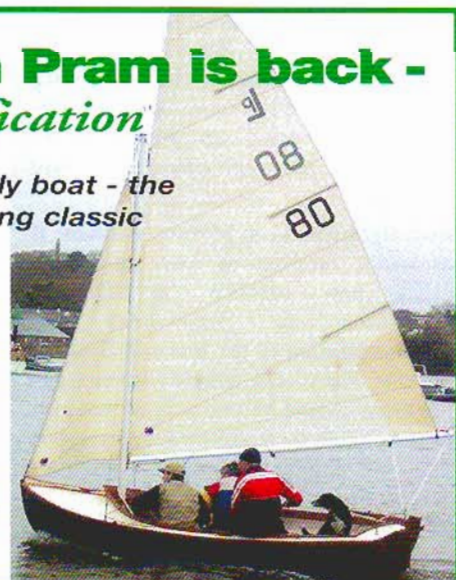
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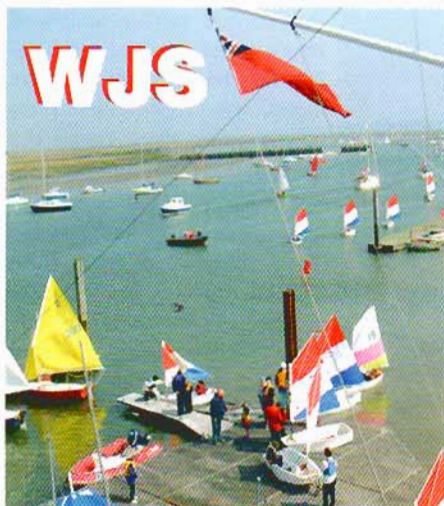
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The summer of 2003 was a very important one for Wednesday Junior Sailing as it brought with it new and very generous sponsorship from the Lymington Yacht Haven to add to what our own Club and its Members have, over the years, very generously provided. It also had the excitement of a Royal Visit as HRH the Princess Anne came to watch proceedings, talk to the children and helpers and partake of tea and doughnuts!

It is over 20 years ago now that two local doctors and Club Members, Jonathan Rogers and Tom McEwen, set up Wednesday Sailing to give local youngsters the opportunity to learn to sail. Over the years, many volunteers have turned up on Wednesday afternoons to help in some way, from dispensing tea and doughnuts – the essence of Wednesday Sailing – to tying knots, driving RIBs and teaching the youngsters to sail. At present, well over 100 people make a commitment to WJS, some turning up almost every week, others dipping in and out between other activities; all very welcome and much valued.

At the height of the season, we can have as many as 160 children turning up in the course of an afternoon, split between the early and late sessions, all desperately keen to jump into an Optimist, or be taken for a sail in one of our wonderful Scows by an adult instructor or a competent older junior. We try to keep the older children involved by encouraging them to become a 'junior instructor' in the hope that when they are 16, we can train them to be RYA Dinghy Instructors as a reward for their continued help. Some of our adult helpers have also been able to qualify as Dinghy Instructors and last summer ten WJS helpers, half adults and half youngsters passed their Instructors Course.

WJS has to have an RYA Senior Instructor to run each session and there

are very few people around who have this qualification. Fortunately three of our dedicated instructors who have been helping for many years managed to pass their Senior Instructors course last autumn, so have swelled the ranks.

Our Yacht Haven sponsorship not only provided us with a new Scow, *Haven Sent*, but also provided the opportunity for a new RIB-driving initiative for the juniors, which proved enormously popular. Robin Markes oversaw this new venture last year and spent many hours instructing the older juniors in basic RIB driving skills.

The Junior Regatta gives many of our WJ Sailors the opportunity to race, often for the first time in the Scow, Wayfarer and Optimist fleets, and is a wonderful week.

Amanda Dingwall, who has co-ordinated it for many years, is always keen to hear from anyone who would like to help in any way, from lending or manning committee boats, RIBs and mother-ships, to helping in the Regatta office and running the refreshment kiosk.

