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From the Commodore

This has been a good year for the Royal Lymington Yacht Club. Our racing successes range from Tom Britz's outstanding performance as the top UK sailor at the Oppie Worlds in Sardinia to the magnificent achievement of 3 medals in the Olympics, with New Year's Honours for Ben Ainslie and Pippa Wilson, our two Gold medallists.



In cruising, the Club's burgee continues to be seen in most parts of the world. Cruisers seem to have preferred northern latitudes this year with cruises to the Baltic, Norway, Holland and Ireland.

Even the less fun areas have had their moments and, at the time of writing, the ferry issue, though by no means over, is entering its final stages. The sea trials are complete though there are areas of concern still not fully explored, such as how these much larger ships fare in the presence of higher traffic levels when the sailing season is fully under way. When we read the contractor's report of the sea trials we will subject it to detailed analysis within the Club, using the best expertise available. Whatever the outcome, we will have done everything we can to ensure that our concerns have been addressed, quantified and, where possible, mitigated.

Our Secretary for 12 years, Ian Gawn, retired last April and his retirement party, very well attended by many Members, marked the passing of an era. Ian was a warm, friendly, 'people' person who gave much to the Club. We are very fortunate to have found an excellent successor in Kevin Podger who has joined us after a career in the Royal Navy. We welcome Kevin and his wife Lindsay to the

Club. The office team has been strengthened during the year by the recruitment of Ben Mathews, our new Sailing Manager.

The thanks of the Club go to the retiring members of the General Committee who have completed their 3 year terms: David Lees, Perry Letcher, James McGill and Charles Oswin. Chris Baldwick leaves the post of Captain of Racing, having put in a huge amount of time, effort and commitment and creating our new printed race programme.

John Priestley also completes his 3 year term as Rear Commodore Sailing. He has made a real contribution behind the scenes, developing better administrative systems that will allow us to handle more events and make better use of our much appreciated and valuable volunteers as well as bringing business insight into our strategic thinking.

Terry Gerald also leaves the service of the Club after ten years as a Trustee and I don't know how many years before that on the General Committee: whatever it is, it must be a record. Terry has given four Commodores and many generations of the General Committee his wise words, always leavened with a twinkling eye and a quick wit. Terry has shown by example the real – and essential – role of a Trustee in the Club's life, finding a balance between representing the interests of

today's generations, maintaining the traditions of the Club and allowing the Club to change for the generations to come.

As my term of office comes to its close I have to tell you how very proud I am to have been Commodore and how much pleasure it gives to do the job. We sometimes don't fully appreciate the admiration others in the yachting world have of us. I get some of that when I visit other clubs. Some have mooring facilities; others have older pedigrees; a few have larger memberships; we are widely admired for our reputation as a sailing club with a great club house, a great sailing tradition and a pre-eminent position in today's sailing world as well as that of the past. The challenge for those who will be managing the Club in the future is to develop and strengthen those qualities during what is bound, at least for a time, to be a difficult economic climate. Of one thing I am certain: we have some truly able people in the Club in all the areas needed to build success and there is nothing we can't achieve when we work as a team. Being part of that team brings great pleasure and many lasting friendships, for which I am hugely grateful.

My best wishes to all of you for 2009.

Geoff Holmes

Six sailing medals for Team GB

and 50% of them won by RLymYC members

During the sailing events at the Olympics a large TV projection screen was organised in the library, and the locals, families involved and enthusiasts trooped down early each morning to watch the events. Quite a lot of frustration caused by the postponements, but the wait was worth it, especially as bacon butties, bucks fizz and coffees were available from very early which relieved the boredom.

I believe that Ben, Pippa and Nick might have heard our cheers in Beijing all the way from Lymington when they won their respective medals.

To celebrate their great achievements the Club organised a Vin d'Honneur on Wednesday 27th August. It seemed that the world's press were there when the three joined the Wednesday Junior Sailors and the crowds at the Club were amazing. It was

a wonderful occasion witnessed by Nick's father Jonathan who started WJS nearly twenty-five years ago. Both Pippa and Nick grew up through this junior sailing scheme.

BBC South Today broadcast live from the Club for their 6.30pm program. Roger Johnson was their link man. The Commodore welcomed everyone, and also invited Ado Jardine to stand on the platform to have his achievement of a Bronze medal acknowledged. The medalists were interviewed live by Roger, and an honours board of all Olympic Medalists in the history of our Club was unveiled. (see page 10) Each medallist was presented with a framed photograph.

It was estimated that around eight hundred people came through the doors of the Club that day – what a very proud day for us all.

Montage photos: Andrew Salanson and Jo Mooring-Aldridge



ALL ABOUT WINNING

Without doubt 2008 has been the longest year of my life and it isn't over yet.

