



PotterShip



**The Royal Lymington
Yacht Club in 2009**



POTTERSHP

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Front cover

Royal Lyngby Challenge Cup
Photo: Lloyd Photography ©

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Your Pottership Magazine

Firstly thank you very much to all authors, photographers and advisors who have contributed to this magazine.

This is your magazine and we do want lots of articles and pictures for the next edition. You don't have to write a saga - we really do need short articles and photo-stories, as well as the longer accounts of cruises and racing events; ideally longer articles should not exceed three pages which, by the time we have put in a heading and a few pictures, is about 2500 words.

And a word about pictures

Please set your camera to medium or high resolution, we need file sizes of at least 5 meg to support a quarter page picture and 10 meg for a half page picture. Please send your pictures as JPEG files via the email or on disc but please do not embed them in Word files or down size them, thanks.



JUDY RUFFELL
EDITOR

FROM THE COMMODORE

In this last year we celebrated 25 years of Wednesday Junior Sailing with a wonderful party and were honoured with a visit from our Patron, The Princess Royal. The inaugural Royal Lyngby Challenge Cup was highly acclaimed and we enjoyed excellent support for all our Club events.

Your Sailing Committee has produced a full and varied programme for 2010, with the Cruising Committee planning a Meet in Croatia. Doubtless our burgee will be flown once again by our intrepid Members in far off places

We say farewell to our Vice Commodore Phil Batten who stepped down at this year's AGM and who has served us so well with his special blend of robust regard for our ethos and customs lightened by his own brand of good humour. Also stepping down at the AGM this year was David Hayles, Rear Commodore House. David and the House Committee have done an outstanding job for the Club, the wonderful new balcony and bar refurbishment being among their achievements. The Club also thanked Roger and Jenny Wilson who stepped down as Principal Training Officer and Head of Wednesday Junior Sailing respectively. Their contribution over the past 16 years was recognised with a presentation of a claret jug and glasses at the annual dinner.

I have been blessed in my first year with a very able and conscientious General Committee and my thanks are due to the retiring Members, Bob Baker, Gordon Stredwick, John Miller and John Mills, who returns as our new Vice Commodore. All the retiring Members have contributed significantly to the discussions in General Committee. I also welcome Neil Eccles as our new Rear Commodore House. He has already done sterling service with our web site and our communications systems.

Needless to say the new ferries have loomed large during the year. Despite this we have managed our full sailing programme, because our Race Officers and organizers have skilfully worked around the ferry sailings. There remain problems of wind shadow and turbulence and all Members need to be aware of these issues. We continue to work with the Harbour Master and the Ferry Captains to resolve incidents involving our Members and events and have updated our Club reporting system. Please use this should you have an incident. More information on the Club's position with regard to the ferries and incident reporting can be seen on our website

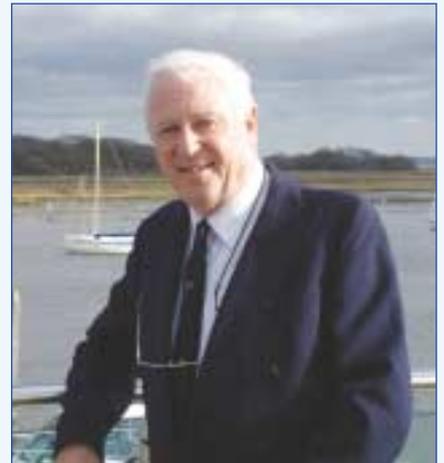
Our Members have enjoyed a successful season on the water with Stuart Jardine once again winning the X Class at Cowes, Class wins in the Fastnet for Mike Slade & David Lees, and our Olympic hopefuls continuing their fight for a place at Weymouth 2012. Phil Lawrence won the Etchells national championship; Phil Sparks became the ISAF Youth World Champion, was presented with the YJA Young Sailor of the Year Award and was named RYA Southern Area Young Sailor of the Year.

The racing programme was most successful, and the Cruisers enjoyed a varied programme including a trip down the French Canals. Perhaps most heartening to me is the number of compliments that I have received as to how active and welcoming is the Royal Lyngby Yacht Club. Let us all continue to make it so.

Finally, a thank you to all Committees Members, Race Officers, RIB drivers, those who help with Junior Sailing, flower arrangers, and all other volunteers. The Club could not be so successful without you. We always need volunteers so please don't be shy, we can use your expertise.

May you all enjoy 2010 on the water in whatever craft that gives you pleasure.

ROD PERRY, COMMODORE



NEW FLAG OFFICERS



**VICE-COMMODORE
JOHN MILLS**

During his term on the General Committee John served on the Finance and Membership Committees. He is a chartered arbitrator and retired in 2003 as Senior Partner and Chairman of a London based firm of Chartered Surveyors. John's sailing experience spans youth dinghy racing on a gravel pit in Hertfordshire when, in January, without a wet suit, he quickly learned how not to capsize; graduating later in life to cruising with his wife Jean in their ketch *Coral of Aqaba* to idyllic locations between the Whitsunday Islands westwards to the Caribbean.



**REAR COMMODORE HOUSE
NEIL ECCLES**

Neil Eccles sits on the General Committee and helps the Club with its website, Audio/ Visual and IT systems. formerly a BBC Television Outside Broadcast Producer, he has televised many live State Events and even the occasional Boat Show. Bron and Neil resumed active sailing in 1995 in the Solent and the Channel; currently they sail their Moody 42 *Cutaway*, now based in Lorient, along the western coast of France and northern coast of Spain. Neil is currently Commodore of the Moody Owner's Association, an appointment which ceases in February 2010.

JUBILEE CHALLENGE TROPHY



The Jubilee Challenge Trophy is awarded to the Member who has achieved the most

outstanding offshore performance. This year David Lees was presented with the Trophy. As the huge armada of IRC Fastnet boats entered the Hurst narrows a small dark hulled yacht had a substantial lead over the whole fleet – she was soon recognized as *Hepzibah*. Of course the larger yachts soon passed her, but David and his crew of family and friends spent the next five days keeping the 58 yachts in their class behind them, to win Class 3 overall in the Fastnet Race. The Fastnet win also secured the overall 2009 RORC Class 3 Championship for *Hepzibar*.

This achievement is the more remarkable since she is not a stripped out racing yacht, having been in David's family for some 30 years.

JACK IN THE BASKET TROPHY

The Jack In The Basket Trophy is awarded to the outstanding sailor of the year under 30; this year Phil Sparks, who has just turned 17,

.....and six new General Committee Members were announced at the AGM



CHRIS BALDWICK

Chris first sailed from Lymington in the early 70s before work took him abroad for the next 30 years, where he continued to sail in various parts of the world. Returning to the UK in 2000 he joined the RLymYC currently racing his Nordic Folkboat and a Laser. Chris is a Club Race Officer, Dinghy Instructor, RIB driver, and helps out with Junior sailing when not crewing an XOD. Chris wishes to maintain the Club's racing tradition, and has recently served as Captain of Racing



DENISE MOORE

Denise started boating on the Thames, was a Member of the Thames Motor Yacht Club before joining the RSYC and then the RLymYC on moving to Lymington. She has served twice on House Committee. Denise holds a Yachtmaster Offshore Certificate, is a Powerboat Instructor, and drives Club safety boats. With husband Tony they cruise throughout Europe and the Mediterranean. In her working career she was Head of Marketing for a pharmaceutical company.



HANNAH NEVE

Hannah was a keen dinghy sailor at university and started sailing keelboats in 1987. Since 1999, she and husband Chris have owned six cruiser-racers and race in the Club's keelboat racing programme. She has competed in numerous European and international events allowing her to see how many other Club's are managed. Hannah works at her dental practice and brings her practical small-business knowledge and keelboat experience to the Committee.

AWARDS AND TROPHIES

received it. Starting in 2005 when he was 12 Phil won the Optimist national Championships and represented GBR at the European



Championships. After finishing as top British sailor at the 2007 Optimist Worlds in Sardinia, Phil moved into the 420 Class, and in 2008 won the 420 National Championships (the 4th winner from our Club in 5 years, started by Pippa Wilson in 2003).

Phil's success continued this season when he won the RYA National Youth World Championships in Brazil. Phil warmed up for the Youth Worlds by winning Kiel Week from a huge fleet of 168 boats, before flying to Brazil where he won the 420 Gold Medal to become the 2009 ISAF Youth World Champion. He has now moved into the 470 Class and has started training with our Olympic sailors.

HIGHLANDER TROPHY

The Highlander Trophy, presented to the Club by 'Mac' Macdougall, recognizes the Member who has made the most significant contribution to IRC racing. This year Chris

Neve, Captain of Racing, was awarded the trophy. IRC racing in the Western Solent has been in decline for some time and the Club has been



working hard to reverse that trend. Chris took over as Captain of Racing at the beginning of the year and successfully launched the Lymington Challenge Cup in the midst of a recession. This proved to be a triumph for the Club; the racing close, exciting and well run, and the social events sold out. Not only was Chris instrumental in organizing the event, he also competed and was the top yacht overall, helping our RLymYC team into 2nd place behind the Royal Yacht Squadron.

Club officer's contributions are not normally recognized until after their tour of duty, but on this occasion Chris was awarded the trophy in recognition of this outstanding achievement.

COMMODORE'S CUP

Unusually, the Commodore's Cup was awarded to two people, Stuart and Ado Jardine, in recognition of their sailing achievements over many years, including

Stuart's work on reorganising the dinghy park, their achievement in building the new X-boat, their work with Junior Sailing and their willingness to share their expertise with other Club Members.



HONORARY LIFE MEMBERSHIP

Helen Ann (Annie) Littlejohn is our second longest serving Member, having joined in 1946. She comes from an illustrious Naval family, was a driving force behind the Royal Lymington Cup international match race events between 1981 and 1998, and was of course one of the WJS trail blazers. It was Annie who instigated the highly successful Thursday evening keelboat racing. She still helps at our Youth and Family Week. She was presented her Honorary Life Membership certificate by HRH Princess Ann in recognition of her tireless and dedicated support to the Club over many years.



...plus Dick Thorne re-elected as a trustee



DUNLOP STEWART

Dunlop has been a lifelong sailor, racing and sailing dinghies in his earlier years before moving to cross channel cruising when family and business allowed. Currently he shares a XOD and sails a Scow. Dunlop serves on the Club's finance committee. He retired from a career in financial services where he held positions at board and chief executive level. He is married to Diana with two daughters and six grandchildren, some of whom have already taken to the water at Lymington.



JOHN THUNHURST

John has sailed since schooldays, mostly family cruising in UK and Channel, but recently started motor-boating. He served on the Wine and Cruising committees and in 2009 was co-opted on to the General Committee. John retired from a career in corporate finance and has used this experience on the Finance Sub Committee and looks forward to working for the continued development of what he believes is an extraordinarily successful Club.



JIM VENN

Jim and wife Jean moved to Lymington in 1997 in anticipation of retirement in 2000 as chairman of a successful plc, acquired their first boat, a Kelt 707, and have been active on the water ever since. In 2000 they changed from sail to motor, bought their present boat an Aquastar Ocean Ranger 38, and have put more than 12000 miles under her keel. Jim has served on the Cruising Sub Committee and the General Committee and is a safety boat drivers for WJS.

Visit of HRH The Princess Royal marks 25 years of Wednesday Junior Sailing



On the 29th of July It was raining quite heavily, then HRH The Princess Royal arrived and the sun tried to come out. What timing!

She was introduced to instructors, children and organizers and was most interested in hearing how the afternoons were organized. Then there was a trip down the river in *Golden Haven*, the RIB so kindly donated by Dirk and Dylan Kalis, when she stopped and talked to some of the children and volunteers on the water.

Back to the Club, where Commodore Rod

Perry made a speech of welcome, thanking Her Royal Highness for making time in her busy schedule to be with us on this special day. He went on to say that in 1995 WJS was acclaimed nationally and received the RYA Yacht Club Community award. It is held up as a model youth programme for other Clubs to follow.

Currently anything between 100 and 160 children between the ages of 8 and 18 come to this Club each week throughout the summer to learn to sail. Many of those passing through WJS have themselves

become instructors, gone on to greater sailing adventures and even Olympic champions. It is a remarkable programme. It has been carried out for the last 16 years through the energy and leadership of Roger and Jenny Wilson and fuelled by the many volunteers who cheerfully give up their time to help.

For the last seven years WJS has been generously supported by Lympington Yacht Haven through the kindness of Dirk and Dylan Kalis. This support has been invaluable and we hope it will continue for many years

A grey day could not spoil the enthusiastic celebrations when HRH The Princess Royal spent time with the Wednesday Junior Sailors, volunteers, RIB drivers &



RLymYC Wednesday Junior Sailing has been providing a sailing experience for local children for twenty five years. It was started by Dr Jonathon Rogers, together with Tom McEwen and Annabel Nurton, who built the first four Avon Scows. Other Members lent their boats, Ruth Evens helped to maintain them and built the original floating launching ramp, and so it began. Today the Club has available 14 Scows, 1 Lymington Pram, 1 Cadet and 24 Oppies with up to 7 RIBs serving as safety and support boats. Over 50,000 children have passed through the scheme



Jenny Wilson and the Princess Royal chat with Ruth Evans who helped to maintain the boats and built the original floating launch ramp

to come. It makes a real difference.

He concluded by saying that everyone involved can be truly proud of their achievements in giving pleasure, skills and opportunity to so many children. He was particularly grateful that at this our 25th Anniversary Her Royal Highness was with us, through her interest and enthusiasm providing inspiration to the children and to all our volunteers.

Jenny Wilson then addressed the assembled company. She said she was delighted to welcome Her Royal Highness

and it was lovely to see so many guests, children and helpers despite the weather.

Over the years a great many children from the local community have come here to learn to sail and row and to become confident and safe on the water; she had been looking at attendances over the past few years to get some idea of the numbers involved.

Last year 360 children attended for one or more sessions, a total of 2,300 child sessions in the season. Over the past 25 years she believed that there have been

somewhere in the region of 50,000 child sessions - that's a lot of children! She was sure she was speaking for all the people who have every volunteered to help at Wednesday sailing when saying it has been wonderful to have experienced the enthusiasm of so many young people and to have been able to help them progress in life in various ways.

Without our voluntary helpers none of this would have happened, so she thanked all of them for their efforts over the years. None of us could have achieved what we have

instructors on and off the water. HRH said how pleased she was to be with us and that other yacht Club's had a long way to go before they caught up with us!



without the ongoing support of the Club and its Members who have welcomed countless wet but enthusiastic children into the Club. It has to be said that they have sometimes gone from the changing rooms leaving a lot to be desired!

Jenny concluded by saying that one of our many volunteers who is an amateur artist as well as a Senior Instructor, Sylvia Peppin, had painted a wonderful snapshot of Wednesday afternoons which she presented to the Commodore on behalf of WJS to celebrate our 25th year.

Her Royal Highness then spoke a few words, saying how pleased she was to be with us and that other yacht Clubs had a long way to go before they caught up with us! She then cut the cake and mingled with all the assembled company of volunteers past and present, ending up by making a presentation to Annie Littlejohn, awarding her Life Membership in acknowledgement of her huge contribution to the Club over many years.



Co-founders of WJS are above left Jonathon Rogers and above right Annabel Nurton and Tom McEwan with Annie Littlejohn in the foreground to whom the Princess Royal made an award of Honorary Life Membership. Left Commodore Rod Perry made a speech of welcome, thanking Her Royal Highness for making time in her busy schedule to be with us on this special day. Below Jenny Wilson and Hattie Rogers, Jonathon Rogers' great niece, presenting the bouquet. Below left Senior Instructor Sylvia Peppin painted this snapshot of Wednesday afternoons



Sail for Gold was first held in 2006 when 264 boats from 22 nations descended on the 2012 Olympic sailing venue, the Weymouth and Portland National Sailing Academy (WPNSA), for three days of world class competition.

In 2009 there were 747 competitors from 38 nations. This was the final ISAF World Cup event of the year, so many of the world's best dinghy sailors were there to show what they were made of. The thirteen classes racing were those chosen for the 2012 London Olympic and Paralympic games.

Club Members have been involved with the event since the beginning, competing and on the race teams. This September there were twenty Members, our Committee Boat *We're Here* and one of our RIBs supporting the event, probably the largest Club contingent. The Royal Southampton YC, Parkstone YC, Hayling Island Sailing Club, the Royal Thames YC and the Royal Southern YC were also out in force from the south coast.

Some of us were on committee boats rolling about in Weymouth Bay (or in Portland Harbour in some cases); others manning RIBs as mark layers or safety boats. John Doerr was on the Jury; Roger Wilson was the Principal Race Officer and Ken Kershaw was on measurement. *We're Here* with driver Peter Phillips was much admired at the pin end of the start line on the Paralympics course. Vince Sutherland was course safety leader on the same course.

With over 250 people to be accommodated to support the event, arriving and departing at different times depending on their roles, the RYA staff did a fantastic job, making sure we all had a bed and knew where it was and were fed and watered. Racing was from Monday to Saturday. The wind conditions varied from the 25 – 30kn in the earlier part of the week to a disappointing lack of wind on the final day. This meant that some of the medal races had to be abandoned - a frustrating end to an excellent week.

Each of the six courses had two boats for the start line, up to four mark layers and six safety boats, as well as roaming safety officers and medical support. Geoff and Marilyn

SKANDIA SAIL FOR GOLD



Some of the RLYM YC Team on the balcony at WPNSA

Holmes spent their days taking the world's press out to watch the racing in the comfort of *Mainframe*.

Nick Thompson sealed the 2009 ISAF Sailing World Cup in the Laser class with his 7th place at Sail for Gold. His father David Thompson did look a little anxious at breakfast the last morning before going out on safety boat duty with Richard Bagnall!

Pippa Wilson won the bronze medal in the 470 women's class in only her second major event in the class. Other Club sailors competing were: Hannah Snellgrove, Nick Rogers and Pom Green, James Rushden and Ben Muskett, Phil Sparks, Sophie Weguelin and Sophie Ainsworth, Richard Mason and Charlotte Lawrence.

The site at Naval Air Station at Osprey Quay has been funded mainly by the National Lottery and the South West Regional Development Agency. WPNSA is a fantastic venue and not just for the London 2012 Olympics, although various countries are already setting up their training bases for 2012. World championships are regularly held there as well as national and local events and there is a sailing school.

A huge launch area has been built out into Portland Harbour which can be used in all wind directions and states of tide. There is a

vast dinghy park, areas for crews to keep their gear securely and a huge multifunction indoor area, more like an aircraft hanger. This is used for measurement and as a general meeting place – lunch packs were collected from one corner, there were computer terminals and internet access in another.