We are all looking forward enormously to using the redesigned downstairs room for Wednesday afternoons and regattas; it will make a great difference to have the extra space, light and facilities and we are very grateful to the Club Members who have supported the redevelopment. We are looking forward to another successful summer and are always happy for anyone interested to come along to see if they would enjoy helping.

Jenny Wilson, Head of WJS

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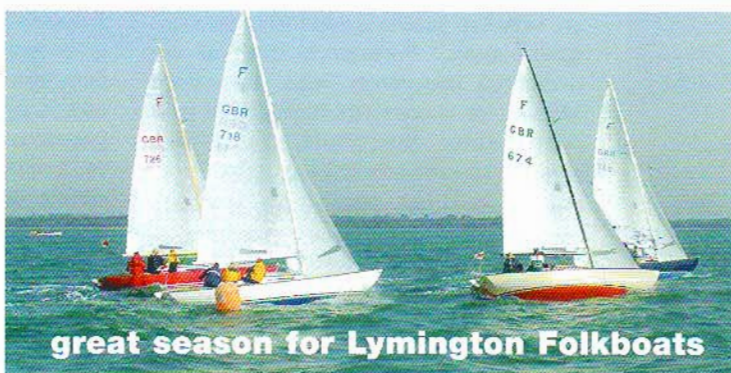
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2004 was a great season for the Lymington Folkboat Class: lots of new boats and new faces, and thankfully, no one boat dominating the top spot. Turnouts were healthily up on the previous year with double figures on many occasions. There are over forty boats in the west Solent, most competing at some time in the season.



The most memorable event of the season was the class's own Round the Island race. Twenty three boats came to the line on an early June Sunday morning. The wind was a light South-westerly with a forecast of moderate to fresh later. By the

time the fleet reached St Catherine's the gusts were in the region of 25 knots, rising all the time. Approaching Bembridge Ledge the first four boats led by *Jessica* (Crauford McKeon) and *Madeleine* (Edward Donald) were almost

line abreast surfing at fifteen knots under spinnaker. A little further back a few boats ingeniously reefed their kites by wrapping them round the forestay!

The wind continued to freshen keeping ex top folkboaters Tony Blachford and John Tufnell extremely busy as mother ships in their new powerboats. John escorted Peter and Simon Nuding in

Karen from Bembridge after both their spreaders had failed, and Tony had to lift a frightened and seasick crew member off *Svenja* (Robin Berwick) near Cowes as the prospect of another couple of hours upwind was too much. *Jessica* was the worthy winner followed closely by *Madeleine* and *So* (Simon Osgood)

Thirteen boats finished the race in 35 knots wind over tide, which is a great tribute to the seaworthiness of the little 26 footer. More would have completed the course had the homeport of Hamble and a hot shower not been an overwhelmingly attractive option.

The Southern Area Championship and Folkboat Week in Yarmouth were well supported by over thirty boats. *Crackerjack* had the best of the week and won the Southern's from *Sweet Caroline* (Rod Carran) and *Bossa Nova* (Chalky White)

The National Championship in September was as close as expected with six different winners in the seven races. At the start of the final race any one of six boats had a realistic chance of winning the series with *Jessica* just coming out on top at the end.

The 2004 season can't come quickly enough with yet more new faces likely to be seen up and down the fleet.

Tony Blachford, Class Captain

Peter Barton to campaign 18ft skiff in Europe this year

The picture shows Peter and crew training in December - they are looking forward to warmer climes on the European Grand Prix circuit this summer in Portugal Sardinia and Italy



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It seems strange that in a time of low inflation, the Club struggles to break-even. One reason that might surprise you is the decline in the number of members. Last year, the net loss was 4%, which has resulted in a £15,000 loss of subscription income. It means we will have to work hard to make sure we break-even at the end of 2004.

We are looking at all our costs to identify areas where we can make savings; we are also looking into areas where we might be able to make some more revenue. The new accounting system is up and running and we have tightened up budgetary control so that we can monitor costs much more closely.

As members, you can also help - and here are a few ideas:

- Introduce suitable new members. The rule changes approved by the 2004 AGM have been designed to make it easier to propose new members without lowering our standards.