I'm writing this at about 35,000 ft somewhere over the Australian outback, en route to Auckland, New Zealand for the National Match racing championships. Competing in match racing is all to do with the Americas Cup as we have a British Team called Team Origin. The Americas Cup will now be the focus for me over the next few years; it has been a childhood dream of mine to compete and be successful with a British Team. We have a great group of sailors and an extremely talented design team, which is a huge part of any Americas Cup Challenge, especially as it seems likely we shall be racing under new rules with the 34th America's Cup. Needless to say I am very excited about this new challenge.

As I was saying, it's been a long year. It started for me with the Finn Gold Cup which was held last January in Melbourne, Australia. The Gold Cup acted as a major part of our Olympic selection trials; not only was I trying to win my fifth Gold Cup but I also had to keep half an eye on Ed Wright, my main competition for the one Olympic spot. I have to say that I didn't sail to my best and was struggling, but I managed to stay in touch and slowly grind down Dan Slater from NZ, who was sailing a superb series. By the final 'Medal' race I had drawn even with Dan and this really gave me the psychological advantage going into the race. And so it was, I beat Dan off the start line and was able to sail away to finish second in that race to take the title and with it secure my Olympic place. After confirming Olympic selection the rest of the year was focused on China, trying to test equipment and sail in as 'China like'

conditions as possible. To do this I worked very closely with the rest of the British squad and with my coach Jez Fanstone who, as you all know, is a RLYC legend. We spent a lot of the Spring training in Palma and were lucky to get the light conditions which we expected in China, enabling us to tick a lot of boxes in sail development. The next big event was the European Championships held in Scarlino, Italy. This was my last chance to race my competition in anger and to me it was important to win and to land a big blow to my nearest rivals. That plan wasn't looking too good half way through the week as I struggled to get my head around the venue, leading to some tough results. Rather as in the Worlds I was hanging on to the leaders and just about kept myself in the hunt. Going into the Medal race I was 11 points behind the Frenchman Guillaume Florent. I was pretty fired up for this race and made life difficult for Guillaume, winning the start and sailing one of my best races to win and take the title.

From May until August I and the Finn squad pretty much moved to Qingdao, China, the Olympic sailing venue. It was tough at times as it wasn't the most pleasant place in the world to be based; sailing-wise we had real problems with an infestation of algae. The local people were really brilliant in making us feel welcome and more importantly in cleaning up the algae. I'm sure the price of fish must have sky rocketed as all the local fishing boats were commandeered to clean up the water, a huge effort. As many of you will have seen, the conditions during the Games were predictably difficult with very light winds and strong currents. The British Team were probably the best prepared and supported, which showed in the results.



My game plan was to sail a safe and conservative series and it worked. The pressure was always on but going into the final race we eventually got some great conditions with 25 knot winds and sharp sea. It felt awesome to be able to go out and express myself in these conditions. I surfed across the line to win the race and with it my third consecutive gold medal. The first thing I did was sail straight over to Jez and give him a huge hug as he was a massive part of my campaign.

The rest of the Olympics for me was about congratulating so many other brilliant British sailors who did so well. It was particularly pleasing from a Lymington point of view to see Pippa and Nick also picking up medals and doing so well. I can't thank everyone enough for all their support, it makes a huge difference. Until next time.....

Ben Ainslie



Post Olympics

Since stepping off the golden-nosed plane at the Royal Terminal at Heathrow, one week after achieving what has been our sole focus for the last four years, a massive new chapter in our lives has begun. A standing ovation as the plane rolled into its parking slot, a red carpet, a crowd of paparazzi waiting for photos and interviews after what had been a whirlwind post race week and 10 hour flight. We were greeted by the Prime Minister, waiting on the steps to personally congratulate us; it was all very unexpected and an incredible honour, as well as a taste of the amazing support we were about to receive from the nation post Games.

For two months our feet hardly touched the ground! Being welcomed home in so many capacities, not least by everyone at the RLymYC with my fellow team mates and medallists, Ben Ainslie and Nick Rogers. It was very special to share our medals and experiences with everyone back at home and remember where my sailing passion began. So many friendly and familiar faces from the past and present turned up to congratulate us and that really does mean the world to me. When you are in a place as far away as China, it is easy to forget the wealth and range of people backing our dreams and successes and thinking positive thoughts for us and I feel very fortunate to be shown so much genuine support. Thank you to everyone who came to the occasion and made it so special and also everyone who couldn't be there but has shown their support and kindness before, during and since and has played a part in my life and



career so far. It is very humbling to be made an Honorary Member alongside such sailing legends and I do not take for granted any of the celebrations and wonderful congratulations I have been offered.