Offices and meeting rooms on the seaward side of the building mean that you can look out at the weather during the early morning briefings and consider how many more layers of clothes you are going to need before going on the water. There is also space for hospitality and merchandising stalls. That's before you get to the cafeteria and restaurant and the balcony running the length of the building which has fantastic views over Portland Harbour and down the Jurassic Coast. There is a marina with associated facilities and plenty of parking.

ANN BRUNSKILL

***We're Here* with driver Peter Phillips was much admired at the pin end of the start line**





The south west of Ireland may be the best cruising ground for Solent sailors: but don't go mid-season.

We took ourselves to West Cork and Kerry between mid May and the end of June, somewhat earlier in our accustomed cruising season than usual. The Scillies are 208 miles from Lymington via Falmouth and we made our landfall in Kinsale, 136 miles further on. Baltimore, about 40 miles further west, is only about 15 miles further from the Scillies and that might be a better initial landfall in view of the prevailing west south westerly winds and seas. Baltimore is almost at the south west extremity, leaving an easy reach up the west coast once Mizen Head is rounded.

Much the same distance would get you to South Brittany. Council for the defence of that area would make remarks relating to 'la belle France', sunshine, restaurants, wine and scenery. In defence of Ireland, the scenery is far, far better, the people are friendly and the

pubs are great. The wine is much the same but with more choice: alright, French regional wine is marvellous but just try buying a New Zealand Marlborough Sauvignon Blanc or a decent reasonably priced Chilean red. If seafood is what you go for, a lot of it comes from Celtic waters anyway.

Proof of the scenery can be seen in the pictures and there's more at <http://gallery.me.com/geoffholmes>. Imagine Scotland or the Lake District with fuchsias in the hedgerows as common as hawthorn. The log of the cruise is in the chart room or can be downloaded from <http://public.me.com/geoffholmes>. As to the quality of food, we have Crookhaven's modest (though earned) opinion of itself in its Wikipedia entry: "the food is only fabulous". In nearby Schull, a charming little town, we had terrific fish and chips with an excellent bottle of Rosé at a French-owned quayside



Terrific fish and chips with an excellent bottle of Rosé

fish exporting business: the best of both worlds!

To be fair to both, high prices and the pound - euro problem will have been found in Ireland and South Brittany this year. In Ireland: E5.30 for a glass of white wine in a yacht Club? In good but not haute cuisine restaurants: E10 for a starter, E20-E30 for a main course? VAT at 21% and a relatively high minimum wage may account for it.

Just look at the pictures of the bars in Dingle. Even saying the name of the place makes me smile, partly because of the charm of the place but also with the memory of the somewhat wacky bars, the music and the crack. Where else but rural Ireland would all passers by wish you good day? This wasn't just pedestrians: drivers of all types of vehicle would cheerfully wave, which was really nice, and surprising.

Jewels in the crown?

Sneem Harbour, in Kenmare River. Plenty of visitor's buoys, only one other yacht. The buoys everywhere seemed to be well maintained and are in the most beautiful settings – long may they continue. No facilities but the dinghy trip two miles upstream to the small town of Sneem is very attractive. This, Glengariff and the anchorage at Dunkerren Harbour, further up the Kenmare River, were the most beautiful and peaceful places we stayed.

Laurence's Cove marina on Bear Island in Bantry Bay – the only marina between

Mainframe in Glengariff on the Kenmare River....the most beautiful and peaceful place we stayed





Dick Macks Bar in Dingle: looks more like a shoe shop

Baltimore and Dingle - has electricity, showers, loos and a diesel pump but we don't know if this worked. No shops, but a pub and beautiful walks around a charming island.

Glengariff Harbour, Bantry Bay, the birthplace of the Irish Cruising Club, whose excellent Sailing Directions we used throughout the trip. Lunch at a 'defrocked' church was good. All shopping facilities including recycling bins for glass and tins. Beautiful secure anchorage with delightful public gardens.

Crookhaven close to Mizen Head at the entrance to Long Island Sound near Baltimore has majestic scenery including a view of the Fastnet Rock and outstanding beaches. Showers are available in July and August when the sailing club is open and the many expensive second

homes and holiday cottages spring to life. There is a well stocked village shop and three good places to eat including the Crookhaven Inn, listed in an Irish equivalent of the Good Food Guide.

Case made?

Everywhere looks better if the sun shines when it isn't wet and windy which has been the experience of most cruising sailors for quite

a few years. According to some accounts even South Brittany has had its fair share of strong winds this summer, though it will have been warmer and dryer than further north and west. While mid-summer has the advantage of lighter evenings, late spring and early autumn of the last few years seem to have been consistently good. We will begin our cruising next year in mid May, though yet again, a wretched nephew has halved our cruising plans by getting married in mid June. Not the same nephew but that's not the point.

GEOFF AND MARILYN HOLMES

Great seafood restaurant in Dingle



NICK THOMPSON WINS MEN'S LASER DIVISION OF THE ISAF WORLD CUP 2009

Nick Thompson won the Men's Laser division of the ISAF World Cup 2009. This inaugural event incorporated seven international regattas including Melbourne, Miami, Palma, Hyeres, Medemblik and Kiel.

Over 2000 Olympic and Paralympic sailors took part, representing 65 nations in all the Olympic Classes, culminating in Sail for Gold at Weymouth in September, where many Club Members assisted (see pp 7).

This ended a successful years sailing for Nick in which he also won Bronze in the Mens' Laser World Championships in Halifax, Nova Scotia in August

STORMING SUCCESS FOR ROYAL LYMINGTON CHALLENGE CUP



Drama started before racing had even begun in the Royal Lympington Challenge Cup when *Déjà vu* from the Royal Temple YC team, owned by John Barrett and Paul Woodward, was found to be too badly damaged to race following a collision in the Round the Island race the previous weekend. Determined not to let their team mates down John and Paul managed to charter another J109 *Vertigo*, missing only the inshore race.

Eight Club teams of three IRC yachts enjoyed fabulous racing, great weather and a fun packed social program at the inaugural Challenge Cup, sponsored by Seatrack. The format for this new annual Club team event consisted of a long Solent race on Thursday June 25 followed by two days of windward leeward racing in Christchurch Bay.

Day One

Race Officer Tony Blachford set a challenging course in the western Solent for the long inshore race. Starting in a shifty 10 to 12 knot north-easterly and a strong flood tide good tactics were essential to keep at the front of the fleet. Jim Macgregor sailing

Flair V took an early lead which he never relinquished to win Class 1. Racing was extremely close in Class 2 with Chris and Hannah Neve sailing *No Doubt* for the home Club, just getting past David and Kirsty Apthorp's *J Dream* at the last mark to take the win. Ed Holton brought *Shades of Blue* home to win Class 3 for Royal Southampton YC, so the RLYM YC were the overnight leaders, closely followed by the Royal Southampton and Poole YCs.

Once ashore the crews got stuck into the £1-a-pint beers supplied by event supporter Fullers, followed by a large curry party in the Club in the evening.

Day Two

Day two dawned to rain and very little wind so Tony Blachford gave the teams a two hour postponement. The 24 yachts enjoyed two very competitive windward leeward races in champagne conditions. Racing was incredibly close with many finishes just seconds apart. At the end of the second race 22 yachts finished within 5 minutes! Big movers for the day were the Royal Yacht

Squadron who jumped into 2nd place just a point behind the RLYM YC, after Michael Ewart-Smith sailing *Zelda* bagged a pair of bullets in Class 1. Adam Gosling scored a 1st and 3rd in Class 3 in *Yes!*

Back ashore the crews raced into the £1-a-pint beers again, moved on to cocktails generously supplied by event supporter Wight Vodka, then enjoyed a terrific Regatta supper with great food

Day Three

On Saturday the fleet was sent out on time to Christchurch Bay where the sun was out and the sea breeze was already in, building fast to a cracking 15 to 17 knots.

The racing could not have been closer. In Class 1 the fleet traded places throughout the races and although Peter Schofield from Lympington in *Zarafa* had a great day *Flair V* took the class overall win. In Class 2 *No Doubt* won the first race and although she was beaten by Peter Morton's *Salvo* representing the Squadron in the last race she had done enough to win the overall. But the knock-out blow came in Class 3 from *Yes!*

which won both races to win her class overall give the Royal Yacht Squadron a well deserved overall victory in the team event.

The prize giving was held on the Club balcony as soon as the fleet went ashore where Michael Ewart-Smith accepted the trophy on behalf of his team. Michael was generous in his praise of the event saying "The inter Club format was great fun. It seems ridiculous that it has taken so long for anyone to come up with this format so congratulations to the RLymYC for doing so. There was some great close racing. To put it into context: we were beaten by one second by our chief opposition in the final race, which we feared would lose the team the first overall. Fortunately our two team mates delivered spectacularly in their classes to give the Royal Yacht Squadron the overall trophy."

RESULTS

		points
1st	Royal Yacht Squadron	47
2nd	Royal Lymington Yacht Club	49
3rd	Royal Southampton Yacht Club	64.5
4th	Poole Yacht Club	80
5th	Petit Bateau	80.5
6th	Royal Temple Yacht Club	88
7th	Parkstone Yacht Club	89.5
8th	RNSA	103.5

The winners of each class were:

- Class One *Flair V* Jim Macgregor (Poole Yacht Club)
- Class Two *No Doubt* Chris & Hannah Neve (RLymYC) who were also the top individual yacht with just 9.5 points
- Class Three *Yes!* Adam Gosling (Royal Yacht Squadron)

LINDA DEARING



Above: the winning Royal Yacht Squadron team, Micheal Ewart-Smith, Peter Morton and Adam Gosling below: all the competitors at the prize giving



RACING ROUNDUP

from Chris Neve

In 2009 I am glad to say the weather was much more kind than in 2008.

The Henri Lloyd Spring Series proved more popular with its new format of two races per day over four Sundays, following feedback from 2008. Starting after Easter was better for most owners and the turnout was up on previous years. The numbers were helped by the new fleet of 7 RS Elites, racing on their own start line for the first time. For 2010 we intend to use the same format over five weekends of two races per Sunday, starting after Easter: 11th, 18th and 25th April and 9th and 16th May. We are sure this will be popular and I look forward to seeing you out on the water.

For Monday night dinghy racing, the medium handicap and Scow fleets averaged 15 starters while the fast and slow handicap fleets were fewer in number but had more consistent numbers. The early series was predominantly windy, and for four weeks in a row racing had to be cancelled. Well done to Max Crowe and James Dodd who won all their races bar one in their Cadet *Jungle is Massive* - they are a bit young for 2012 but definitely two to watch! For the late series the weather was much more kind, with no

races needing to be cancelled. The Optimist fleet gained numbers towards the end of the summer with great support and encouragement from the parents.

Thursday night keelboat racing provided us with some challenging conditions with not so many of the classic warm evenings that we like to expect but only one race was actually cancelled in the Early and Late Series. Turnouts were generally high with over 80 boats on some occasions.

Many Club boats took part in the Round the Island this year, again with great success: congratulations to Phillip Williams on *Tatterat* for winning the Gold Roman Bowl and Brian Appleyard on *Nordic Bear*, both Nordic Folkboats, for winning the Silver Roman Bowl (1st and 2nd respectively in IRC). What an achievement! Congratulations also go to Peter Scholfield on *Zarafa* for winning IRC Division 2A for the second consecutive year. Peter was also part of the winning Group 2 Team with Bob Baker on *Brightwork* and William Newton on *Jellybaby*. Well done to them and all their crew!

Unfortunately we did have to cancel two big events that we were due to host because lack of entries made them uneconomic for

the organizers to run.

The Royal Lymington Challenge Cup proved to be a great success and I am very proud of the Club volunteers and staff who made this such a great event. I would especially like to thank my team of Rachel Nuding and Mike Sinfield for giving so generously of their time for what seemed like, at the time, hundreds of meetings! By attracting eight teams this year we were able to successfully showcase the Western Solent and Christchurch Bay and hope to get 12 teams competing here next year when will run this event on the 3rd, 4th and 5th June.

We joined with the cruisers this year for a combined Annual Prizegiving and Laying Up Party as we felt that all the sailors should have a chance to join together and celebrate the winners of all our different racing events. The event was over-subscribed and proved to be a great success, especially the roving compere Nick Ryley and prize-giver Sue Perry.

I would like to take this opportunity to thank all the volunteers who made it all possible. There were some hiccups but with new systems in place for next year hopefully it will be a lot easier for you to volunteer; without you we cannot run the racing.

WINNING THE RTI ROMAN GOLD BOWL

Having woken far too early we arrived at Tattarat, Philip Williams' Nordic

Folkboat. With the weather a bit overcast we made our last few checks and slipped the mooring, and with Eric, Philip's father, we watched earlier starts and discussed the conditions. At the mainland end of the start line there appeared to be really good breeze and bias but poor tide, so the world and his dog was starting there. The Island shore looked great for tide but not much wind so we started about a third of the way up from the Island but, being the third slowest boat on paper, we were blanketed by larger boats and *Madeline*, *Cloud 9*, *White Mischief* and others gained on the Island shore.

With the wind swinging through 300° we made use of the shifts, playing the left hand

side, only to get hurt by a big right hand shift as we passed Newtown. We rounded the Needles inside the wreck about 2 minutes behind *Madeline* with the kite hoisted and hugged the shore as our low hull speed wouldn't let us sail the rhumb-line. It's not for the faint hearted, studying Peter Bruce's book whilst peering at the boats ahead to see if there are any sudden course changes; at times the echo-sounder was pretty twitchy.

We had a great rounding at Bembridge and worked our way inside a huge fleet, fighting for breeze against a tide that was pushing them hard to the east. We passed inside the Fort hugging Ryde sands whilst dodging boats aground only to hit sand ourselves. Eric said "we need something to push off with" and promptly jumped in, so not to show lack commitment I followed him over the side. We managed to turn the boat around and then encountered a new issue, getting back aboard whilst sailing off on port!

As we approached the finish we had to manage the traffic as many of the ISC and one design boats were finishing on the



Right to left - Eric Williams, Rory Paton, Ben Ainslie and Philip Williams

south line as apposed to our north one. It wouldn't be good to have come this far only to get DSQ'd for crossing the wrong line. 10 hours 46 minutes and 3 seconds after the start we finished, two of us pretty soggy and all three mentally shot to bits. Aunty Mary's cake had done the job though and at least we weren't hungry!

Three tips for the Round the Island Race

- 1 Go in either the fastest or slowest rating boats or as near as you can find.
- 2 Keep concentrating all the time, it's really 5 or 6 races rolled into one.
- 3 Avoid traffic; you can easily get sailed to somewhere you don't want to be.

RORY PATON



DING DONG WON THE NAB TOWER RACE BUT...OOOPS NO REEFING LINE!

Mike Saqui puts the reef line in as Chris Rustom's Stewart 37 *Ding Dong* runs at 12 knots down to the Nab Tower last March (don't try this single handed!) Guest helm Rory Paton keeps a steady course, with Steve Holmwood making up the crew on main "Don't look round Mike there's a few boats broaching". Chris did volunteer but it's not a chimney so it was Mike's job! The 25 knot gusts downwind dropped a little on the return leg and with flat water the reef was not required! *Ding Dong* notched up the first JOG Class 1 win of the season.

HEPHZIBAH'S FASTNET

from David Lees

Hephzibah was tailing Iromiguy on points in IRC Class 3 and needed a good Fastnet result to win the class.

Hephzibah had a busy 2009 season up to the Fastnet as we had shared 1st or 2nd in class on every race with *Iromiguy* – the French Nicholson 33. However, pre Fastnet *Iromiguy* led us on points and we knew that with the Fastnet scoring 1.5 x points it was likely to decide the overall winner of Class 3 for the year. *Iromiguy* won the 2005 Fastnet overall so the *Hephzibah* team knew there was serious work to be done.

Iromiguy latched on to us at the 5 minute gun and as far as we were concerned there were only 2 of us on the Class 3 start line. Son Mark was driving and with immaculate timing we rolled *Iromiguy* with about 30 seconds to go for an almost perfect start clear of the fleet – great for morale.

We had a slow kite run down the Solent with a building ebb helping progress but by Yarmouth the run turned into a beat in very light winds and it was to stay much like that past the Needles and heading for Portland. With lots of ebb we were really quite hopeful of making the Portland Gate by 21.30, but it was not to be. When the tide turned we went backwards and round in circles before anchoring.

A light breeze came in at about 1am and we decided to head south for no better reason than we were bored looking at the Portland Light. Our course made good with the flood tide was a horrible 160°, which we just had to live with. The breeze held and by Monday lunchtime we were approaching Start Point, the tide was with us for 6 hours and we made good progress all afternoon and evening. I think we were lucky on Monday night as we made slow progress around the bottom, where some boats seemed to find some large holes, but we mainly managed to avoid them.

Tuesday saw gentle progress past the top of the Scillies but the wind held overnight and Wednesday was quite fresh with a good beat up the Irish Sea. The boats that kept to the left up this long beat certainly seemed to



take time out of us but at The Rock we were back in contact with the tracker information and although there were Class 3 boats ahead of us we were still in contention. With Grib file details and all the tracker facts we had to decide where to go from The Rock. The rhumb line looked to have poor wind prospects and the Class 3 boats ahead of us, as well as all the bigger boats around them did not appear to be doing too well. We thought if we followed them the best we could expect was to hold our position, so when we got to the spreader mark we went well south, which was a quick kite angle, and if and when the new breeze came in the Grib files suggested it would be from the south.

Progress was good overnight but around 9am it all started going light and shortly after we were drifting east on the tide. Much to Mark's surprise, who has no sense of humour

on these matters, I start fishing. I take my duties as cook seriously but had no success.

We drifted till noon and then a very light southerly filled in so we put the code 0 to work and this really performed. 80° off, 4 to 4.5 knots on course for The Bishop in very little wind. By late afternoon the breeze had filled more and come aft and we were back to a kite and a great sail past the Scillies and up to Plymouth.

Lots of crew pressure on this leg because we knew there were two French ahead of us who gave us time and three behind us to whom we gave time. Storming through the fleet *Iromiguy* was on a mission that was not going to end until she got to the breakwater. We finished about 4pm on Friday afternoon, but it was close and we were not certain that we had done enough for a class win until about 10.30 that evening.



As one of 22 Solent One-Designs, *Eilun* was built by J Samuel White at Cowes to an in-house design in 1896, the same year that the yard built the 85-foot steam yacht, *Scud*.

The class raced at Cowes under the Royal Yacht Squadron and the Island Sailing Club for more than a decade, but the owners began to be seduced by the newly formulated Metre-boat rule and the boats were sold.