Help Us Make Your Money Go Further

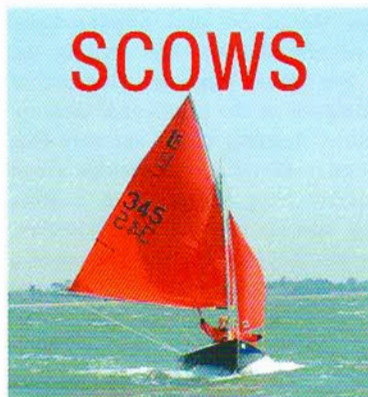
- Support the Bar and Restaurant and the special functions organised by House Committee. Catering is a vital source of revenue and is the most effective way to restore any shortfall in subscription revenue. We only aim to make a net profit of 5% and we don't want to increase our prices beyond that, so to make more money we need more business.

- Top up your Club card with a debit card. Credit cards are much more expensive for us (and card charges cost us over £6,000 last year), especially for amounts over £23. Cheques are even cheaper, but we prefer to avoid cash when possible, or we would again be faced with the cost of security transport or increased potential risk to staff.

- Pay subscriptions by Direct Debit. A few of you still pay by cheque or cash - please ask in the office to pay by Direct Debit.

- Support the Lottery. We are looking into ways of making the lottery more popular and your support will help us increase the prizes and buy the Club a few extra assets. In the past we have purchased the projector and the public address system from lottery funds.

- Consider making a donation or a legacy. The Club is extremely grateful



the start of our Thursday morning potters. Monday night always brings out a good fleet of Scows, often 18 boats, sometimes more, and the Thursday morning potters are extremely popular with Scow sailors who just want to have fun on the water. We are looking forward to having our regular team of helpers, particularly the ones who have sweets on offer!

We have a couple of mini series planned for the summer to improve our racing skills. The Figure of Eight Race around Pylewell and Oxey Lakes is always popular as well as the Alexina Trophy, which consists of three short races. In addition to our Thursday potters, we have three 'picnic potters' planned. As one of these will be with the Keyhaven scows, I hope we will have a good turn out to welcome them. The highlights for many of our scow sailors are the rallies, with three planned for this summer, possibly to Newtown, Totland Bay and Yarmouth depending on tides and weather. The mini series against the Keyhaven Scows is planned for the end of the summer and I am hoping to organise a similar event with the Beaulieu Scows.

I am very pleased to report that the Scow Division has now reached 98, a combination of Scow owners and friends. With the highest number of boats ever in the fleet, it appears to be a problem squeezing everyone into the dinghy park. Plans are afoot to make more spaces so we can all get on the water more often.

If you would like to join the Scow Division either as a Scow sailor or friend, please contact Scow Class Captain, Sarah Fraser. For £5 per annum, you will receive details of the entire social and sailing events for the Scow Division.

Sarah Fraser

for any donations or legacies that members feel like giving. At the SGM, there was some criticism that we don't make this easy so we are looking into ways of making it as easy as possible. Donations are not for general expenses because Rule 16a says they must be paid

into the Capital Reserve. Members can then vote at a General Meeting on how they should be spent.

Please let me know if you have any other ideas for ways of saving money or raising additional revenue.

Gill Barron, Treasurer



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MEMOIRS OF A TRUSTEE

Eleven years ago, when the then Commodore Peter Wilson asked me to become a Trustee, a Trustee's life was very different. The Club was not under the enormous pressures that it is now. Inevitably the

Trustees would be past Commodores who had served their time leading the Club. We would have the pleasure of their company at the occasional General Committee meeting and I am sure that they were involved in discussions about forthcoming Flag Officers but I think that that was about it. I was, however, well aware that one Trustee had made a very special point to the General Committee that they could not go ahead with a major development without reference beforehand to the membership.

Why should I, a Rear-Commodore, become a Trustee?

I made the point to Peter that I viewed the responsibility of a Trustee in a

different light: not just there to hold the assets of the Club in their names on behalf of the Club. To my mind to be a Trustee you needed to be in touch with what was going on. Ultimately, it is the Trustees who bear the continuing responsibility for the well-being of the Club. Would Peter be prepared to accept me on that basis? Apparently I had asked the right question. That was exactly what he wanted.