The Solent One-Design is 25ft 3in on the waterline, 32ft 2in between the ends, and 41ft 6in overall. Her beam is 7ft 10in and she draws 5ft 9in with a displacement of 7.38 tons. Cutter rigged with a gaff mainsail and jackyard topsail, she now sports a light genoa for use in winds under ten knots and, in line with her original sail plan, an asymmetric spinnaker. The Solent One-Design was the first ever one-design class.

Eilun went to France in 1908, where Lloyds Register records she was re-named *Rosenn* and remained on the Atlantic coast in various harbours until after the Great War. She returned to England in the Twenties and spent many years on or around the River Crouch. At times she was chartered – one

notable charterer was John Profumo – but used as a cruising boat.

During her time on the Crouch she underwent a major restoration – her owner was a shipwright – and was based up river at Fambridge until she went on the market to allow her owner to purchase a boat more suited to long-distance cruising. In May 2007 *Rosenn* was purchased by Barry Dunning and Bob Fisher who, as part of the purchasing deal, arranged for her to be brought from the

Crouch to Lymington.

It was at this point that *Rosenn* reverted from cruising boat to racing boat – her new owners were more interested in that aspect of the sport – and a gradual metamorphosis began. In the first season this amounted to replacement of worn items of rigging together with minor changes of gear. The owners agreed that costs should be strictly limited and proposed that if it wasn't in one of their ditty-boxes, or from one that was freely available to them, it couldn't be had! The generosity of friends who sailed with them produced all sorts of sails and equipment.

Sails were evaluated and Bob at least was delighted that the working sails came from a loft in his old hometown of Brightlingsea, but realised that their life was limited and would need replacement in a few years, which is why the owners approached Pete Sanders when they decided, early in their second year of ownership, that the light weather performance might be improved with a Code Zero headsail. Despite the generous mid-season discount, they are still whingeing about the money they had to spend, but each time the sail is used they smile.

Thursday evening racing is a must, together with local regattas on both sides of the Solent and *Rosenn* is a competitor in the Spring and Autumn series at Lymington, where she particularly enjoys racing with the other Old Shitters, as the gaffers are lovingly known.

***Rosenn* represented the Historic Ships Association at Southampton Boat Show where our Patron HRH Princess Anne stopped to talk with the owners**



Stage one restoration - hull stripped , steam-cleaned, sanded and given a coat of clear epoxy resin



At the beginning of the third year of her life in Lymington *Rosenn* was invited to the UK Register of Historic Ships, where she joins such worthies as HMS Victory, Britannia, the Mary Rose, and Rona. Barry and Bob sometimes feel that this is like owning a Grade 1 listed building, but thankfully without the limiting restrictions when renovation is mentioned.

However, it did drive them to the first stage of cosmetic restoration, because they were invited to take *Rosenn* to the Southampton Boat Show to represent the Historic Ships Association. By chance she was berthed next to the catamaran that Geoff Holt proposes to sail across the Atlantic and which was visited by HRH Princess Anne. The Royal Lymington YC's patron stopped to talk with the owners after she had inspected Geoff's boat.

Stage one of the restoration was limited by time to the topsides and brightwork. The hull was stripped to bare wood, steam-cleaned, sanded and given a coat of clear epoxy resin. The seams, which had been raked out, were filled with epoxy putty and the whole given another coat of epoxy before the high-build filler was applied. The topsides were finished with two-pot white epoxy paint. The brightwork was cut back hard and re-varnished. Stage two will take place under cover during the winter.

In the meantime, *Rosenn* is back racing and while unsuccessful in the Potter Ship, crossed the Solent the next day and lifted the Turkey Cup.

BOB FISHER

OUR ROYAL LYMINGTON YC HISTORY

This is a subject that is not studied by many Members and may even be taken for granted. To some archives are all a bit dusty and grey, to others a bit of a yawn. But for the few who have taken the trouble to look around the RLYM YC Website Archives it is now a mine of information, engendering a feeling of pride at what Our Club and its Members have achieved.

In the past year all the mundane Archival Material has been more or less safely completed and put on to the website, safe from flood and fire etc.

A chance to research and scan the more interesting material has now begun.

During the year the following articles have, with Neil Eccles help, appeared on the Club website.

- The article 'Is it a Scow or a Pram?' Alternatively titled 'The Great Scow Mystery'
- 'Westmacott, Woodnutt & Wild Wind'.
- A bit about Dan Bran – who was he ?
- My present task is collecting together material for 'Club boats raced – Past and Present'. I have a potential list of around two dozen boat classes that qualify since 1914.
- 'The story from the past everybody forgot'. Make a diary date for a party in May 2014.
- 'Introducing Capt. H H Nicholson.' If Maj. Cyril Potter was the man who fired the starting gun that set in motion the Royal Lymington YC we all enjoy now – then Captain H H Nicholson (right) was the man who fired the 5 minute prep gun eight years previously. I believe the achievement of Maj. Potter was brilliant. His drive and enthusiasm was immense. He achieved all the fundamentals, he formed a Sailing Club, constructed the new Club's administration, found Club premises and organised how the Club should be purchased and how it should pay for the needed improvement – all in less than 2 years.



That is incredible. Regarding Capt. Nicholson – his history is tightly bound to the Club, prams, racing, his friendship with Dan Bran and the river that he must have loved. I attempt in the website article to share what I have re-discovered – because it was always there but it seems to have been forgotten. He served on the first General Committee. Later he stood down to make way for one of the ladies to sit on the General Committee, it then being a Club Rule that two ladies had to be on the Committee. Capt. Nicholson then sat on the Sailing Committee. Have a look at the lovely Silver Salver in the library trophy cabinet, which is engraved with 70 signatures of his grateful friends and presented to him in 1925.



ANTHONY RUFFELL RLYMYC ARCHIVIST



Friday is pirates day - be very afraid

Sailing, barbecues, parties - it's a great week

Amanda Dingwall reviews 2009's successful family week and gives a heads-up for 2010

At last after two very wet and windy years and dubious weather forecasts in the weeks leading up to the event we did have a much better week for sailing. 150 competitors took part this year, fewer than the last few years and with a much larger number of children in the younger age groups. Monday's wind and grey skies were very challenging for the younger sailors, many of whom had not been beyond the wave barrier before, but overall the week's racing was good for all three fleets. The Optimists were again part of the Regatta based at the Yacht Club having spent last year at the Salterns. Wednesday saw us heading back to Thorns Beach for the passage race after a two year absence and we are very grateful to Jim Ratcliffe for allowing us to invade such a peaceful and beautiful venue. It was quite a struggle

ROYAL LYMINGTON YO

getting everyone home again and the support of mother ships and experienced RIB crews was invaluable as was the parental support in ensuring the beach area was left as we found it. Having completed the three day racing series for all three fleets on Monday, Tuesday and Thursday, Friday was play day with Pirate themed sailing in the Solent and at the Salterns for the Optimists.

Our thanks go to Race Officers Stuart Jardine, Ken Kershaw and Frances Wilson and their race teams for excellent racing and for the encouragement and support for the less experienced sailors in their fleets and to Kirsty and Edward and their team for the games at the Salterns. Jenny Wilson kept a close eye on the river fleet and offered advice and experience and Roger Wilson guided us through the passage races on Wednesday.

The covered area under the extended balcony provided an excellent venue for evening activities on Monday and Wednesday with music and the Forest Bus on Monday and Karaoke which got off to a slow start on Wednesday but ended up very noisily! Warborne Farm on Tuesday evening and the 'pit of sheep fleeces' which is a bouncy castle variation proved very popular with the children and our thanks went to Kate and George Heathcote for allowing us all to visit their home. For children experienced in Youth Week events swimming costumes were a must for the waterslide at Thursday evening's BBQ at Boldre Bridge House where we were welcomed by Nigel and Ann Henley and yet again the simple act of sliding down the long hill in the garden on wet plastic sheeting provided great fun.

Organising the BBQs really is a huge job and Nicky Boyle was a star in 2009 as was Marian Smith who offered to take on the role of organising the lunch preparation for a second year. She and her team, put together about 80 lunches a day, which I know were appreciated by those on the water. For any of you out there who prefer shore based activities this is where your offer of help would really be appreciated.

Our thanks must go to the office, the boatmen and first floor staff who help so much with Youth Week and the usual star turns on the water: Bob Burney as safety coordinator and Vince, Peter and Edward and Kirsty looking after the fleets and to David Simpson who shouldered the responsibility of Principal Race Officer. To all of you on committee boats, mother ships, in RIBs and on shore thank you for all your hard work to make the event so successful and give so many young sailors a wonderful experience during the week.

Rounding up a successful Youth Week in 2009 is the stepping stone for another event in August 2010 and hopefully we will encourage more children to take part as we will not clash with the Optimist Nationals or Cadet and Laser events. If you have contacts with other groups of Youth Sailors in other Clubs around the country we would be very pleased to put on races and organise specific prizes for dinghy classes that can be safely and successfully sailed in the Solent.

We have moved Youth Week to the end of August for 2010 because of National events claiming the time of some of our essential Race Officers and volunteers and we will start with registration and safety briefing on Sunday 22nd August and racing from Monday 23rd to Friday 27th August. Please mark these dates on your new calendars and diaries and let the office know (it's never too early in the year to do so!) if you would be interested in playing a part in what is a very enjoyable and valuable week.

AMANDA DINGWALL



YOUTH AND FAMILY WEEK

AJ reflects on 12 years of Youth and Family Weeks

"160 of them, 150 of us.....".

It sounds a bit like a Harry Enfield advertisement for Pimms N°1 but actually, it's a fairly accurate ratio of children to volunteers at the annual Royal Lyminster Youth and Family Week, formerly (and more succinctly) known as the Junior Regatta. This ratio of almost one to one makes this RLYMJC regatta just about unique.

Getting 160 children on to the water so that they all get a chance to have a huge amount of fun is no mean feat and some of them do extraordinary things. For a great many of them, it is the first time they will have raced; for a significant number, it will be the first time they have even been beyond the wave-barrier. When you're eight years old and only 3' 11" tall, that's a pretty daunting prospect but many of them relish the experience.

About ten years ago, the first day of the Junior Regatta started well but the wind blew up as the day went on. Landing the boats at 4.30, I was confronted by a very small girl in a waterlogged Optimist, completely soaked from head to foot. As we bailed her boat, I asked her what had happened.

"A huge wave fell on top of me and then I had to get all the water out and it got very rough and another big wave came and then another..." "Were you very scared?" I asked. "Don't be silly," she said, "It was great!"

This is pretty typical of the attitude of a great many of our young sailors; they are out for a bit of adventure and a lot of fun. There is no denying that some (very few) are there because their parents want them to be sailors, whether the children want it or not, and a few are there because their parents have worked out that at £40 for the week it is cheaper than employing a child-minder!

But we are there for those who come for the fun, so let's concentrate upon how we provide it for them.

So, it's the day after the regatta. If the Club has not arranged who will run next year's event, it's probably already too late. The week has to be fun off the water as well as on it so there's five days of barbecues to organize. Who is going to be in charge of that and where will the barbecues be held and who's doing the food? Is there a swimming pool at the barbecue, and if so, will it be safe? There are 150 volunteers who will need lunch every day; who's arranging that? The list of things that need someone to do them goes on and on.

How many safety boats do we need? More than we have, that's for sure so where do we beg and borrow more RIBs? Who will drive and crew them? Who will be in charge of safety? The boats will need refueling more than once during the week, how do we do that?

A complete list of everything that must be arranged, though illuminating to learn, would be a bore to read here but my experience of the last twelve years of Junior Regattas and Youth Weeks shows me that it is always the same people who make it happen. True, there are new parents involved every year and they are most effective and anyone who offers to help has their hands bitten off in eager acceptance.

Although having the same people driving the event each year leads to it running like a smoothly-oiled machine (on the whole), it is a



...and enjoys his pirates day

situation fraught with danger as those people cannot and will not go on for ever. We need new blood and now is the time for the Club to be thinking of this. Most of us who have such fun ourselves during this week are involved because our children are (or have been) part of the Wednesday Junior Sailing wonder. Many of us are not Members of the RLYMJC and while we may have opinions, we have no voice – and quite right too if we're not Members. But, as many as we are, we need more of you so sign up as soon as you can. The children have fun but not, I suspect, as much as we do.

AJ WITHERBY

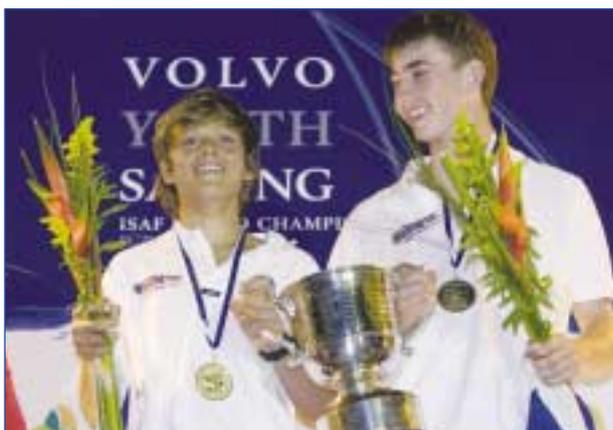


GOLD FOR PHIL SPARKS AT ISAF YOUTH WORLDS

The ISAF Youth Worlds was a fantastic experience, not just because of the quality of the competitors but because of the prestige and location of the event. It was held in Buzios in Brazil, a small, wealthy town about 2 hours from Rio. The venue provided spectacular conditions with generally strong winds and a relatively big swell alongside glorious sunshine. This meant that one of the main priorities of the events was speed.

The ISAF Youth Worlds is different from any other event because all competitors have the same equipment supplied, and there are strict limitations on what one can and can't do to the boat. Despite trying to use the specified kit previously it was sometimes difficult becoming accustomed to different equipment. At the Youth Worlds only one boat team from each country, under 18, can attend based on their national ranking, this assures a high quality fleet and also attempts to mimic the Olympics.

Another challenge at the event was the media; previously there had been no major media attention at the events we attended, so dealing with the attention was a new



"We were over the moonwe were the first UK boat to ever win a gold in the 420 class...The victory allowed me to move out of the 420 class and into the 470 Olympic Transitional Squad"

experience.

Usually when we attend events we have a coach for a group of between 5 and 12 boats, if a coach at all. However, for the Youth Worlds Steve Irish was coaching just the two 420 teams, Ben and me and Becky Kalderon and Rosie Sibthorp, alongside the Hobie team. This meant that he was able to keep us in the right frame of mind and provide detailed feedback. This was particularly useful in the build-up to the event. However, once the event started all the coaches had to go afloat on one big yacht, which resembled a pirate ship. This meant that sharing information on the water could be dangerous as other coaches could overhear

what was being said.

The start of the event was held in 12-18 knots with a big swell which, with very few shifts, made starting and speed the priority. For most of the week these conditions persisted. However, midway through there was a lighter, shiftier offshore breeze. This made the racing closer. It was on this day that we picked up a DSO for an infringement at a busy mark involving room. In short, we thought that we had room and the other boat didn't, the jury thought we didn't.

With only one discard allowed for the entire series this meant that another mistake could be very costly. However, we remained composed for the week and were victorious.

We were over the moon with the achievement, especially as we were the first UK boat to win a gold ever in the 420 class. The victory allowed me to move out of the 420 class and into the 470 Olympic Transitional Squad, a personal goal of mine.

Now, I am sailing a 470 with an experienced 470 crew, Chris Grube. Our long term goal is to attend the 2016 games. We are currently busy planning our calendar – and budgets!

PHIL SPARKS

The event was held in 12-18 knots with a big swell which, with very few shifts, made starting and speed the priority



ROYAL LYMINGTON OPTIMIST FLOTILLA



The Harken Regatta in June - we now have over 40 sailors, aged 7 to 14, who are all Club Members

The Royal Lyminster Optimist Flotilla has, by any measure, had an extremely busy and successful year.

We now have over 40 sailors, aged 7 to 14, who are all now Club Members.

Our flotilla welcomes all sailors, with those new to the sport and younger sailors learning the essential skills at the Salterns Sailing Club, then moving on to the River once they have ability and confidence to cope with tidal waters.

Success on the water is measured by achievement at major national events with Josh Sparks qualifying for the GBR Worlds team in Brazil and Sasha Bruml representing GBR in the European Championships held in Slovenia.

We also now have 25 sailors in various IOCA and RYA squads, compared to 15 last year. This is the result of an excellent training programme plus attendance at open meetings and events – it's time on the water that counts.

The Club hosted two large sailing events for Optimists in June, kindly sponsored by Harken UK, with around 60 Regatta level sailors taking part and 110 Main Fleet sailors participating in an event geared to the more experienced. The Main Fleet event was almost an international competition with sailors coming from Scotland, Wales and France!

This is, however, a recreational activity for

children and fun on and off the water is essential for a happy and successful fleet. A trip to the beach at Yarmouth proved very successful, where the children enjoyed a barbeque, beach games and swimming. More recently, several of the sailors participated in the parade to switch on the Christmas lights, pulling an illuminated Optimist up the High Street.

The year has ended on a high note with a fantastic turnout at the Annual Optimist Prize Giving dinner with a Santa Sailing session the following day. Over 90 people attended a fun evening to congratulate the sailors on their

achievements over the year, with a fascinating lecture from Kit Rogers on how sailing enabled him to study whales in far away and much warmer oceans. The Santa Sailing session provided a great carol singing opportunity with some sailors commenting that their padded Santa 'belly' or fairy wings proved to be obstacles when tacking!

All this could not have happened without the support not only from the Club, but also from parents so our thanks to all of them and everyone else that have helped us this year – it's been a great TEAM success!!

JENNIFER MUSKETT

Santa sailing session the day after the prize giving dinner



ARWEN GOES TO BRITTANY



Part one - Lymington to Lorient to Lymington with some help from Flybe June 13 - 22

Stressful passage to L'Aber-Wrac'h

Crew - Alan Marsh, Tim Stevenson, Andrew Salanson

At 0430 we are not at our best, but cheered up by a beautiful sunrise. At 0600 we've cleared Bridge and sailing along the rhumbline, perfect - the day looks good - until 0700 when we enter thick fog and flat calm. Now motor sailing, navigating with radar, vis 50 to 100m max and have an array of small craft targets all round us. Spend an interesting 15 minutes observing, possibly, the Channel Islands fast cat describing a high speed semi-circle east about all targets. By 1100 we begin to cross the shipping lanes. Worrying hours ensue during which we are deeply grateful to the great god MARPA and his pantheon of electronic nav wizards which indicate changes of course or speed to clear unseen targets. We are feeling very small and vulnerable when a massive low frequency sound signal shatters us (why do we bother with our tinny air horn!). MARPA says its doing 18kn and we'll be clear astern, CPA 3.5nM, no risk of collision then - but 10 miles would be more comfortable. Eventually the reassuring chart plotter tells us we are clear of the shipping lanes and at 1600 we have the Casquets abeam, still motor sailing in no vis and plenty of radar contacts. Not looking forward to the night passage. Then at 1900ish the fog lifts, there's a distant view of Guernsey and we see the sun. All talk of running for Peter Port ceases and an excellent supper sustains us. But by nightfall the fog returns with a vengeance. Keeping two of us in the

cockpit and the third man on stand-by has played hell with our watch rota, all very tired. We motor on through a very cold night wearing everything we possess; altering course and speed as targets dictate; in vis so bad that at times cannot even see the masthead lights. Nor do we see Vierge or any other shore lights. The radar and chart plotter finally get us to Le Libenter at 0815 which, apart from a glimpse of Guernsey, is the first thing we have actually seen since Bridge Buoy. As we gratefully turn left into the rocky jaws of L'Aber-Wrac'h the fog lifts and it's lovely day - for breakfast and some sleep. **174nM 27 hours motor sailing, 23 of them in fog**

Into the sun

Tide dictates we leave at 0800. Beautiful weather, superb vis, and now we can see the rocky horror show invisible on Sunday. A course is shaped to motor sail to Le Four where the wind picks up, but on the nose. So we sail, beating slowly down the Chenal until arithmetic suggests we will miss the gate at this rate. On with the engine again and back on the pilotage track, SOG builds as *Arwen* rushes toward Pte de St Mathieu in company with other yachts and a fair sized ship. As we round St Mathieu the wind fills in from the



**Released from the tyranny of the engine
Tim steers us downwind to Brest**

west allowing us to goosewing *Arwen* and enjoy a brisk sail through to the Goulet and into the Rade de Brest. We motor into the Moulin Blanc marina at 1700.

Brest to Lorient

Crew Alan, Bernie and Andrew

Tuesday morning we taxi to Brest Airport and swap Tim for Bernie. After lunch we leave the marina and have a wonderful reach down the Rade and through the Goulet to Cameret arriving in time to go shopping. Skipper exercises his awful franglais to buy 'faux steak', butcher replies in equally awful Ench, to the great amusement of staff and customers. Bernie converts the shopping into a marvellous supper and, to relieve her Bridge Club cold turkey, we play perudo, scrabble and crib till bedtime.



**A small sample of the roches in the
Chenal de Toulouquet - and everywhere else!**

Leaving Cameret under a clear blue sky *Arwen* motor sails through the Chenal de Toulouquet; roches to the left of us roches to the right of us, but as ever in Brittany, immaculately buoyed. We have an excellent sail down the Crozon Peninsula, stunning views of Isle de Seine and into the Raz at slack water with La Vielle and La Platte abeam at 1120. We reach down to Pte Penmarc'h and take the inshore buoyed channel through to Bénodet arriving at 1700. Abeam Ste Marine there's a piercing whistle from Adrian Otton on the pontoon, out with the mobile phones and lunch with Ro and Adrian is arranged for Thursday.

Two days of R and R in Bénodet - what better place - including a tourist trip up the Odet River to Quimper, chateaux, wildlife, enchanting scenery - worth every Euro.

On Saturday we have a gentle sail through to Concarneau arriving in time for lunch with the Ottos. Sunday we are tourists visiting the old walled town and the commercial port, much moule fritte and wine. In the evening there's a music festival with street entertainers and a phenomenal Pink Floyd tribute band - perfect for geriatric rockers.



We (not sure about the rest of the port) enjoyed great music till two in the morning

Monday we leave for Lorient. Initially a pilotage exercise then an excellent sail in company with porpoises and hundreds of gannets, both taking fish. We pass the rivers of Port Manec'h and Belon, Port Trudy on the Ile de Groix - so many beautiful rivers and harbours on this coast. *Arwen* is positioned for the approach to Lorient and we motor into the port, hurriedly reading up on harbour traffic signals as we go! By 1430 we are safely berthed on the pontoon in the Avent Port where *Arwen* is left on her own until The Marshes and Hayles return in July.

Part 2 - Lorient to Chateaulin July 7 -19

The gastro cruise

Crew Alan and Bernie Marsh, David and Carole Hayles

We fly to Brest, drive to Lorient and load the boat with much wine, can you have too much wine? Wednesday sees us motoring down to the Lorient entrance to turn west and have an excellent sail in F4, making long tacks up the coast. By 1630 we are again tied up in Concarneau marina. That night we have a pleasant meal in Les Halles a quiet, very French, restaurant back from the main street. and the next day become tourists again in Concarneau. Friday we make the short passage to Bénodet and take an excellent dinner at the Cafe du Port in Ste Marine - oysters again for the skipper who will look like an oyster soon. On Saturday long walks of exploration in Bénodet lead us



Carole and David in Bénodet - Rear Commodore House still working hard to select Club wines

to conclude this would be a very pleasant place to live. Sadly on Sunday it's goodbye to Carole and David who jump ship for Brest Airport and home.

The Raz lives up to reputation

Crew Alan and Bernie

Monday 13th - luckily not Friday! An early morning discussion takes place with a Swan 38 owner, who has a strong crew of young men, about the the best time to leave to hit the Raz at slack water. They leave at 0615. *Arwen* motors down the river at 0645 and sets full main and genoa for an excellent beam reach. Wind F4/5. At 1000 caught and passed the Swan - going too fast, so reef the main and genoa. We reach the Raz at 1415 1 1/2 hours before slack water but OK despite large swell. Wind now F5/6 almost astern. Skipper clips on and goes on deck to secure the boom preventer; immediately gets cramp in his leg and hand and falls on to side deck, causing Skipper's wife a serious sense of humour failure. Despite all, the preventer was secured and the skipper safely back in cockpit. Taking the outside passage between Petit Leach and Mendula we give all the roches a wide berth, head into the Anse de Cameret and set course for the marina, which we reach at 1700.



Not everyone succeeds in berthing safely in Cameret in a gale of wind

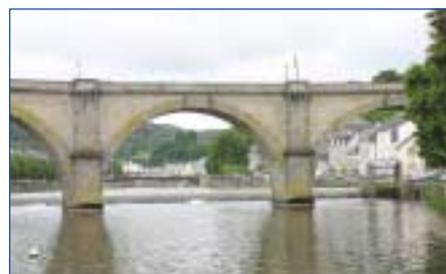
With difficulty, due to wind now F6/7 gusting 8 and swell, we berth in a space which we learn is reserved for the Gendarmiere. So, with much help from other yachtsmen, we motor and warp *Arwen* into a very tight slot only marginally longer than her! On Tuesday nobody leaves Cameret, blowing old boots and a damaging swell in the marina is uncomfortable to say the least. Wednesday morning is much better and we

have a pleasant sail back to Brest and berth in the Moulin Blanc. The rest of the day is spent studying the Barron's excellent North Biscay Pilot Book (thanks Mike and Gill) with a view to navigating the Aulne River, looks good, we'll go. And at 0730 on Thursday we sail across the Rade de Brest towards the Aulne and fiddle through the dog-leggy channel in the Estuary and enter river proper.



The chart gives 27m - at this point we really need to believe that

The Aulne is a beautiful river and safe for us, if we go with the tide - *Arwen* draws 2m. Bridges and power lines cross the river at 27m but it doesn't look like it as you approach and it's an uncomfortable experience, even if you know your air draught! We arrived at the Gully Glaz lock at 1230 and pass through with the assistance of the friendly lock keeper. From the lock up to Port Launay the river is narrow with only about 2.5m depth. Near the hotel you must believe the pilot book and stay close to the port bank leaving a green marker to starboard; the Frenchman ahead of us didn't and went aground; rumour has it that there is an old Citroen 2CV dumped in the river. On up river, technically now a canal, we moor on the pontoon at Chateaulin where we spend two pleasant days exploring the town and having drinks with the the English and French boats alongside. By Sunday as the weather has gone so far downhill and is predicted to stay that way we decide to leave poor *Arwen* on her own again and return to Lymington via Brest and Flybe.



Here at Chateauline we left *Arwen* safe and secure on the pontoon for only 6 Euros a night

Part 3- Chateaulin to Plymouth August 2 -6

Crew Alan, Bernie and Andrew



We wait at Port Launay for the lock to open - most of Plymouth seems to be moored here

On a wet Sunday afternoon, via Flybe and taxi we arrive back in Chateaulin (closed for Sunday). Pasta, wine, scrabble and bed.

On Monday we have a rainy trip down this beautiful river, pausing to explore Port Launay (closed for Monday) while waiting for the lock to open. Clearing the estuary we meet the full force of the weather and have a wet fetch across the Rade to Brest, where moule fritte ashore cheers us up no end. Tuesday's plan to run up the Chenal du Four to L'Aber-Wrac'h is scuppered by the forecast; instead spent a wet, windy, miserable day touring Brest, don't recommend it! Wednesday is good to go.



The 'rosbiefs' get the message - eventually

As we sail up the Rade towards the Goulet there is much radio chat - which we do not understand - then we (and others) are twice buzzed by a military helicopter. They gesticulate frantically, we wave back in a friendly fashion. They return showing a chalk board message -Evitez le Convoi. The appearance of a large sub with four escort vessels coming towards us on our side of the channel makes the point. We turn to starboard, dream of Nelson, and rake them with a devastating broadside.



The French navy are kind enough to give us a good send off from Brest

En route to Pte St Mathieu the wind conforms to forecast and falls light, there is still a 1.5m swell running from the last two days blow so we are back to motor sailing, racing north with tide at well over 8kn in almost perfect weather. By the time we have Le Four abeam at 1415 the decision has been made to catch up our lost day and sail on for Plymouth. Alter course to 019T - sadly no last supper in Brittany. As the coast is left behind we pick up commercial shipping again but this time we can see them and have a relaxed crossing of both lanes, sea state calm and we are still making 8.5kn over the ground. The sunset is dramatic, vis tending to infinite and there will be a full moon later. All set for the night. Apart from the occasional yacht going up channel there is no traffic until we are about 25nM off Plymouth when we run the gauntlet of *vessels engaged in fishing* with their dazzling deck lights and erratic course and speed. At 0300 we need to take account of three brilliantly illuminated, presumably cruise ships, crossing from east to west. Our good friend MARPA says all is well but they are close and night-vision-destroyingly bright. As the last one passed ahead and the dark returned we look up and see a port light very close off the bow - rapid alteration to starboard and we pass under the stern of a large dark coloured double ended three masted gaff rigged yacht rolling in the swell and making no way. There had been absolutely no radar contact and her mast head lights had been lost in the glare of the cruise ships - had they seen her we wonder! By 0400 we have Plymouth in sight and by 0500 are trying to identify bouyage to take us in through the east channel but the shore lights made this difficult and in the end we put our trust in the chart plotter and motor into the Plymouth Yacht Haven to tie up at 0600, after leaving Brest 124nM and 19¹/₂ hours ago. Apart from a period of 80 minutes in the early hours we'd had a neutral or positive tidal component since entering the Chenal du Four.

It's interesting to note that since June and according to passport records we have left England and not returned and entered France and never left.

Was the cruise a success. Did we like Brittany. You bet. So much so that *Arwen* is going to live in La Roche Bernard at least for the summer of 2010.

ALAN MARSH and ANDREW SALANSON

CRUISING NOTES

2009 was certainly a better year as far as the weather was concerned than the previous two years.

Once again we managed to successfully complete the programme though the weather did pose some problems before and after a few of the meets. The winter programme has got off to a good start and we have had an excellent turnout at the various meets that have already taken place.

There were some innovations last year or perhaps, as the more senior cruisers might say, old ideas reintroduced!

Safety day

We held a safety day in April basically run by the RNLI and Coastguards which was well attended and I think most found of some use. We will be running a similar event this year with one or two modifications. It is no bad thing just to remind ourselves from time to time of the various bits of safety equipment we have on board and how to use them - and of course to run through the various safety procedures.

Seminars in the winter covered such things as passage planning, cooking at sea and rule of thumb navigation. They were all fairly well attended and people seemed to find them of value. We will run a few more of these in 2010.

We also organised a canal trip to Burgundy which proved a success. Next year we are planning to go further afield, to Croatia on a charter cruise.

Chartroom

Peter Lowe has taken over the chartroom from Duncan Macalister and the current website from John Gryspeerdt. John has been running the cruising section of the website for the last eight years, so a big thank you to him for all his efforts; he will continue to look after the historical part of the site. Thank you too to Duncan for all his efforts. Peter has been working hard on updating the chartroom and website. We really would like to see it being used more by Members - so

please do pop in and see what it has to offer and let Peter have any ideas as to how things might be improved.

There follows a brief summary of the various meets; fuller reports with a lot more photos can be seen on the cruising section of the website.

Spring Cowes Meet



After last year's dreadfully wet and stormy Cowes Meet we all hoped that the weather would be kinder this year. The Friday was rather dull and cold with very little wind but a good turnout of seventeen boats. The normal drinks took place on some of the larger boats followed by supper on various boats or at the Folly. Eighteen boats attended in Cowes. Numbers were well down this year with only 44 attending the dinner, however this worked out well at the Sir Max Aitken Museum with no overcrowding for diners on the one long table stretching the length of this fascinating building, surely the best of our regular venues for dinner in Cowes. Sunday was another lovely day with plenty of breeze from the northeast to speed yachts back to Lymington.

Spring Anchor Meet



The meet took place this year in Poole Harbour on the weekend of the 9th and 10th of May.

A forecast of rain and wind of force 5 to 7 for the Friday on the nose understandably persuaded everyone to sail on Saturday. The day gave us sunny weather and a good WSW breeze which enabled a flotilla of 11 boats with 27 crew to enjoy a great beat across the bay. The gin pennants were hoisted on the host boats at 18.00 hours and the crews assembled to enjoy a great evening and supper as usual provided by Alice Macnamara. The next day we all had a good passage home.

Dartmouth Meet

Some sixteen boats and 34 people turned up for the rally, which was blessed with excellent weather and lots of warm summer

sunshine. Some arrivals were delayed until the afternoon of the Saturday due to strong winds on the previous two days, delaying passages. Drinks were held on the pontoon at noon on the Saturday. Duly fortified the party set off, ferried by water taxi, to the Royal Dart for supper and we all sat down for an excellent meal and returned to our boats duly fortified. Mid morning the next day we all proceeded up river in three of the larger boats to Dittisham. We had an excellent fishy gastronomic experience at the Anchorstone Cafe. Crabs the size of dinner plates, half lobsters and mixed fish platters were dispensed, washed down by cooling lager and yes of course more wine!



Newtown Family Meet

Some 15 people eventually participated in seven boats, although departure was delayed until the Saturday because of strong winds. We had an interesting tour of Newtown, laid on by the National Trust. This was followed by drinks and an excellent meal on the host boats. The next day the wind strengthened again and we all had a cracking sail home.

Cross Channel Meet

The weather once again was very turbulent for the two days before the meet but 11 boats



and 37 people eventually made it to Cherbourg. Drinks on the pontoon on the Friday night were followed by an excellent meal at a local restaurant (Le Grande Goussier) which we discovered after the meal was closing down that night - so ours was literally the last supper! We enjoyed lovely sunny weather in Cherbourg; the fleet dispersed on the Sunday to destinations various.

French Canal Trip

This trip was inspired by the winter lecture given by Cam Otten on the Canal du Midi the previous year. We eventually ended up going to the Canal de Neversais and the River Yonne in Burgundy. This proved to be

a most attractive and relatively unspoilt area. 21 people signed up for the trip with



France Afloat and four boats were chartered. Despite one or two tragedies (Sally Doran was unwell and despite having organised the event was unable to come and Diana MacAlister slipped and broke her leg very badly, which mercifully is now healing well). It is thought a French canal trip was a first for the Club.

Autumn Anchor Meet

The meet took place this year in Chichester Harbour on the weekend of 25th/27th September in perfect weather conditions, unless of course you wanted to sail because for all practical purposes there was no wind! That said the conditions were perfect for the main event on Saturday evening when three host boats rafted up together for drinks and supper just downstream of the moorings in the Thorney Channel. 10 boats and 23 people attended.

Gins Farm Meet

This proved, as always, to be a popular meet and just under 60 people attended the supper on the Saturday night on ten or so boats - though the very blustery weather on the Saturday quite sensibly deterred some from coming by sea. As usual the Royal Southampton looked after us very well and provided an excellent meal.

If statistics mean anything, overall during the summer the meets attracted some 205 people and 142 boats - many of which of course would have been duplicated!

I would like to thank the Cruising Sub Committee for all their hard work during the course of the year and for organising so many of what I would hope you all agree were excellent events. A big thank you also to you the cruisers for supporting all the events. By the time this is published I will have given up my cruising duties and will have handed over to Richard Wood and Clive Sparrow will have taken over as his Deputy. I am sure you will give them the same support you have given me over the last two years - for which most sincere thanks.

DAVID HOULTON

Club classes



Lymington boats (55, Martin Wadhams and 63, Steve Powell), well positioned for a start at the 2009 Nationals in Belfast

Early in 2008 the Rear Commodore Sailing asked me to explore the possibility of establishing a new keelboat class at the Club. An important objective would be to attract new, and especially younger, Members. Now, less than two years on, the RS Elite fleet is formally recognised by the Club, comprises 8 boats racing as a one design class, is looking back on a season of close and exciting racing, and confidently expects the class to expand and thrive in future years. The Elite National Championships will be held at Lymington in 2010, with at least 25 entries expected.

Among the criteria originally identified for a boat that would meet the requirements were that it must:

- have a sufficiently high performance and modern image to appeal to younger sailors
- have a moderate cost and need little maintenance
- be sufficiently different from the XOD and Folkboat to avoid undermining those existing classes
- not be too extreme to appeal to the not-so-young sailors who make up much of the Club's membership.

After studying and testing a number of excellent boats it became clear that the RS Elite fitted the bill admirably. From the same stable as the phenomenally successful RS

racing dinghies, it has sparkling performance, is easy to sail and has no vices. With overall length of 24ft, beam of 5ft 8in and displacement of one tonne, it has a carbon mast, Mylar sails, a self-tacking jib, a moderate sized symmetrical spinnaker and is normally crewed by three people. It has comparable performance to a Laser SB3 while being a good deal less extreme in its handling characteristics. There were already well established fleets in Burnham, Hayling Island, and Belfast, all of which expressed great enthusiasm for the boat.

Generating interest in the new class proved easier than I had expected. Two Members already owned Elites, and quite a few others expressed delight that at last there would be one design racing for a keelboat with very much livelier performance than the existing classes. Four more Members or syndicates bought boats early in the 2009 season, and the class was given an enormous boost when Steve Powell, already an Elite owner, offered to donate his boat to the Club and replace it with a brand new Elite for himself. The Club's boat, immediately renamed *Freebie*, was made available for charter by Members (and, more recently, by non-Members), to enable them to experience the fun and excitement of the boat without the commitment of buying one. Steve's



E'tu - Steve Powell, Alastair Keck and Charlie Merchant at the Belfast Nationals

generosity has meant that charter fees are very much lower than commercial rates for similar boats. *Freebie* has been well used this season, and one of the users has since bought his own boat. *Freebie* will again be on offer next year, and has already been booked for the Nationals.