Once I was elected Trustee, I asked Peter if I might attend his next General Committee meeting, and so ever since I have attended most of their meetings. It was nice when we were made ex-officio, because then I did not have to ring up the Commodore and ask before attending. I like to think that, with major Committee changes every year, the Trustees do bring some continuity to the Committee's reasoning. However, I am only too well aware that I will not have been kind to new members of the Committee when they brought up some 'new idea' when I have already heard it discussed by their predecessors maybe two or even three times previously!

Indeed the Trustees do not always agree with the Flag Officers and Committee. For instance we put up a very strong argument against incorporation, but after proper discussion the majority voted in favour and so, of course, we backed their decision. Indeed, Terry Gerald has been deeply involved in helping with the paperwork. Only rarely have we said 'you cannot do this', but then I like to think that it is occasionally necessary to protect your interests, and that this is exactly what you would expect of us.

Apart from the General Committee, I know just how much work is put in by all the other Committees year by year. They are very often the unsung heroes of the Club, and I like to think that I have attended at least one of their meetings over the years just to try to show them our appreciation of all their efforts, and to say 'thank you' on your behalf.

Luckily for the Club there have always been three Trustees. In the early years, it was that lovely past-Commodore Sir Alan Boxer who kept me on the straight and narrow! Over the last five years it has been two wonderful Trustees in the shape of Ted Hawkins and Terry Gerald. I am so very grateful to them and to James Beattie for succeeding me.

I thank you all for the great honour you have done me in allowing me to be a Trustee over the last ten years. I am very proud to have tried to safeguard your interests, but I am much prouder still to be a member of the finest Yacht Club in the country.

Sebastian Chamberlain



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21 Spring Series Starts

APRIL

9 Firefly Team Racing

10/11/12 Easter Regatta

22 Evening Keelboats Early 1

23/24/25 Spring Meet - Medina

26 Evening Dinghies Early 1

MAY

1 XOD Saturday Points 1

5 XOD Wednesday Points 1

8 Folkboat Early Series 1

9 Scow Rally

14/15/16 Anchor Meet - Chichester

15 Royal Engineers

Yacht Club Regatta

20 Scow Picnic Potter

21/22/23 6 Metre Regatta

JUNE

1 Scow Short Series Racing

5/6 The Harken Royal

Lymington Yacht

Club Youth Open Regatta -

Optimist Open

7-18

Dutch Meet

12/13

Christchurch Bay Regatta

12

Torquay Two- Handed Race

17

Pursuit Race

21

Evening Dinghies Late 1

26

Round the Island Race

26

Scow Figure of Eight Race

JULY

3/4

Solent Dash

9/10/11

Folkboat National

Championships

11/12/13

Summer Dinghy Regatta

17

Folkboat 2 Handed Race

18

Scow Rally

19-23

XOD Week

20/21/22

Summer Keelboat Regatta

25

Folkboat Round the

Island Race

27

Scow Alexina Trophy

30/31/Aug1 Family Cruising Meet

AUGUST

1

Folkboat Family Picnic Race

5/6/7

Cherbourg Meet

6

XOD Team Racing - Cowes

7

Cowes Week Begins

15

Junior Regatta Registration

16

Folkboat Week Starts-

16-20

RSolYC

Junior Regatta

25/25/26

Autumn Keelboat Regatta

SEPTEMBER

4/5

The Harken

Royal Lymington

Yacht Club Youth Open

Regatta -

Cadet/420/Laser Open

18/19/20

Autumn Meet Gins Farm

18

LRSCA Scow National

Championships

25/26

XOD Saturday Points 19 &

Allott Cup,

Bobby Bongers Trophy

29

Wednesday Junior Sailing

Prizegiving

OCTOBER

2

Potter Ship Race

6

XOD Autumn Series Starts

8/9/10

Anchor Meet

Poole Harbour

10

LTSC Solent Circuit 1

DECEMBER

18

Needles Relief

27

Peter Andreae Trophy

SPECIALLY FOR HELPERS

From early April there will be a link from the RYA web site (www.rya.org.uk) to a new web site being set up to give help, advice and support to volunteer helpers in yacht and sailing clubs. The new site, which you will also be able to access direct, is www.ryavolunteering.org.uk

SPONSORSHIP

Sponsorship is an effective way of adding value to Club events, but only if the aspirations of Club and sponsor can be matched. If you, or someone you know, might be interested in discussing sponsorship opportunities with the Club, we now have a team led by David Brunskill looking at all aspects of sponsorship for Club events. David can be contacted direct or through the Club office.

PAUL JACKSON

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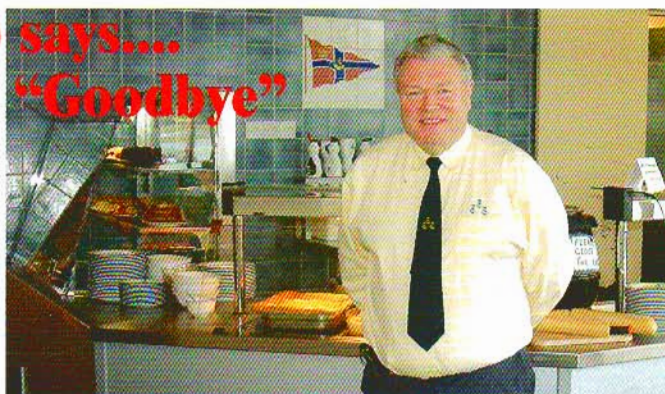
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Michael Webb says.... "Goodbye"

In 1964 I was about to sit my GCE exams, and starting to think about a profession.

Well, I was going to take the plunge and go into Customs and Excise but I needed maths to join and I was not taking that in GCE. I had always been interested in being a chef after watching my aunt who owned a small guesthouse (Marles Guest House at the corner of Gosport Street and Cannon Lane). Consequently the careers advisor for the school (Mr. Beck) got me an interview with a Mr. Brooks, the caterer of the Royal Lymington Yacht Club, who had been the Club caterer for about a year and he needed some one to replace his assistant at the time (Margaret Harvey) who was about to have a baby. Thus interviewed, I started as a weekend helper that spring and after the exams joined the crew as an apprentice, going to Southampton College as a student once a week for 4 years. Here I am after 40 years, in 2004, about to hand in my rolling pin.

The Club in those days was very much smaller, John Perkins being the Commodore and Harry Goodhart his Vice. Regrettably the Committee of the time have all passed on but thankfully, Adam Rendall, Richard Bagnall, Mike Hobson, David May are still with us. The Clubhouse was also very much smaller, with a dining room heated by a coal fire and holding about 40 covers. There were two small offices on the first floor with George Edwards, the Secretary at the time, assisted by Myra Locke his PA. The library remains still virtually intact but in the car park corner side, the staircase



came up from the downstairs bar and slipway lounge. The staff at the time were George and his secretary in the office, Doug Baverstock, the boatman with a helper in the summer, Bob and Jose Hale as stewards with Vic Kebby as relief steward, Ken Hale, Bob's son as helper (now a member), Mr Brooks, me, two dining room assistants and a washer-up, and Mr Brooks' son and friend as weekend boys.

Club life was a little less hectic especially in the winter as most of the boats were wooden in construction, and after the prize giving Pottership party they were laid up in October until the spring. Parties were always well attended, 200 was the norm with themes and flowers assiduously constructed by the House Committee with marquees on the forecourt and always 'number ones' being worn. Regattas were also grand occasions with all the members appropriately dressed formally for the day, big boats of the era (*Quiver*, Ren Clarke - *Winsome*, David May - *Transit*, Bob Pretty, etc.) were also part of Club life, but not as today crewed by paid sailors, but by the young members of the club; dinghies, i.e. Lymington prams,

GPs and X class were also helmed by club members but at Easter we were invaded by Firefly sailors, usually from medical universities.

My life at the Club has been very interesting, from apprentice to Mr Brooks (Brooky) to joining him and his wife as a partner in the Catering Franchise and then to being the Club Caterer in 1981, and in 1994 being Club Catering Manager.