Several youngsters from Wednesday Junior Sailing have sailed *Freebie*, and she will be included as part of the regular WJS programme for 2010 so as to provide a logical next step after Oppies, Cadets, Lasers and 420s.

Elites have raced regularly as a class in the Spring Series, Thursday evenings, the Equinox Regatta and the Solent Points series, and most of the Lymington boats competed at Cowes Week. Results are shown in the box below. It is likely that more new owners and boats will join the fleet for the 2010 season, so the racing should be even more competitive and exciting.

RS Elite Results 2009

Spring series

- 1 *Fuzzy Duck* Paul Woodman, Ray Mitchell and Oliver James
- 2 *Bulugo* Neil McGrigor, Jeremy Bennett and Charles Nicholson
- 3 *Matterhorn Jack* John Boddy

Thursday evenings early

- 1 *RS Sailing* Martin & Amanda Wadhams
- 2 *Fuzzy Duck* Paul Woodman, Ray Mitchell and Oliver James

- 3 *Pipefish* Peter Lister

Thursday evenings late

- 1 *RS Sailing* Martin & Amanda Wadhams
- 2 *E'tu* Steve Powell
- 3 *Pipefish* Peter Lister

Equinox regatta

- 1 *Fuzzy Duck* Paul Woodman, Ray Mitchell and Oliver James
- 2 *RS Sailing* Martin & Amanda Wadhams
- 3 *Kandoo* Crawford McKeon

Solent Circuit

- 1 *RS Sailing* Martin & Amanda Wadhams
- 2 *Pipefish* Peter Lister
- 3 *Fuzzy Duck* Paul Woodman, Ray Mitchell and Oliver James

Cowes Week results

- 3 *Fuzzy Duck* 5 *E'tu*
- 8 *Freebie* 12 *Pipefish*
- 15 *Matterhorn Jack*

DAVID WANSBROUGH

Club classes

to see John Morrow sailing *Annex* to such good effect in his first full season in the class. We remember his boat with great affection from the days when it was owned by our much loved and greatly missed old friend Bobby Bongers: how he would have enjoyed *Annex's* first victory in her new ownership as she picked up a little breath of air on the last leg after the breeze had shut off ahead and she was able to ghost past the leaders for a popular victory. Bobby would never have put it down to the 10% factor allowed for above and nor shall we, preferring to include his unseen guidance in one of the other constituents of success that we ought to acknowledge.

Interesting though it may be to record which boats won their races, records of victories do not tell the real stories of competition throughout the fleet. Those who might normally finish between 5 and 10 know they can and sometimes do finish in the first three. Those who normally finish in the teens fight their own, equally exciting, battles with their regular competitors. Competition is just as fierce between 8th and 9th as it is between 1st and 2nd and between 22nd and 23rd: battles at all levels throughout the fleet generate just the same

heat and excitement, explanations-with-hindsight and hopelessly unconvincing excuses over tea after the race. For those frustrated by the strict finishing order, there is the alternative interest of a handicap system which has introduced another dimension to our racing – the winners this year being *Waverley* (Saturday), *Julia* (Wednesday) and *Red Coral* (Autumn).

There was one new boat which did not feature in the overall results but nevertheless attracted admiration and controversy in equal measure. That is *Xoanon*, a new boat built by a group of enthusiasts from our Division on exactly the lines of an X but using modern construction methods. To some, the new boat is entirely at odds with the spirit and traditions of the Class; to others, the modern construction method represents an opportunity to produce a more affordable boat, built according to the most precise measurements possible which will be more easily and economically maintained.



Excaliber X87 Adria Summers

However, this is not a debate that will easily or soon be resolved and, whatever happens, everyone must recognise that building this boat has been a fantastic achievement and is a testament to the skill and enthusiasm of her creators.

No review of the year would be complete without giving thanks where they are due. First, we all owe a big debt of gratitude to Fenella Lees who undertook the onerous duties of Divisional Captain with diplomacy, good sense and good humour. Second, we are equally indebted to the race officers who produced some excellent courses, often in tricky conditions which meant that they could not send us across the tide to the Island shore as much as they and we might have wished. They also set much improved starting lines so that, as a rule, we did not have the thoroughly unsatisfactory situation often known in the past in which one end of the line is too obviously biased. For proper racing, in slow, one-design boats in strong tide, where the start is of such vital importance, a good line is a pre-requisite of a good race. Third, our thanks are due to the boatmen who have ferried us to and from our boats cheerfully and efficiently and have willingly gone beyond the call of duty to rescue those marooned on the marshes as a result of over-ambitious attempts to cheat the tide: without them it would have been a long swim for some - no names, no pack drill (but James and Ado will know who I mean)

Diana X164, Eric Williams and Ray Puten



Club classes



In June Lyminster Scows joined Christchurch Sailing Club for their Wednesday Scow Capers, a fun race round Christchurch Harbour

The Scow Division offers racing, informal in-company sailing and social activities to Club Members interested in Scows. These activities continue through the winter with walks and talks.

Winter

The winter activities included the Thursday walks, where the beneficial effects of a two hour walk can perhaps be outweighed by the ensuing pub lunch.

The highlight of this year's Monday evening talks was Sarah Fraser's description of her participation as half of the first all woman team to compete in the Round Britain powerboat race.

Potters

The Potters (10.30 launch on Thursday mornings - back in time for drink or lunch in the Club) offer a wonderful opportunity for the Scows to enjoy the river and the lakes during the quiet of mid-week. This applies across the board from experienced Scow sailors, to new and potential Scow owners and those whose sailing skills are rusty. The Scow Fleet is a supportive bunch and this ethos underlines the Potters.

A large vote of thanks must go to Dick Thorn, Graham Neal and Sylvia Pepin who have been prepared to take on the

responsibility of OOD for these events and to their support boat crews. Potters have been well supported throughout the season. This year we have had the usual Thursday Potters, and also Picnic Potters, Impromptu Potters and Joint Potters.

The Picnic Potters took us to Newtown and would have taken us to Hurst Castle had the weather allowed. There may well be more Picnic Potters next year as Keyhaven Scows are keen to join us.

The windy weather this autumn has led to Impromptu Potters being arranged to replace thwarted Thursdays

Potters

In June we joined Christchurch Sailing Club for their Wednesday Scow Capers, a fun race round Christchurch Harbour; they will be coming to us in May 2010. A final Potter on 29th October rounded off the season when 15 Scows sailed, and two long tables in the library were full for the lasagne lunch.

Racing

Scows race as a Class in the two Monday Evening series of races organized by the Club. Rory Paton and his young daughter Alex, who triumphed in both the early and late series, dominated the Monday evening racing.

The Scow Division also offers its own races. The Fig 8 race round Pylewell and Oxy islands had to be rescheduled to 30th May, so we are extremely grateful to Carol Edge for rearranging her wonderful tea. And thank you to all who provided the delicious cakes. Jeremy Austin sailing *Boo* was first single-handed and Carolyn and David Howden sailing *Praline* were first double-handed.

The Alexina Trophy races on 2nd June were organized by Sally Buckley and followed by supper afterwards.

Mike Urwin sailing *Nutshell* won the trophy for this short series of races.

The Hinxman Trophy short series was organized by Frances Evans and was sailed on 16th June. It was won by Sarah Fraser sailing *Ping Pong*.

Dubbie Robinson organized the second Short Series, and she too had to reschedule the races to the 28th July. Mike Urwin sailing *Nutshell* won this series as well.

For the second year running the match race against KYC in September had to be abandoned because of lack of wind, so our boats had an impromptu Potter round the islands using the tide.

New Captain

At our Annual General Meeting on 16th November Sebastian Chamberlain was elected as the Captain of Scows

Finally our thanks go to all the dedicated volunteers; the event organisers, the race teams, RIB drivers and crews and shore based helpers who made our year so enjoyable. Especial thanks go to our Vice-Captain Frances Evans for so wonderfully assisting in the organisation of the walks, talks and Potters.

TONY MILES



ROUND BRITAIN AND IRELAND RECORD SMASHED



Training

During May the team met for the first time for training in the Eastern Solent. This was to get everyone orientated with the boat, as despite all knowing each other well we had never sailed together as a team. We bought a very well known trainer Tanguy Leglatin over from France to get us into shape. As Dee had never sailed with a crew before on *Aviva*, and with Sam, Miranda and Isabelle all used shorthanded sailing the main area we need to work on was communication. You might think this wouldn't be a problem but as solo sailors it took a while for us to start working together. After day one I think we were all over-emphasising the communication skills!! The four days of training went well with all kinds of weather conditions, which was very useful.

From the beginning of June we went on

Crew

Skipper Dee Caffari, Sam Davies, navigator Miranda Merron, Isabelle Joschke and Alex Sizer

Records stood at

Outright record: 7 days 4 hours held by JP Chomette on *Solune*.

Female record

10 days 16 hours by Sam Davies on *Roxy*.

Date of Departure

15th June at 2009

Distance

2000nM approximately

standby for the right weather window to do the attempt. During this time we carried on with training and I have to say we were all grateful for time on the water getting to know *Aviva*. At 1500 on Monday 15th June I got a call from Dee who said we were

leaving the dock at 1800 that evening. With work commitment looming in Cape Town and with a flight booked on the 23rd June time was getting tight but we were going for the outright record, so I jumped in my car and headed to Gosport leaving my ever supportive family to lock the house up properly, empty the fridge, water the plants and basically look after my life. Unfortunately other commitments kept Isabella from joining us on the attempt.

Record attempt

Day One Monday/Tuesday

Having left Gosport at 1800 hrs the shore crew got off *Aviva* at the forts for a well earned break. On the way to the start line Miranda briefed us on what to expect weather wise. We were to start with good winds and then expect a light patch mid-morning on Tuesday, then the wind would



Rounding Muckle Flugga - Sam in the bikini (Brr!) and Dee with full foulies and right bean bags - safest place on the boat on day 4

return in force until a high pressure system came in early the following week. So the name of the game was to push hard to get around and beat the high pressure up the channel.

We crossed the official start line off Ventnor on the Isle of Wight at 21:09:36 sailing in an anti-clockwise direction with a brilliant sunset behind us.

The first night we worked hard dodging the shipping in the English Channel with lots of manoeuvres and sail changes.

At 0900 hrs *Aviva* was passing Southend-on-Sea and approximately 10 hours ahead of the pace.

The predicted light airs arrived and we just kept moving as fast as we could north. It took a while for the wind to return, so we lost the extra miles we had in hand from the first night, and then some. We had no choice but to submit to the light (albeit sunny) conditions and there was much laughter and chat in between frequent manoeuvres around the new wind farms. We really had every sail up at some point apart from the storm jib. During the afternoon going into the evening the pressure increased and we were back up to speed and happy to take the easy miles.

Day 2 Tuesday/Wednesday

At 0900 hrs *Aviva* was passing Newcastle.

Skipper Dee Caffari (back centre), left to right Sam Davies, navigator Miranda Merron, Alex Sizer and Isabelle Joschke... "despite all knowing each other well we had never sailed together as a team"



We did a spot of tourism around some of the hundreds of oil rigs in the North Sea. At times the wind caused *Aviva* to be inexorably drawn to them, in one case prompting a conversation with the guard ship on the VHF. During the day a dove misguidedly landed on deck to rest it was not long before it got washed down the deck on its backside and then decided to try the end of the boom and eventually settled on the gooseneck. We flew along in the pouring rain, pre-cold front, and had a surprise visit from an RAF Nimrod on exercise.

In late afternoon the cold front came through with a top wind speed of 42 knots, and the speed record on the trip so far went to Sam at 25.4 knots. After that we had 200 miles of superb reaching conditions once the sea state had calmed down, regularly going over 20 knots of boat speed, mighty wet at times.

Day 3 Wednesday/Thursday

At 0920 hrs *Aviva* passed the northern most point of the course, Muckle Flugga.

We had strong SW winds during the night which allowed us to put our foot down. Sam kindly obliged at our northern most point with the obligatory bikini shot at Muckle Flugga. It really wasn't that warm - full foulies and thermal underwear and hats were the preferred option.

We then did the hand brake turn and started slamming upwind into the Atlantic. Despite this we were all on excellent form with sunshine and occasional showers.

Day 4 Thursday/Friday

At 1030 hrs *Aviva* was passing the Isle of Lewis off the North West coast of Scotland.

The upwind slamming eventually died down and we continued footing and waiting for the front to come in. We eventually tacked slightly before the front and waited for the shift. Then the fast reaching conditions returned pushing us towards our goal. Despite the discomfort, sore bodies and very wet conditions onboard, we were happy in the knowledge that every hour we were banking miles as *Aviva* rocketed along at 16 knots. The safest

place was in the beanbag (luxury accommodation on board!).

Day 5 Friday/Saturday

At 0800 hrs *Aviva* was passing Galway on the west coast of Ireland.

With fantastic breeze we were still very much on the pace with 517 miles to go. Day 5 we creamed along the west coast of Ireland to make as much progress as possible before hitting high pressure in the English Channel. In the sunshine we had a nice, if somewhat brief, sight seeing tour of the west coast, the parts we did see were stunning. Must go back for a leisurely cruise.

Day 6 Saturday/Sunday

At 0800 hrs *Aviva* was passing the Isles of Scilly

We left the southwest coast of Ireland behind on Saturday afternoon on the down wind leg to the Scillies, making the most of the band of stronger wind down wind of Ireland. It got quite fruity at one stage as the wind gusted to 30 knots with the kite and full main and *Aviva* risked turning into a submarine but Dee was thoroughly enjoying really pushing her boat. Now back in southern latitudes again, there are a few hours of darkness to put up with and Saturday night was clear and filled with stars. There was good breeze all night and only in the morning did it start to get lighter as we approached the Scillies. We were expecting a bit of a slow down as we entered the English Channel.

With the wind, tide and land effects to deal with, Miranda came out of the watch system to concentrate on getting us to the finish line. We were all far too superstitious to say whether we thought we were going to beat the record as the question started flying in from the shore team as to when we would cross the line.

Day 7 Sunday/Monday

The last 24 hours were tough, dealing with light and variable wind along the south coast of England. We saw a lot of the Lizard and at one stage during the night we were only making 0.5 knots against the tide. The lights of Portland featured for many hours, very frustrating. We had every single sail up at



Day five passing Galway - fantastic breeze - 517 miles to go

least twice in the last day, so we were getting quite good at the sail changes! Though the wind was very variable we managed to keep *Aviva* moving toward the finish line.

In keeping with what had been a fairly physical race, it was fitting to finish with some high energy tacks. With a final push and several short tacks between St Catherine's Point and the finish line off

Ventnor to make sure we did not get swept past the line.

Result

We crossed the finish line at 0840 completing the course in 6 days, 11 hours, 30 minutes and 53 seconds, shaving some 17 hours and 16 minutes off the previous record set in May 2004 on *Solune*.

ALEX SIZER

Aviva* completed the course in 6 days, 11 hours, 30 minutes and 53 seconds, shaving some 17 hours and 16 minutes off the previous record set in May 2004 on *Solune





We were home again among family and friends. A lovely way to finish what had turned out to be a 54,000 mile Lymington to Lymington cruise

After nine years away, Nordlys comes home



As April advanced the hedonistic Caribbean life had to come to an end. Many of our friends waited until well into May, as the books suggest, but I am a great believer in going when conditions look good. Thus on the 22nd April Nordlys pointed her bows NNE and left St Martin behind for the final ocean crossing of our circumnavigation. With sheets just eased we powered northwards towards a waypoint a hundred miles ESE of Bermuda, hoping to go directly to Flores in the Azores. The hoped for westerlies however were not ready to blow and to the north-east of us was a great big hole of no wind so we bore away for Bermuda.

Entering the narrow cut into St Georges at night we anchored to await customs clearance in the morning. Six very pleasant days followed. The voyaging community were all watching the weather on the internet and with a window opening I decided to set sail for the Azores. Many of the skippers were on their first non trade wind passage and with a certain apprehensiveness amongst the fleet I set up a radio schedule where about five or six yachts gave each other confidence and swapped weather thoughts each evening. Nordlys went slightly further north than the others and after a few days of light winds we were rewarded with rather stronger stuff

from astern. A bumpy ride at times but as day followed day we realised we had been the lucky ones as the southern contingent suffered calms and a few yachts who delayed their start and were about a week behind us suffered severe gales. After another bout of calms and heavy rain we enjoyed a brilliant day's sail and with the timing working out well we dropped anchor in the harbour of Lajes on the island of Flores at 05.15 hrs as the first streaks of light appeared in the eastern sky. 1720 nm in five hours under eleven days. We were quite tired because the conditions had rarely been the same for long and the sail changes had been many. It was also getting surprisingly cold at night and the thermals had been dug out for the first time since leaving Cape Town.

The paper work of checking in was quickly accomplished on the bonnet of a police car that came to the harbour. Later in the afternoon as we walked back down the hill from the small town of Lajes we saw to our horror that the wind had gone not into the NW as forecast but to the NE and was blowing a good force five straight into the harbour. Nordlys was straining at her anchor and lying only a few metres off the harbour wall. Within half an hour we were at sea and settling down for another cold night as we close fetched in 20 gusting 30 knots of wind towards Horta. Our long looked forward to

St Georges churchyard; whites buried this side of the wall, blacks beyond



St Georges fuel dock, all the island is this tidy



Nordlys in Horta with Contessa outside





Adding our name to Horta's famous wall

visit to Flores lasted just ten hours. Dawn brought the majestic sight of the mountain on Pico in front of us and the coast of Faial to our north. Stunning scenery.

Horta has more visiting voyaging yachts per year than any other harbour in the world. It is a natural crossroads for the sailing community. A week in its crowded harbour was a social delight and the island itself made for fascinating travel. The caldera at its centre is over a thousand meters high and eight km in circumference. We climbed to the view point but cloud prevented a walk round its top. To the west of the island lies a piece of land that only appeared in the volcanic eruption of 1957/8. After a week of this lovely island and its harbour we left for San Jorge. Squeezing Nordlys into the tiny marina of Porto das Velas we then enjoyed a few days of travel round this lovely much less inhabited island. On to Praia da Vitoria marina on the island of Terceira. Here we prepared for the trip to the UK. The weather was very unsettled and rain prevented us from sightseeing much beyond the town.

We left The Azores on the 2nd June with a forecast of NW 5 and a dissipating low. Perhaps a mistake. Two days of darned hard work followed as although the wind averaged force five the airstream was bitterly cold and very unstable. Every hour or so we had a real squall go through of well over 30 knots.