During this time I have catered for all sorts of events and in all types of venues, from probably all the halls in the Forest area to grand houses and their gardens, marquees over water features, barns converted into dining areas for parties, to squeezing 50 people into a small semi. I have been fortunate to have worked with great colleagues and they've become special friends, all too many to mention, but the Club is a special place and there are not many places where the staff work for very long periods of time. This is part of the magic of the Royal Lymington Yacht Club, where the staff and members are also friends and long may it be so. My very best wishes to the Flag Officers, the Members and the Staff for years to come

Michael Webb

WHAT ARE YOU WORTH

Did you know that across the country, each year, volunteers give 4.4 million hours help to sailing and yacht clubs. Opportunities range from helping with race teas, through running the race office to support afloat in a RIB or as a race officer. Could you give an hour or two occasionally to help your Club? If you can, please contact a Flag Officer, the Secretary or one of the staff in the office.

PRESS AND PR PERSON WANTED

Do you have promotional or public relations skills? Would you be able to give some time to help get Club sailing events and Members' successes given wide circulation? If so, please give your name into the office (e-mail would be excellent - ian@rlymyc.org.uk) and we will pass your name on to the Press and PR Working Party



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BRIDGE AT THE ROYAL

We are coming to the end of what I believe is our fifth year of Bridge at the Club, and it has proven to be so successful that we now have a limit of 40 players per session. This seems to be the optimum number, given the balance we try to find between Bridge, dinner and socialising. We have welcomed many new players this year, quite a few of whom have come back for more, so I think we are doing it right, but I am always open to suggestion or, heaven forbid, criticism!

One of the most popular aspects of the evening appears to be the format of eating at long tables. We arrived at this quite naturally, as after players have finished their third round of Bridge, they move into the dining room to collect their supper. As some players take a little longer than others, this works very well and there are usually no queues. One long-standing Member of the Club told me he so enjoyed meeting new people at dinner (some of whom had also been Members for many years!).

For those of you who have not attended, we play three rounds of Chicago-style Bridge before dinner, probably two maybe three rounds after dinner, and go home around 10pm. Table money is £1 per head, which pays for the cloths and cards etc, and which provides extremely nice prizes. My husband Anthony was particularly annoyed one evening when we won the slam prize and I refused to give it to us on the grounds of embarrassment!

We play on the second Monday of the month from November through March, and anyone who plays Bridge is welcome to join us.

Judy Ruffell

EDITORIAL



May I introduce myself as the new Editor of *Pottership*. I hope, with Members' help, to produce a magazine that is interesting and

informative. I am grateful to the several members who have been an encouragement to me so far, and particularly to those who have written articles and reports for this issue.

A few notes about myself. I am a retired Clinical Biochemist by profession, but this was abandoned when I married rather later in life than most ladies. On marriage, I moved from Worcestershire (hence the odd accent!) to Godalming in Surrey, where I fulfilled an ambition and started to grow orchids seriously. We moved to Lymington early last year (orchids and all) and thoroughly enjoy life here.

My experience of editing prior to *Pottership* is that, apart from writing theses (including PhD), publishing scientific papers, and guiding students in their writings, I have been Editor of the *Orchid Society of Great Britain Journal* for the last five years: although I keep trying, they will not allow me to escape!

I have sailed in the Mediterranean (on honeymoon!), and in the 60 foot Schooner *Ocean Venture* - I particularly remember one Round the Island Race. We sailed our boat (Hunter Horizon 23) on the Norfolk Broads for ten years and currently we sail her from Hayling Island.

I would be delighted to receive copy for further issues of *Pottership*, and as I get to know more people in the Club, I may even be pleading with you for an article..... I can be contacted either



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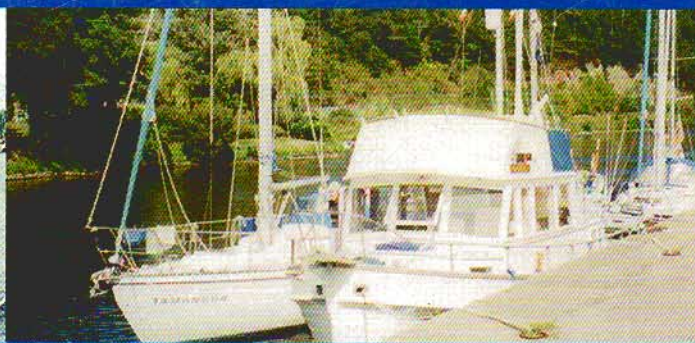
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Cruising 2003 and onwards to 2004



..... thriving in its quiet way. Well, maybe that sums up cruising.....

The Cruising Section of the Club is thriving in its quiet way. Well, maybe that sums up cruising. We sort ourselves out, do our own thing, and a lot of us do not want anyone organising us into 'events' and telling us what to do.

Cruising covers a multitude of activities. You can cruise in a Scow, a Kayak, certainly you can cruise in sailing dinghies (remember Frank Dye and his Wayfarer). Many of our members have exotic boats, they circumnavigate, visit the Antarctic and Arctic, but the majority probably content themselves with lovely Brittany, the Azores, and Spain. Several members have based their boats in Turkey and Greece to save the long haul down there each time.

So come on then, cruising is endless. If one lived for a hundred years, you could not cover all the places you would like to go, so what am I to do as your Captain of Cruising when trying to write about the last season?

I can say that the few of us that enjoy Meets had several enjoyable ones. We visited the Squadron at Cowes in the spring, Chichester for the Anchoring Meet, thence to Dartmouth and Dittisham. From there, a few ventured south to Brittany for a rather scattered Meet. Then to a Family Meet in Newtown with a BBQ shared with the Oppie and Cadet Fleet on their Newtown camping site, while a few family cruisers played Swallows and Amazons in Clamerkin Lake. Off to Lezardrieux and Pontrieux for August and finally, Gins Farm for the autumn, and the last Anchoring Meet in Poole Harbour at

the end of October. All good fun, plenty of socialising, and that particular group's way of enjoying cruising.

So what about 2004? Our flagship meet will be the Dutch Cruise which starts on June 7th in Vlissingen, and makes its way to Amsterdam for a final dinner at the Royal Netherlands Yacht Club on the 18th June. Some boats are planning to continue on to the Frisian Islands. Others are scattering to do their own thing. With Eddie Vogelzang keeping his boat in Holland, he is kindly co-ordinating the event. Anyone wishing to take part please contact George Tinley as space is likely to be limited.

All our other Meets are much as before: spring will be at the Royal London in Cowes, anchoring in Chichester Harbour, then on to Holland. The Family Meet in Newtown with, hopefully, lots of kids and families. Then a change with a Cherbourg Meet. It is not that we have suddenly become wimps! It is simply that we will socialise in Cherbourg for a couple of days and then depart in small groups to wherever and with whomever we want to go! This seems to be a popular way of running a Meet. Plenty of freedom with

the opportunity for meeting up here and there. Autumn again at dear old Gins Farm, and a slightly earlier autumn anchoring in Poole to avoid the late October weather.

That, of course, is only what us locals do but meanwhile the burgee flies in New Zealand, the Mediterranean, the Canaries and the Azores. Out of sight but not forgotten, they fly our burgee around the world, looking after their own destiny as all good cruisers should.

My final note is on the Lecture Programme which falls under the Cruising Section. I welcome anyone advising me on likely subjects and lecturers. I try to produce a varied programme and you must bear in mind that we pay nothing for anyone to come, bar a few expenses. We do have some incredibly talented members, yacht designers, round-the-world skippers and crew, and record breakers. Well, you name it and we seem to have it.

As the Club is re-furbished and new members start filtering in, let us push on all fronts. Let us realise that Cruising and Racing and all conceivable types of boats all go hand in hand. Personally I would include fishing, rowing and all waterborne activities. Just give it time and it might yet happen! I see no room for factions, having owned virtually every sort of boat available and enjoyed them all.

Long live our wonderful Royal Lymington Yacht Club!!

George Tinley
Captain of Cruising