Reefs in, reefs out, until we were very fed up. This was followed by a lovely day of much warmer and gentler westerly wind. Our dissipating low was reforming and moving east. We decided to alter course for a point half way up the Bay of Biscay. Then followed a quite bloody 24 hours. A localised wind blew from the NE and against the seas. Nordlys was close hauled pointing at Lisbon and suffered some of the worst

pounding of her entire 66,000 miles in our ownership. After 12 hours this gave way to a gentle NW and very cold wind. The next day was rather unsettling for it became apparent that the low was rapidly deepening behind us. I made the decision to go at full speed for La Coruna. Full speed is not a good term as the wind was light or even non existent for some time and we also had a lot of rain. Suffice to say that we sailed slowly through the shipping lanes off Finisterre and on a cold wet evening at 19.30 hrs we tied up in a magnificent new marina in La Coruna.

Next morning the sky was blue with clouds scudding overhead and lunch time found us sitting in a delightful small restaurant drinking Spanish beer and eating great food surrounded by locals. To our amazement the news on the ever-playing wall-mounted TV showed what was happening on the coast we had sailed past last night. 60 knots of wind were pushing huge seas against the cliffs. We quietly congratulated ourselves on the decision to head for La Coruna and the fact that dear 'Noodles' had once more out-sailed the approaching gale. A fast boat is a safe boat and we have proved this time and time again. Six and a half days for 908 miles is not fast but was fast enough!

La Coruna was a very pleasant surprise. The city is a delight to walk around, the restaurants good and cheap and the marina was full of the most interesting yachts and their crews. Four Norwegians at the end of a circumnavigation, a Fin married to an Argentine born Israeli sailing their beautiful wooden yacht from Finland to Israel and many others made for interesting company. However home was where our hearts lay, so at 06.45 hrs we sailed out of La Coruna into a grey very wet day and force four on the beam. We knew the wind was going to die and the weather window was due to shut for several days if we stayed. Just over two wet cold grey days later we motored round Ushant in thick fog. The forecast was for SW 4 and lifting fog so we carried on. The wind never arrived and the fog did not lift. At one stage I had ten returns inside the six mile ring on the radar. I worked as hard and under as much stress as I ever did in a British Airways

simulator. Dawn was kind and the fog lifted, the sun came out and the well known sight of Start Point appeared. No wind but we enjoyed slowly motoring round the point and across Start Bay into Dartmouth. By 12.30 hrs Nordlys was tied up in England for the first time since September 2000.

A few days seeing friends, walking the coast path and generally relaxing were followed by a pleasant fast sail to Studland. Here we anchored for two days before the agreed time of entry to Lymington. On our final night on Nordlys a large RIB was seen heading straight for us and soon Michael Hobson was climbing aboard clutching a cool bottle of Champagne. The last time he had been on board was in Madagascar. So on the 21st June we upped anchor early in the morning to get the last of the flood through Hurst. Sailing across Christchurch Bay over a flat sea and in sunshine with force 3/4 from the NW was a lovely way to finish what had turned out to be a 54,000 mile Lymington to Lymington cruise. Accompanied by a variety of RIBs and Freja, our son Nick's yacht with two of our grandchildren on board made for an emotional arrival at the Club dock. I have to confess the final pleasure that brought a slight tear to my eyes was to see my mother, Carol, amongst those on the dock to welcome us. While not really wanting us to be away the other side of the world her support for us never wavered even when she was not at all well. So with a final party at chez da Cunha our retirement cruise came to an end. Being away from friends and family and letting one's house is a physical and emotional effort but both of us agree that it was very much worth this effort and the memories we have of the last nine years are long and many and most of them very pleasant!

DAVID AND ANETTE RIDOUT

Not all passage making is so hard





15 WAYS TO LOSE YOUR GRANDCHILDREN!

There may be 50 ways to leave your lover, but I know of at least 15 ways to lose your grandchildren!

One of the joys of sailing has to be when the family joins you for a holiday on board. We had the pleasure of entertaining this summer, in Brittany, our daughter, son-in-law plus two granddaughters of 2 1/2 and 5 years of age. Anyone who has had this pleasure will know of the many pitfalls that can occur on such occasions. For those who have not, here are some pointers to ensuring that you do not lose your grandchildren!

1 Find a spot that doesn't have a fast tidal ebb and flow. Our choice of Benodet in Brittany, not a good idea! Great marina, delightful resort, but nightmarish passage

from boat to land. Keep a tight hold of children's hands as they try to escape.

2 Space is required for the children to put toys, food and clothes. If insufficient space is available, you may spend a lot of time searching for the children in the fridge, in the wardrobe, in the bunk as they 'disappear' under a mountain of said items. The alternative? Get the parents to be a little bit more discriminating in what they bring with them or else they won't be able to get into their bunk at night!

3 Unfortunately, starvation is not an option. If you cannot obtain the necessary baked beans, fish fingers, and so on ensure that parents are fully informed of the consequences of their selfish inability to bring these delicacies with them.

4 Lighting is crucial in the children's cabin. Keeping the door open is an option, but the adults will spend all evening whispering as they imbibe and they are not capable of whispering quietly so children become intrusive and the rest is history.



5 Washing is a great way of bonding, as together you watch their clothes being churned in the washing machine in the laundrette. In the meantime, you can seek to respond intelligently, but succinctly, to the myriad of why questions posed by their inquiring minds. Washing the children at the same time may be time saving, but they may feel a little giddy afterwards. Should you try, please note they cannot, like most modern fabrics, be tumble dried.

6 Entertainment on board can be useful, some say essential, but Dora the Explorer and High School Musical DVDs should be banned, destroyed, blown up, smashed to pieces, die ..(Control yourself, girl.)Can be a little bit repetitive.

7 Play facilities on board should use the full range of winches, ropes and spray hood grabs. Especially for dancing and singing all the songs from High School Musical or Mama Mia, off key and at the top of their voices. The other marina visitors may show



their appreciation of these free performances by quietly cutting your mooring lines in the middle of the night.

8 Do not attempt to build castles, tunnels and moats. Children love to destroy that which grandpa has put together and grandpa can get a little grumpy about this. Children may then find themselves abandoned to the care of others. Maybe even strangers!

9 A crab line is essential for catching crabs, failing that starfish. The more the merrier, especially if you can put them in a bucket alongside thus avoiding the tantrums about throwing the star fish back into the water. Suggestions that they could be eaten like fish fingers will not be welcome.

10 Sandy beaches can be an asset, but children's eating of said sand is not desirable. Burying children in the sand is conducive to a peaceful sojourn on the beach for you, but please remember where you have buried them.



11 Rainy days can be a bit of a problem, but fortunately a local swimming pool is the ideal play pen. Be prepared to freeze for an hour while you queue with your little darlings to go down the big slide. Look out for kamikaze antics from the youngest granddaughter as she cuts a swathe through the children standing at the bottom of the slide.irate parents are a possible danger.

12 It is crucial for the children's safety when eating out in a restaurant that you have a table placed furthest away from the other diners, lest said diners feel a

desperate urge to silence your little angels. A play space within easy reach of the table is crucial for penning in, oops, giving the children an opportunity to blow up Barbie or produce a modernist painting with themselves as the canvases.



13 When daddy catches fish allow the children to watch their demise. They will learn to be philosophical about the way the food chain works. The oldest granddaughter when questioned how she felt about this replied, "I'm alright mummy, but the fish isn't".

14 Let them practice their French. Communicating with the locals is an important part of their development. However, 'mousie' instead of mercie may not be interpreted by the locals in a positive manner, so beware.

15 Buy shares in the Elastoplasts Company before they arrive as the shares will rise in line with the number of plasters needed for scraped knees etc. Take care that they do not try out their gymnastics on the local playground roundabout. They may then need a whole body plaster to get home.

Finally, if the children survive all this, you must make sure they do not convince you that you have to leave your boat and go home with them. A few tears are permitted (by grandma). But also, when they have finally gone, you must have a LARGE gin and tonic. A big sigh of relief is permitted in not allowing you or others to lose your grandchildren!

NORMA HUNTER

LYMINGTON CHALLENGE RIB RACE

Over the years the popularity of RIBS amongst the sailing fraternity has grown enormously. They are used for safety boats, support boats and for the spectators at the many starts and finishes of races in the Solent. Many of our sailing racing Members also own RIBS, so a competitive element has crept into their RIB use.

Peter Lister (known to many for racing in the new Elite class) and his son Robert did a stunning job of organizing the first Lymington Challenge RIB race in conjunction with BILBOA and the RYA. 25 boats raced, with 16 Members of the RLymYC amongst the owners and crews. Some notables were Sarah Fraser, often seen in her Scow, Mike Deacon, holder of the Round Britain Record, Chris Strickland, holder of the London Monaco record, John Puddifoot, Bob Nurse and many more. To support them there were 20 safety boats and 3 Medical Officers on the course. The day was perfect with clear blue skies and a northerly wind 3-4 blowing. The race was held early afternoon and the Keyhaven ferry was available for spectators to follow the race. Four laps running from Yarmouth out to Bridge Buoy and past Hurst were raced with the winning speed of 70.64 mph.



Following the race the prize giving was held in the bar and an excellent meal was enjoyed by over 110 racers and followers. The organizers could not praise the RLymYC enough for the superb venue, the excellent service by the staff and everyone involved in making it such a spectacular day.

DENISE MOORE



The OSTAR and me

Having been defeated once by gear failure Hannah White determined to make another attempt at the single handed transatlantic race - OSTAR

At midday on the 25th May 2009 HRH Prince Phillip fired the starting cannon from HMS Galtea. The noise reverberated around Plymouth Sound, but I don't recall hearing it. Just hours before I had said fairwell to my friends and family from the dock at Queen Anne's Battery and stepped foot from English soil on to my 32 foot boat for the last time. 24 days or so later, I hoped, my feet would touch soil again, only this time it would be American soil.

Taking part in a single-handed transatlantic race has always been my dream, and with one unsuccessful attempt behind me the 2009 edition of this race was more important

to me than most will ever know. Following some of the sport's greatest ambassadors the sense of pride lining up at the start is immense, especially when you have some knowledge of what lies ahead. Every four years the race from Plymouth to Newport, Rhode Island goes 3200nM the 'wrong way' across the North Atlantic. Battling against the prevailing winds and currents, the North Atlantic is notorious for its hostile conditions and the detrimental impact it has on the fleet.

This race was no different. The first 72 hours saw a large low-pressure system hit, taking out 5 competitors. It is brutal when bad weather hits the fleet so early on, but for those who make it through unscathed it is a big confidence builder. In this early part of the race I tracked a lot further north than the

fleet to try to get into favourable breeze for the transition to the next weather system. This worked well. Not only did it give me some separation to do my own thing but strategically it worked well and after the retirement of the two trimirans I soon found myself up at the front of the fleet with the class 40's.

At the end of the first big weather system I had a nasty scare. Four years ago I retired from the same race with fatal autopilot problems. A factory recall had been done on my system while I was 1000 miles from land. With no spare course computer I was left with no option than to retire and sail the 1000 miles home with no self-steering. I was obsessed with the autopilot on this new boat. Made by a different manufacturer and with a spare on board of every component, I was satisfied that this would be enough to get me to the USA and more. I had tested the systems endlessly and practiced changing over should I have any problems – but I was confident that I wouldn't. On day 5 the wind was still blowing 25-30 knots but the sun was shining and everything on board was great. I decided to go on deck and spend a bit of time driving and enjoy the great conditions. After about 2 hours I turned the autopilot back on – nothing. It didn't work. I turned everything off and on again, but there was no movement from the hydraulic ram that drives it. My heart sank, my eyes welled up, and all the feelings from four years ago swamped me once again. Could this be it... was it all over...? I carried on driving while I pulled myself together and made a mental list of things that it could be and things I should check: 1 Breakers, 2 Connections, 3 Power levels, 4 Switch to 2nd pilot brain.

Interviews before we start



I did all of this and still nothing. I came on deck again, panicked and nervous. The worst thing about not having any means of steering the boat is the lack of control and progress you have whilst trying to fix it. I had to try and contain my fears and get this fixed. After phone calls, a long time spent wiring and a calm head... I wired in a new hydraulic ram and we were up and running again. However, the trust was broken, the nerves were on edge and my concern quickly turned to the possibility of this happening again.

As the days passed my confidence in the repair of the pilot system slowly grew, and my attention turned to other problems. One of these was maintaining my position in the race. I had managed to stay in touch with the front-runners by staying north but as the fleet started to converge on the western side of the Atlantic there was everything to play for. This part of the race, I found, was the most stressful. As we headed towards the banks of Newfoundland the Labrador current brings freezing water south and collides with the Gulf Stream and creates a freezing, iceberg scattered, windy nightmare. But what makes this area unique is the dense fog. Sailing across a bank of fog spanning hundreds of miles in strong winds, dodging icebergs is in-fact, terrifying. For those in the race that had radar the experience wasn't quite so alarming. But for me on board Pure Solo, I had to rely a lot on instinct and luck. Thankfully after 36 hours the wind direction changed and the fog cleared and we were into the final 1000 miles to Newport unscathed.

Solo sailors often talk about the difficulties they encounter living aboard a race yacht for extended periods of time: lack of sleep,

No! Only halfway across



Hannah arrives in the US of A. "The utter elation I felt when I crossed the finish is a feeling I won't ever be able to describe, my family waiting for me and cannons fired around Newport harbour"

loneliness and injury, but my biggest problem during my three weeks alone at sea was eating. I simply lost my appetite. I ate quite a lot in the build up to the race knowing that I would lose some weight, but nothing could prepare me for the small amount of food I consumed. Six hot meals in three weeks padded out with various snacks is barely enough to survive on for any extended period of time. My weight loss took its toll both mentally and physically and by the end of the race I was definitely running out of steam. I suffer badly from sea sickness and I truly believe that the anti-sickness patches I wore for the race suppressed my appetite and although I enjoyed the pre-summer diet, I definitely feel that this is an issue I will have to address if I set sail solo again.

After the '1000 miles to go' mark was reached the feeling of being on the home straight was overwhelming. It's very easy to get into the final third of the race and truly believe that you are almost there. However 1000 miles is a long way. Especially when there is no wind. The last few days were some of the most frustrating of the race. As I got closer to Newport the wind eased and the effect of the gulf-stream became ever more apparent; at its worst I had 3 knots against me. The other notable point here was the sudden realisation that the long-standing under-35-foot monohull record was within my grasp. In 1993 Mary Faulk set the

record in Qll and it hasn't been touched since. Suddenly I was in with a chance of this as well as a podium position in my class. I had to finish by 7am (local time) on Sunday morning. On Saturday night I was just 75 miles from the finish but becalmed. Right up until the last mile I was fighting for every second. With no sleep a packet of Haribo kept me going through the night. But luck was not on my side. After 20 days and 22 minutes I sailed across the finish line, having been held up 4 miles out by a ship under tow. I missed out on the record by 90 minutes. After 3 weeks 90 minutes seem like a second and missing the record was a bitter pill to swallow, but none the less the utter elation I felt when I crossed the finish is a feeling I won't ever be able to describe. With my family there waiting for me and cannons being fired around Newport harbour. I motored on to my mooring and stepped on to dry land. An extraordinary feeling, an extraordinary experience, and extraordinary memories. Despite being one of the smallest boats in the fleet I was the 4th boat to cross the line, the first female competitor and on corrected time I was second in class. I was also awarded the media prize for my blogs across the Atlantic. I want to thank everyone who supported me and followed my progress during the race – it was the hardest thing I have ever done, but it was also the best.

HANNAH WHITE



More than 60 young sailors entered the Harken Royal Lyminster Youth Classes Regatta 2009 over the weekend of 19-20 September. Most were in 420s, a class which has seen a terrific boost in popularity this year and drew a strong fleet from as far afield as Wales. Also taking part were ten Lasers (Radial and 4.7) and five Cadets, predominantly local sailors.

After weeks of strong winds, Saturday dawned warm, sunny and very still, with light airs ranging between north-west and east and a strong ebb tide. After several optimistic attempts to start in impossible conditions top prize of the day had to be

awarded to Race Officer Pete Bell and his team: they finally managed to get in a race by moving the entire fleet inside Pylewell Lake, setting multiple laps on a very short trapezoid course. What little wind there was finally settled from the south-east and remained relatively steady at approx 3-4 knots, just about enough to fill a sensitively managed spinnaker, for the duration of what turned into an epic, agonisingly slow three laps!

By the time the 420s got away two pairs had fallen foul of the Z flag but the 20%

penalty meant they could still race, whereas a black flag would have meant even more hanging around and no experience gained, so this was another welcome decision on the part of the Race Officer. Tim Gratton and Ed Riley (Warsash) led from the start and steadily extended their lead into clear air. By the end of the race, sailing beautifully, they were some half a leg in the lead.

The front four Radials reached the windward mark close together, from which point leaders Lyminster's Tom Britz and Olly Porter became inseparable! Olly managed to get past Tom by the end of the first lap and the two extended their lead using tactics from the match racing directory, providing an engaging spectacle including some astonishingly close synchronised gybes, until the final short beat to the finish with Olly holding on to take first place.

From a spectator's perspective the Cadets were somewhat buried on their slightly shorter course within the main course and their progress was more difficult to follow, but local pair James Dodds and Max Crowe won convincingly with fellow Lyminster sailors Will Davis and Jack Collings second.

The 420 sailing year started early with selection events for the World & European teams held during March, April and May, and the RYA National Youth Championships over Easter week. The achievements of all the youth sailors is all the more impressive because they are also studying for GCSE's, A levels or are attending University, some have part-time jobs, and they still manage to go sailing!

The three selection events were held in Weymouth, Largs and Chew Valley in a variety of conditions, high wind to no wind! Phil Sparks and his crew Ben Gratton finished top boat and were selected to represent Great Britain at both the 420 World Championships in Italy and the 420 Junior European Championships in Hungary. Andrew Wishart & Liam Garrison finished 10th in the boys' fleet, and Molly Bridge & Pip Weguelin finished 10th in the girls' fleet. In July Phil Sparks achieved a very creditable 5th place at the World Championships.

LYMINGTON 420s

Lyminster 420 sailors have been busy training and competing at National and International events during 2009. The highlight of the year was without doubt Phillip Sparks becoming ISAF Youth World Champion in Brazil

The RYA National Youth Championships was also held in Largs, Scotland. The wet and windy conditions meant that only six races were sailed, but once again Phil Sparks and his crew were victorious. This resulted in Phil being chosen to represent Great Britain at the ISAF Youth Worlds - the rest is history.

Only two 420s from RLymYC made it to Flanders Youth Regatta, an annual event held in Nieuwpoort, Belgium in early July. This is a

great event - most years a group of Optimists, Cadets, Lasers and 420s compete from the Club. This year, Andrew Wishart and Liam Garrison were 6th and Molly Bridge and Pip Weguelin 15th (4th Ladies).

Plymouth's Mount Batten Centre hosted this year's International 420 National Championships from 23rd to 28th August. Eight boats from RLymYC took part, plus four Club sailors crewed or helmed with sailors



The 4.7s had been scheduled to race the same shorter course as the Cadets but because of the low turnout they were included with the Radials.

Sunday's forecast promised a stronger breeze and began positively with an easterly 8 knots. In the first of the day the whole 420 fleet was close as far as mark 3, and the front 4 Radials rounded the mark virtually as one. With the Radials still on their second beat however it backed and dropped and with Race 3 underway it effectively died, at the same time as the strong ebb tide kicked in. Several boats gained places, especially between marks 3 and 4, by using their transits effectively. Fighting the tide with less and less wind was very challenging for everybody and safety boats were deployed to rescue several competitors drifting towards the Needles.

In a re-run of Saturday the whole fleet made its way into the relatively tide-protected Pylewell Lake for the final race. However this time, with the tiny course set in the opposite direction with marks to starboard, the tide was strongest at the start and finish – which made for some

interesting variations in fortunes for the unwary, notably 420 leaders Tim Gratton and Ed Riley! Counting that race as their discard, they were still convincing champions with two 1st places and a 2nd

One of the day's highlights was to overhear Cadet sailors James and Max helpfully pointing out the correct course to Martha Haslam (South Cerney) and Alice Henery (Lymington) who'd rounded mark 3 ahead of them and were heading the wrong way...one might say the boys could afford to be generous since they still won all four races and had to discard a 1st! Meanwhile 4.7 sailor David Pain was on the course at the start of the first Laser race and had to go back to cross the line, but easily overtook his two competitors to win that race by a big margin, and the subsequent two races as well. The Radials were always close but Tom Britz had the edge today and managed to win all three races.

RLymYC's Captain of Youth Sailing Ros Urwin thanked Harken for their support of both the Youth Classes Regatta event and the Lymington Optimist Open earlier in the summer.

Results and prizes

Cadets 1st James Dodd & Max Crowe • 2nd (1st girl helm & crew and 1st U14 helm) Katie Kinver & Gina Hearsh (Exe) • 3rd Will Davies & Jack Collins • youngest sailor Henry Marsh.
Laser 4.7 1st David Pain • 2nd (1st girl) Stephanie Harding • 3rd 4.7 Henry Clark (Lymington). **Laser Radial** 1st Tom Britz • 2nd Olly Porter • 3rd Robbie Urwin (Lymington).
420 1st Tim Gratton & Ed Riley, • 2nd James Hayward & Tim Carter • 3rd (1st all girl helm & crew) Joanna Freeman & Hannah Mitchell, • 4th Jess Lavery & Georgie Mothersele • 5th Craig Dibb & Charlie Cox • 6th Charlotte & Isabel Fitzgerald (Itchenor) • 1st Lymington helm & crew Andrew Wishart & Liam Garrison • youngest crew Sarah Jarman • youngest helm Josh Sparks.

JANE PORTER



from other clubs. Thanks to the support of the Club, RIB Viking being in attendance meant the Lymington sailors managed two days' training prior to the event, which proved useful as the big rolling seas were very different to their usual sailing area in the Solent! The race area in Plymouth Sound, seaward of the breakwater, provided challenging and exciting racing. Unfortunately only three out of five days racing was held due to 30 knot winds and very big seas on the Wednesday & Friday, but the fleet still managed an eleven race series. Wednesday was a welcome rest day, with most people visiting the aquarium to escape the wind and rain. Four races were held on

Thursday, which left the girls only one hour to get ready for the traditional black tie dinner! Friday dawned with a postponement as the Royal Navy moved ships and a submarine, then racing was abandoned due to 25 knots and huge gusts. The sailors had a fantastic week's sailing and some fun social events. Many of the Lymington sailors were new to the class and achieved personal bests, discovering that the 420 class is tough and very competitive, but enormous fun.

Over the summer and autumn the sailors have attended many class association training events and had coaching on six weekends at Lymington, as well as general

training sessions in Lymington most weekends. They benefitted from coaching from local sailors who had themselves raced Optimists, Cadets and 420s at the Club, some of whom are now sailing in Olympic classes.

The Inland Championships held at Datchet Water during October had a good turnout from the Club. Fanny Rogers, with Nick as crew, achieved her best result of the year so far with 10th place.

The Lymington 420 squad has grown to around ten boats, plus additional crews looking for sailing partners. Many of these have moved up from Optimist and Cadet and we have attracted six new Members. Although a youth class we are pleased to have Fanny Rogers and Kate Heathcote sailing in the group, with occasional appearances of Nick as stand-in crew!

The sailors are very appreciative of the support they receive from the Club, Members and parents

CATHERINE BELL





CONTESSA 32 NATIONAL CHAMPIONSHIP....

....AND JEREMY ROGERS

The 2009 Contessa 32 National Championship was held at Hayling Island SC It was a very close run series but Jeremy Rogers and his crew won through for the second consecutive year in *Gigi*, his 27 year old restored boat. Originally built in the Rogers Lymington boatyard in 1982 for an American who sailed her round Cape Horn, she became well known in the USA following the publication of 'Cape Horn to Starboard'!

It was at the London Boat Show in 1971 that the Contessa 32 made her first public appearance. Two hulls had been moulded during the autumn of 1970: the Boat Show boat, *Contessa Catherine* belonging to David Sadler, and *Red Herring*, which Jeremy and Jonathan had fitted out at home over that winter. The Contessa 26 was one of the very first production glass fibre boats made, and Jeremy was very much a pioneer in this field.

He always seemed to be able to keep one step ahead of the competition. When boat building was really picking up during the seventies he realized the increasing need for speed and efficiency of production. He decided that the way forward had to be injection moulding under vacuum, and as did Colin Chapman of Lotus cars, he pioneered this process. When he was building OOD 34s they were producing one hull per day by this method. This new design was first tried and tested during the '79 Fastnet, and sadly was never the huge success it deserved to be, possibly as a result of that disastrous race. However, after the race the RORC adopted the Contessa 32 as the standard of stability.

Jeremy had a most successful racing career, which was how he conceived many of his innovative and progressive ideas, always striving to improve on the current design. He competed in the One Ton Cup in '74 on a CO35 called *Gumboots*. During one of the later races, when he and his team were well positioned to win the series, they spotted a flare. They logged their position started their engine and after a lengthy search eventually spotted the foundering life raft – the yacht having exploded and sunk – rescuing several adults and children. They returned to their logged position noted the time and continued the race with additional shocked and soaked crew Members! After an enquiry they were awarded 4th place in that race which also won them the series. *Gumboots* was the first British boat ever to win the coveted One Ton Cup – now a question in Trivial Pursuit.

Jeremy was nominated Yachtsman of the Year, and the incident created a maritime precedent, viz a racing yachtsman shall cease racing and go to the rescue of any boat in distress. If deemed not to have responded to a distress call, then he will be in breach of maritime law, open to prosecution and disqualified from the race.

In 1980 Jeremy was awarded an MBE for his services to yachting.

Jeremy always aimed to build boats to endure, and the best and most lasting tribute to him must surely be the proven strength and durability of the Contessa 32 and its Class Association after so many years. Surely this must be the ultimate cruiser/racer of all time.

JUDY RUFFELL

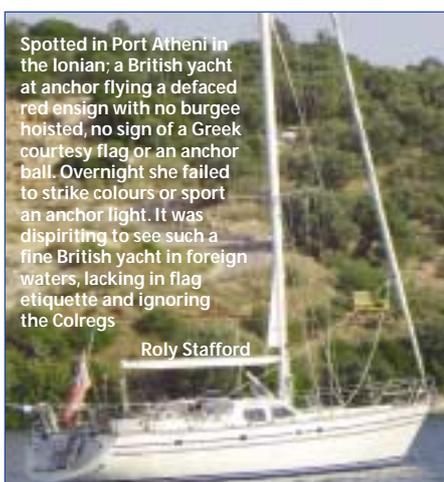
THE ROYAL YACHT CLUBS GOLF MEETING

Traditionally yacht Clubs invite flag officers from other yacht Clubs to their Commodore's Reception each year. Now the RLymYC has extended its hospitality by founding the Royal Yacht Clubs' Golf Meeting, the inaugural meeting of which was held at the classic Harry Colt designed woodland course of Brokenhurst Manor in the New Forest on St George's Day. A field that included seven flag officers and an Olympic champion played for the Claret Jug in the morning followed by a dinner in the Royal Lymington Yacht Club in the evening. Royal Clubs represented included The Royal Yacht Squadron, Royal Thames, Royal Solent, Royal Southern, Royal Naval and Royal Albert, RNSA and the hosts the Royal Lymington. At the dinner afterwards in the RLymYC the Claret Jug was presented to the winners Rod Perry & John Thunhurst (RLymYC), with the runners up being Jaques Delacave & Peter Hunter (RTYC).



Invitations have been sent to all Royal Yacht Clubs in the British Isles and overseas for this year's event which will be held on 23rd April 2010.

ALEXANDER KILGOUR



Spotted in Port Atheni in the Ionian; a British yacht at anchor flying a defaced red ensign with no burgee hoisted, no sign of a Greek courtesy flag or an anchor ball. Overnight she failed to strike colours or sport an anchor light. It was dispiriting to see such a fine British yacht in foreign waters, lacking in flag etiquette and ignoring the Colregs

Roly Stafford

HEY... THEY WON THE LOTTERY!

Well maybe not the Euro millions but a trip in a million anyway



Alan and Bernie Marsh drew the winning ticket for the Lifeboat trip as part of the Needles Relief; an opportunity to see the lifeboat and rescue techniques up close on the bridge with coxswain Howard Lester.

After being picked up from the Harbour Master's pontoon we were treated to a VIP tour of the boat. The internal helm position boasted all the modern electronics and equipment you would expect together with fully sprung crew seats with four point harnesses. Through a water tight hatch and down below were the engines and the main compartment for the rescued. The two engines are massive, and they need to be to power the boat at 22 knots in a force 10. For those who have been rescued fully harnessed seats are provided in what rather resembles the Black Hole of Calcutta. You would undoubtedly be extremely grateful to be rescued but down below in a gale would be horribly uncomfortable - a breath of fresh air was definitely needed after the tour.

As the lifeboat hurtled across the Solent we were treated to a ring side seat on the bridge for the RNLI rescue demonstrations. The boat handling skills of the crew and the flying skills of the helicopter pilot were amazing as they first landed a crewman on the deck and then returned to take him off complete with a stretcher. The final demonstration in front of the packed balcony of the RSYC was with the inshore lifeboat moving at high speed whilst a crewman was lowered to them, and later retrieved, by the helicopter, skilfully matching their course and speed. Amazing demonstrations of skill and competence by a highly efficient and friendly crew. Thank you Howard and your crew for a great day.

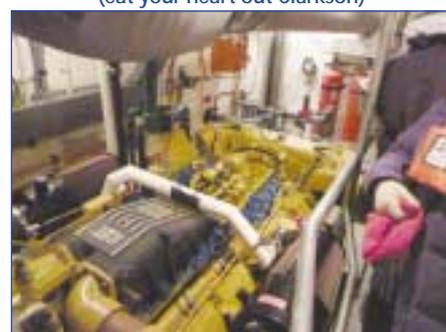
ALAN MARSH



above: amazing boat handling and flying skills
below: the inshore lifeboat, crew in Santa hats, crashing through our wake



Two of these = 22kn in F10
(eat your heart out Clarkson)



50 YEARS AGO

*an extract
from the Bulletin of 1959*

COMMODORE

J. R. Bryans, Esq

VICE-COMMODORE

Air Vice-Marshal G. Combe, C.B

REAR-COMMODORES

Commander M.H. Brown, OBE., DSC., RN

D. R. Hobson, Esq., OBE

EDITORIAL

1958 was a good year for the Club. 1959 has been even better. For most Members, oilskins and reefing gear have had a well-earned rest and suntan was the order of the day. For the first time in its history Club Membership has topped the four-figure mark with a noticeable, and extremely welcome, increase in young Members. And, very important, our down-to-earth Treasurer has had a happy look on his face. In all, the Club "has never had it so good." At such times there is a temptation to sit back and say "how wonderful—now we can relax." This attitude would, of course, be fatal to the future of the Club.

An expanding Club suffers from what might be called "growing pains." Your Committees are, therefore, fully alive to the need to match the administration with this expansion and ensure that all Members continue to get full value for their Membership. Again, and most important, our Treasurer must continue to smile.

From the amenities angle, the program of Club improvements is going ahead satisfactorily and a "Master Plan" has been approved which will enable the work (already started) to be done in a series of contributory stages, as money becomes available.

SAILING

DINGHY POLICY

It has been decided to adopt the GP. Fourteen as an additional Class and, later, they will replace the Pram Class. (The Club Pram has already been replaced by a GP Fourteen).

SAILING INSTRUCTION

Eighteen young Members attended one or other of the three seven-day Courses of Instruction, held during the summer holidays. Many more gained valuable experience by practicing in the River under the eye of the Officer-of-the-Day. Much knowledge has now been accumulated in running the Instructional scheme, and it will be perpetuated. There is still a shortage of Instructors, which is the limiting factor in the number of pupils that can be taken. Members please note.

CRUISER CLASS

Ocean Racing. The Club finished 8th in the R. O. R. C. Points Championship, which is a considerable improvement on last year.

Passage and Handicap Races: In the Spring Passage Races, "Peri" (Colonel Biddle) again won the Parkstone Trophy and the Points Cup, although in the latter he only beat "Barbecue" (Jimmy and Eileen Caulcutt) by one point. After a lapse of many years the St. Peter Port Race took place and was won by "Marabu" (H.M.S. Excellent). In the Island Sailing Club's Round-the-Island Race, the Caulcutt's are to be congratulated on being second in Division III (and in overall time).

Cruising. Roger Pinckney won the Cadiz Cup, in "Dyarchy," for a cruise to Spain. Many other yachts took advantage of the wonderful summer to do cruises of varying lengths, to the West Country, the North coast of France and the Channel Islands.

Regattas. Despite anxiety at times owing to light winds, the Club's 2-days Regatta was a great success. The Club welcomed the excellent Dragon entry (13) and hope this Class will compete again next year. Graham Mann is to be congratulated on his outstanding Solent successes in "Salamander" and on being on the R.Y.A. Short List for the Olympics. The Caulcutt's venturing in their new Dragon "Venture" (excuse!) also had a long list of Solent successes.

Potter Ship Race. There was an excellent turn-out for this Race which took place in ideal weather conditions. George Senior and Tom Briggs were popular winners, in their new Folkboat "Landone."

Cruiser Race. At the suggestion of Kenneth Moore, who has kindly offered a Cup, there will be a Race Eastabout round the Island on Saturday, July 9th, 1960, in which yachts will be allowed to use their engines part of the time. Details for the conduct of the race are being worked out by the Sailing Committee.

"X" CLASS

1959 could be known as "decimal point year," so keen and close was the racing, particularly towards the end of the season. This is illustrated by the fact that any one of four yachts could have won the Jade Cup (Saturday Points), depending on the the final race result

FINN CLASS

Support for racing has been variable this year. After good turnouts of 15 and 23 boats, respectively, at Christmas and Easter there have been very few starters for summer racing. However, fleets increased in size in September, culminating in the all-time record of 31 boats for the "Autumn Trophy."

In home waters, all Finn races are open to Members of any recognised Club, and whilst Richard C-0 won the Christmas Series and the "Yeldham Cup" (Summer Points) Richard Murray, of Emsworth S.C., won the Easter Series, and Keith Musto, of the Thames Estuary Y.C., the "Autumn Trophy." All the above helmsmen are on the short list for next

year's Olympic Selection.

The Olympic Observed Series, run on the same weekend as the "Autumn Trophy," was won by Jonathan Rogers, whose studies, unfortunately, do not allow him time to compete for an Olympic place. His brother, Jeremy, won the L.T.S.C. Summer Points Series for the "Cheemaun Cup" and was 4th in the British Championships, at Littlehampton. Richard C-0 was third in these latter races, and was also third in the "Itchenor Plate". He won the Thames Estuary Y.C. Series, winning all four races.

12ft. CLASS

In terms of Championships or Open Trophies, it has not been a good year for Club competitors. With two exceptions, all RLYMYC Open Meetings were won by; visitors from other Clubs. Also, some of the races restricted to RLYMYC Members were poorly supported, bearing in mind the total strength of Club owners.

On the credit side, the Firefly Class is numerically as strong as it ever has been and there are several promising young Firefly helmsmen who, when they have had more racing practice against experienced opposition, may be able to defend the Club Open Trophies against the "foreign" marauders we are always so glad to see at our Open Meetings.

To provide frequent racing practice for young helmsmen-helmswomen, the Cock Boat

Competition—in previous years decided by a single race—was this year spread over 12 races during the summer holidays. In addition to Fireflies, this series of races attracted such modern dinghies as the Eleven Plus, Enterprise, Graduate and even at 18ft. Jolly Boat. The Cup was won by Ian Tew, in his Firefly "Mole." It is to some of the former stars of our 12ft. classes that the Club owes the maintenance of its dinghy racing prestige this year. This has been illustrated already in the Finn Class which bristles with famous ex-12ft. names. In the Flying Dutchman Class, Adrian Jardine ("Pandora") and Stuart ("Majhula"), with Derek Pitt-Pitts as his crew, are both on the Olympic "short list"—the result of a long list of successes at Home and on the Continent.

PRAM CLASS

Racing took place on Wednesdays during the Easter holidays and, for the first time for several years, on Saturdays as well as Wednesdays during the summer holidays. The Club Regatta was well supported, with ten or more starters in the four races.

G. P. FOURTEEN CLASS

Reports indicate that some half-dozen G.P. Fourteens should be seen in the River at the start of next sailing season. This is most encouraging and a clear indication that the Class will grow in popularity. The Club looks forward to seeing some keen racing, under the Captaincy of Mr. T. W. Bevan. "Dan Bran," the Club G.P. Fourteen, is available for any Member(s) who is thinking of joining the Class, and wants to try one out first.

SOCIAL

1959 has been memorable for the bumper crop of marriages and engagements among our young Members, with the Royal Navy well to the fore. After scratching his head and wondering in which section of the Bulletin this important subject should appear, your Editor decided to sandwich it between "Sailing" and "House" thereby indicating his view that a nice balance between the two should be their aim during their married life.

He is sure that all Members would wish him to say "good luck and a very happy life together" to all the young Members concerned.

HOUSE MATTERS

The Club House. Thanks to Members' excellent support of all Club activities and a steadily increasing Membership, it has been possible to make a start on improvements to the Club Building. The new Race Officer's Box, above the existing one, was in action for the first time, during the Winter Series of dinghy races. The Club will be closed during the last fortnight of February, 1960, to enable three new windows to be added at the "river" end of the Reading Room. Also, during this period, the bar will be greatly improved and the Club redecorated.

Catering. From Miss Borrton's domain. Members and their guests continue to enjoy excellent fare. Main meals and week-end suppers both showed a healthy increase over the previous year.

Entertainments. The Regatta, held in glorious weather, was an outstanding success and the Ball that followed went with its usual swing. The various other social occasions—Fitting-out and Junior Dances, Potter Ship and other Parties, Reel Gatherings, Music and Bridge Afternoons—were all well patronised, although the dances were down in the number of Members attending, compared with last year.

Annual Dinner. The Annual Dinner was, as usual, a very pleasant occasion. Major Windeler, Commodore of the Island Sailing Club, was Guest-of-Honour, and treated those present to a most entertaining speech. The other guest was Peter Davy, Commodore of the Lymington Town Sailing Club.

Our Thanks. Our thanks go to the House Committee and to the gallant band of Ladies who have done so much behind the scenes on every important occasion. Finally, in 1960 catering will cover;—Lunches daily throughout the year (except during spring-cleaning, Christmas Day and Club redecoration. (Feb. 15th-Feb. 28th, 1960, inclusive).

Teas. During the sailing season, 1st May to 30th September.

Suppers on Friday, Saturday and Sunday throughout the sailing season, to be served in the Bar.

Lectures are planned for the first Saturday and Reels the second Saturday during the winter months, starting in October.

It has been a hectic couple of months competing with Team Origin at the Louis Vuitton Trophy event in Nice before flying to Perth for the Australia Cup match racing event and then to Malaysia for the Monsoon Cup so it was great to have a bit of time off over Christmas and New Year.

Matt Cornwell, Iain Percy, Christian Kamp and I enjoyed a season on the World Match Racing Circuit sailing for Team Origin. Our best week was in Bermuda winning the Argo Group Gold Cup. The event is part of the World Match Racing Tour and has in the past been won by some of the biggest names in sailing so to win the coveted King Edward VII Gold Cup was a very special moment for us all.

We had some tough racing during the event being pushed hard by Australian Torvar Mirsky, reigning champion and fellow Brit Ian Williams and Kiwi Adam Miniprio in the final knockout stages but with those three guys currently sat 1-2 and 3 in the overall Tour leaderboard after eight events it was a very satisfying victory.

It's frustrating to have only done four Tour events in 2009, meaning we were not in line to land the World title but a good performance at the final round in Malaysia in December, where we finished second, meant we sneaked on to the overall podium in third place.

In November Team Origin competed in the first Louis Vuitton Trophy Nice Regatta. Reflecting on the whole event we have come such a long way. We were disappointed not to be in the finals but we still performed really well as a team. For us it is all about building for the future so in that respect the event was fantastic for us. We are now looking forward to Auckland in March 2010.

Recently I returned to Finn sailing for the first time since Beijing 2008 at a British Finn squad training camp at the Weymouth and Portland National Sailing Academy.

This was the first time I'd even stepped back into a Finn since the Olympics and it has proved to be a really worthwhile week just sailing the boat again and being around the rest of the guys in the squad.

I had two main aims having been concentrating on big boat sailing for the past

A LETTER FROM BEN AINSLIE



"My aim is still to sail my Finn and compete at the London Olympics"

18 months. Firstly I wanted to just acquaint myself with the Finn and get used to sailing a dinghy again and secondly I wanted to move the technical side forward as well as checking in with where the other guys were at in terms of fitness.

The guys in the Finn squad have obviously been working really hard on their racing since I last trained with them before the Olympics. They have just come off the back of a two-month break so they were also a little rusty although not as rusty as me!

It actually felt quite natural slipping back into dinghy sailing and I was pleasantly surprised at how quickly I was able to hold my own in races.

Because I'm lighter than my ideal Finn racing weight I thought I'd be fine in the lighter airs but was worried I'd be left for dead in the breeze but I've actually not been too bad and have been happy with my own pace. I know there is still a lot to improve on but it was reassuring to be sailing at a good level while knowing I can still make some big gains.

It has been really cold, and it has been a long, long time since I've sailed in conditions like this! When it is so cold you can't spend any more than three-and-a-half hours or so at a time on the water but the work we have been doing has been really focused and there have been some good races.

Off the water, we've also been able to train in the great new gym the RYA has built as part of its new centre at Portland Marina and I've been working on the logistical and technical aspects of my campaign with my coach David Howlett.

I've worked with David for so long I trust him completely. I arrived at Weymouth from Malaysia where Team Origin had been competing in the Monsoon Cup - the final round of the 2009 World Match Racing Tour - via one day at the Paris Boat Show and my Finn, as I knew it would be, was fully rigged and ready to go. If I'd had to do it myself I'd have spent a couple of days faffing about getting my kit together.

We are testing a new boat, new masts and a fair bit of new equipment, there's been a lot going on. I hope to get some more time in the Finn at the end of January and start of February before I head off to New Zealand with Origin for the next of the Louis Vuitton Trophy events.

I'll be looking to get back into the Finn full-time at the end of 2010 and be racing again in 2011. However although my focus for 2010 is TP52 and match racing, and whatever may happen with the America's Cup, I know if there is the opportunity to fit in a bit of Finn training and testing in Valencia or Palma, for example, David will be able to get the boat there, which could be invaluable.

My aim is still to sail my Finn and compete at the London Olympics.

The great support I receive from JP Morgan Asset Management makes a huge difference in enabling us to make this sort of thing happen, to make sure we are getting the right equipment and are maximizing the time available outside of the America's Cup campaign.

May I wish everyone a happy New Year!

BEN AINSLIE CBE

JOHN MCPHEE RETIRES AFTER 23 YEARS

On 5th June 2009 the Club held a party for John McPhee to mark his retirement after twenty three years with us at the Club. Jonathan Hutchinson, who was Club Secretary when John joined, spoke as follows:

"Twenty-three years ago, the Club was not in good shape. The building was decrepit, there was no money, the bar numbers wouldn't add up and the popular Steward was seriously ill. Suddenly and sadly he died, and there was an urgent need for a replacement. In those days it was usually enough to shake the Webb/Baverstock tree and a suitably qualified relative would fall out, but the tree was barren. So I advertised, and spent a fruitless fortnight interviewing fantasists from the pub trade, one of whom even claimed to have served in the SAS and fought several wars in Africa single-handed. Mercifully the equal opportunities Gestapo had yet to be invented, so in despair I rang up my former employers at the RAF, gave my rank and name and asked if there were any Mess Stewards about to enter civilian life. Just one, they said, name of McPhee, Mess Manager at West Drayton. So I cut a few corners, which

would today be blocked by the massed ranks of the politically correct, and rang up his Station Commander. The conversation was short. 'Grab him' he said. There was nothing in the law of the Club rules then to stop me taking on a miniature Glaswegian golf-loving Celtic supporter, so I made John an immediate offer. At that time we couldn't afford to pay decent wages, so it must have been my personal charm that persuaded him – and the rest is history. From that day to this, neither I nor my successors have ever had to spend a moment worrying about the numbers coming from the bar or the style in which it had to be run. I emphasise the word 'style'; for a Club steward is much more than a barman. Today's Club has a style and atmosphere very different to that of a quarter of a century ago, and John's part in creating them has been huge.

It would be wrong for me to stop without mentioning John's wife Sue and the children, Lindsay, Claire and Graham, all of whom have at times been seen quietly helping out in the bar and kitchen, but who more importantly form a supporting family of whom anyone would be proud.



To mark John's 23 years in post the Commodore presented John and Sue with a Bose sound system, a tankard and a cheque with which they bought a new car and a caravan

After long years in the RAF you may get invited to the CO's office and handed a gong known colloquially as the 'long-distance medal', for which the supposed citation is '22 years of undetected crime'. I don't know if John got one of those when he left West Drayton, but after 23 years at the very heart of this Club the number of those present here is citation enough, and no words are necessary. John, you have re-set the standard here, and your memorial is all about you."

JONATHAN HUTCHINSON

Peter Andreae Trophy



There was once again a good turn-out of young sailors for the Peter Andreae Trophy, with 24 youngsters under 21 years old battling it out in the Club's Lymington River Scows for top honours. A bright but cold day with a light to moderate easterly wind made for some great close racing. Once again the event was run off the Club pontoon which was benefitted hugely by Whitelink only running two ferries with a 45 minute gap between sailings. The racing was divided into three sections of

young sailors, Junior, Intermediate and Senior and two races were held for each group with the three leaders from each group moving forward into the finals. In the finals Sophie Weguelin was in top form winning both races to beat last year's winner Oren Richards by three points, leaving Hanna Snelgrove in third a further three points adrift. Hannah Muskett dropped one place from last year to fourth. Many thanks to all those who helped make this yet another success, particularly Jane Clegg, Jane Pitt-Pitts, Annie Littlejohn and Mary Ann Jardine in the office; Robin Markes and Ado Jardine on the pontoon; Phil Lawrence and Chris Baldwick in the RIB and Kirsty Powell organizing the nine Scows.



Sophie Weguelin presented with the Peter Andreae Trophy by Stuart Jardine.

STUART JARDINE

SETLEY CUP AND SEAHORSE TROPHY JUNIOR MODEL YACHT REGATTA

Photos: Michael Derrick



The winning Monohull – Connie Stock

Once again Setley Pond was crowded on Boxing Day for the annual Junior Model Yacht Regatta. As in previous years boats came in all shapes and designs, from classic shop-bought monohulls to multihulls fabricated out of drinks bottles. There was a very similar number of entries in each category this year - 18 Mono-hulls and 17 Multi-hulls. Competitors and spectators alike were greeted with brightish skies and a fresh gusty south-west wind.

The gusts on the water made for tricky sailing at times suiting some and capsizing others. Rupert Stock and his crew in the rescue boat were kept busy especially between races recovering those that could not make the crossing.

Hector Hurst was probably one of the

unluckiest with his super *Seahorse* catamaran, rushing into an almost unassailable lead with 2 firsts and a second only to fail to finish in the last two races and



The winning models

PENGUIN TROPHY

Strong winds and driving rain could not deter 24 sailors who arrived with enthusiasm to compete in the Royal Lympington Yacht Club's annual Penguin Trophy event. Sailing Scow dinghies loaned by the Club's Junior Sailing scheme, twelve pairs raced in two groups on a short but testing course close to the Club. Race Officer Chris Baldwick and his team on the pontoon worked valiantly despite very cold and wet conditions, ensuring prompt starts to races, and rapid transfers as competitors changed boats between races. Onshore, competitors and helpers were revived with hot drinks and energy boosting food, while the race office team recorded results.

Keen racing produced good-natured battles between some of the Club's most experienced sailors, including Rear Commodore Sailing, Phil Lawrence, and RORC Ratings Technical Director, Mike



Annie Littlejohn presenting Penguin Trophy to winners Connie Stock and Nick Cherry.

Urwin, who was seen to jeopardise his own rating by sailing part of one race with a distinctly unorthodox rig! Support boats stood close by, in case of capsize, but were called upon only to assist recovery of one detached rudder.

Six pairs won through to the finals, with the top three prizes being scooped by

Connie Stock and Nick Cherry (1st), Sophie Weguelin and Chris Sanders (2nd), Mike and Robbie Urwin (3rd). Connie and Nick were presented with the silver Penguin Trophy by Annie Littlejohn, a Club Member for 63 years and still an active volunteer at sailing events as she approaches her 90th birthday.

having to count an 18th to finish 4th overall, so back to the drawing board with his Dad Andrew it is.

Six races were completed with one discard. The top two Mono hulls were on equal 10 points but *Robyn 2* sailed by Connie Stock just pipped with three firsts Andrew Inman with *Robber* to the post, to win the Setley Cup, with third place going to last years winner to Esme Woodington with *Planet*

In the Multi-hull class *Rascal* sailed very consistently by George Russell dominated the event with two firsts and three seconds to win the Seahorse Trophy, followed by last years winner *Maxicat* sailed by Amy Clark and one point behind her was Matthew Gill with *Don't Know* in third place.

Once again many thanks to the main finishing team of Robin Markes, Chris Baldwick, Chris Neve and Ado Jardine and our recorder Jane Pitt-Pitts.

Final Results (top five) were :-

Setley Cup (Monohulls)

- 1st Connie Stock - *Robyn 2*
- 2nd Andrew Inman - *Robber*
- 3rd Esme Woodington - *Planet*
- 4th Chris Inman - *Fortune from Tip*
- 5th = Simon Inman – *Min Special*
- 5th = Olivia & Thomas Mitchell - *Accomplice*

Seahorse Trophy (Multihulls)

- 1st George Russell - *Rascal*
- 2st Amy Clark - *Maxicat*
- 3rd Matthew Gill – *Don't Know*
- 4th Hector Hurst - *Seahorse*
- 5th Callum Morris – *Callums Racer*



The winning Multihull – George Russell



STOP PRESS

Phil Sparks from Mundeford and Ben Gratton from Guildford were presented with the prestigious YJA Pantaenius Young Sailor of the Year Award 2009 at the Tullet Prebon London International Boat Show on Saturday 9th January 2010. The award was presented by sailing legend Ben Ainslie CBE, a previous winner himself

One could count oneself one of the luckiest of people to be the X Class Historian especially coming up to the Centenary in 2011 when we hope to have 110 boats at Cowes Week

Some things happen by sheer good fortune, the photo below was sent to the class by a chap in Edinburgh who found it amongst his late cousin's belongings. It shows four X boats (the term has been in use since the 20's) being towed out of the Lymington River on the 24th August 1928 by the old Berthon launch to race at Yarmouth. The numbers are 28 *Extasy*, 11 *Boatswain Bird*, 23 *Bryn*, and 7 *Senex*. There is one hidden behind 11 which is not identified. A picture of X11 is very rare and almost certainly shows Admiral Carden on board who founded the Lymington Division in 1927.

Some things in the class are much easier, who died in an X boat and which boat and when is easy, who slept in an X boat on the moorings at Cowes Week and which boat and when is easy also (both his grandfathers were architects and one designed our original Club building) and who did other things in X boats is also well known.

Recovering the original Lymington Division minutes from 1927 to 30 was not so easy. These are written by Admiral Carden in his own handwriting, and give an interesting insight into our Club in its early days including the Club Members and those who owned X boats, one of whom was the Earl of Essex.

Securing the Class minutes from 1921 to the current date was a major achievement and tragically those from 1930-39 are still missing, but we have some AGM Agendas and notes for that period.

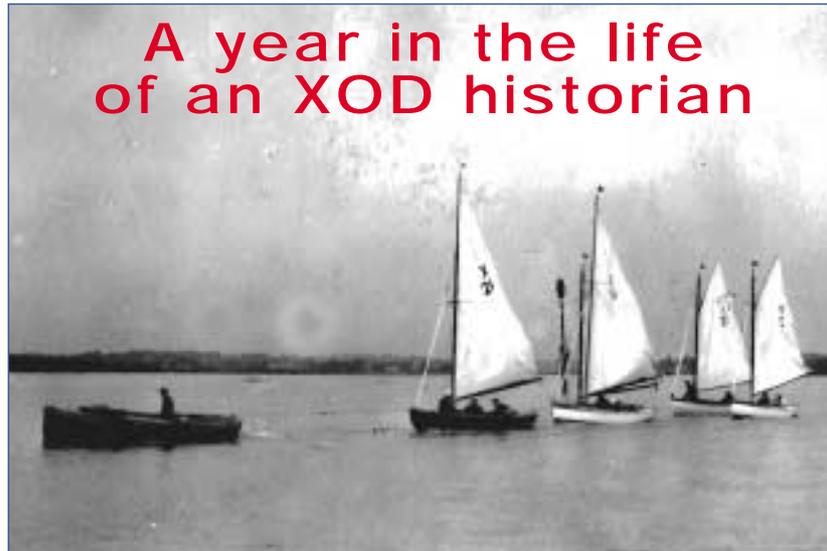
Talking to Doug Baverstock about boats and what Lymington was like in the war is magic, with minesweepers above the bridge, a landing craft at the ferry terminal, Mustangs jettisoning their bombs in the marshes before landing on the aerodrome at Pylewell and Liberators at Beaulieu. On D-Day the Solent was so full of ships they said you could have walked across.

Listening to Bill Smith, who worked at Berthon before the war, about the X boats he used to look after and collect from various parts of the country is equally magic. Going to see Joan Braithwaite on Sunday mornings at St. George's, who is 99 next Spring, and appreciating what she did for our class at Lymington including instituting after race teas: the boats that her husband designed and of course being greeted recently with the words 'Richard, is the Class

AGM Agenda out yet' is great fun. She likes to know what's happening in the Class.

Obtaining a factual and accurate record of the building of the new boat at Sway, the drawings used, her shape, construction, fastenings, timber, spars and properly analysing her performance for history would be lovely and interesting and absolutely essential. Trying to form a bridge between those who feel the new boat is the bees

knees, often from outside the Class, and those, within the Class, whose conservative concerns give them reservations could be difficult but a worthwhile cause and will require some courage and determination. Remembering that Percy Westmacott, Alfred's father, when presented with the drawings of the Menai Bridge at the large civil engineering company he was with in the north, felt that they were faulty and refused to allow his firm to



24th August 1928 - four X boats, 28 *Extasy*, 11 *Boatswain Bird*, 23 *Bryn* and 7 *Senex*, being towed out of the Lymington River by the Berthon launch to race at Yarmouth

tender (he was later unfortunately proved absolutely right) makes one realise that not all bridges succeed.

Going to see X1 at the National Maritime Museum at Falmouth in September and asking people to leave the room whilst I gave her a huge hug was really emotional. She's not on display any longer but recording her hull shape and construction was superb, what a boat she must have seemed in 1909. Combining this with staying on a farm on the Lizard, exploring the Helford River, Gweek and Helston was wonderful, as was also being shown round the pilot cutter being completed at Cockwells.

Obtaining from a class legend how he broke his tiller towards the end of a race at Cowes Week that he was leading and still finished first with an oar lashed to the stern whilst being chased by Eric Williams in a much newer boat is wonderful.

Discovering that there are plans that show Jack in the Basket is on the same bearing from the Church as it was in 1780 is absolutely magic. Why isn't this sort of stuff in the passenger lounges of the new ferries?

We need more though, all the information we can get please. I have been known to give presents to those who help!

In the words of the late John Ebdon, if you have been, thank you for listening.

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