October brought an 'Olympic Heroes' Parade in London, touring us through the streets on flatbed trailers to Trafalgar Square. Our day started with a 0545 arrival at GMTV, where very strangely we are beginning to know our way around and recognise the staff! On to various interviews with SKY, BBC and other sports TV and radio channels and then into a fantastic pre-parade breakfast with the rest of Team GB laid on in the Guildhall. We sailors then joined the gymnasts and some of the Para-Olympic basketball team on float number 7 and were driven through the streets where so many people, including some friendly faces in the crowd, had turned up to greet us, cheering and waving their Union flags with pride. The turn-out in Trafalgar Square to complete the parade was phenomenal, 1 million people

they were quoting! It was so special to get a chance to feel the support of the country; we were buzzing as you can imagine! A memory I will definitely never forget.

The very surreal day finished with a visit to Buckingham Palace for a reception with The Queen. Shaking Her Majesty's hand alongside my fellow team mates and some of the sailing and sporting legends of our time really was a privilege. Something you don't get the opportunity to do every day and it was a great opportunity to catch up with everyone and have a very Royal Toast to everyone's hard work and successes!

Since then, things have begun to calm down a little and current thoughts are turning to what is next for us all. With the long awaited decision on the Olympic Classes to be used in Weymouth in 2012, we can finally let thoughts get to grips with what might be coming next. The Yngling unfortunately is out of the Olympic Games, to be replaced with Match Racing in the



John Doerr's Olympic Experience

Elliot 6m. The 470, Laser Radial and RS:X are the other choices for women, remaining unchanged. It is obviously a sad time for us as a team as we know it, but on a very positive note, as things stand we will remain Yngling Olympic Champions forever with the fantastic opportunity to push ourselves further in new directions and challenges. It is an exciting time!

To say the least it has been a much busier few months than I was expecting and we have had some fantastic opportunities to do things we would not normally have the chance to do. One of the wonderful parts for me is the apparent excitement and positive vibes that people are once again associating with sport and activities. The Olympics is all about showcasing various sports that people don't necessarily know about and whilst the event itself for us has been our lives, our goal, our dream and our profession all rolled into one, sport itself does not have to be. My sailing has really brought out the sporting side of me, after initially falling in love with the racing, and it continues to enlighten my life with so many skills both on the water and off. I hope that our sport and all the other sports out there will continue to bring such fulfilment to many other people's lives and this is something to be very excited about. Let's get behind 2012 and make this certain!

Thank you again to everyone who has made this time so special and especially the RLymYC and everyone involved in it for nurturing my sailing from a very young age, supporting, believing in me, inspiring me and helping me to realise my dreams on the Olympic stage.

Pippa Wilson

John, the International Jury Vice Chairman at the Olympic Regatta, reviews events at Qingdao and the part our Club has played in developing Medal Racing

Looking back it seems almost impossible that four years have passed since we started working to make the sailing event at the Beijing (Qingdao) Olympics the success it turned out to be. From the very start we (the ISAF team responsible for the Games) were very concerned that we had been dealt an impossible hand. We had to run an Olympic regatta at a venue with no wind, strong current, and a team of people with no experience!

In the end we completed the programme pretty much on schedule. There were many light wind days, but the average windspeed was higher than predicted and the Chinese, building on the experience of two full-on test events in each of the preceding years, provided an almost flawless organisation. True, they were supported by 61 of the most experienced race officials ISAF has to offer, but in the end the marks were laid, the boats were measured, and all the problems (including the removal of over 400,000 tons of algae from the course) were overcome by the Chinese teams.

Left behind is a first class marina with full supporting facilities, a team of experienced event organisers and race officials, and a real will to join the world of international sailing and all that has to offer. When the cost of the Olympic regatta is criticised, the real and emotional legacy remaining in Qingdao cannot be matched by many sports. It is unlikely that the Birdsnest Stadium in Beijing can be run at a profit if previous Olympic stadium are the benchmark. The one

Olympic facility in Barcelona still operating commercially is the Olympic marina and there is no reason why Qingdao cannot follow this lead. It is also possible that we helped to change China forever, hopefully for the good.

The risk was not just to this one regatta, but to the whole future of sailing as an Olympic sport. Do we care about sailing being an Olympic sport? Well, to many it is a total irrelevance, and that is understandable. However, in the vast majority of the 120 nations affiliated to ISAF it is only Olympic sports that receive any funding. It is only Olympic sports that the youth of that nation are encouraged, or in extreme cases, permitted, to play.

So what has all of this to do with the RLymYC?

Well, more than you might think. Apart from the stunning performance of our Club members, Ben, Nick and Pippa, and the encouragement they give to our younger members, the completely new concept of Medal Racing was introduced to aid the media attractiveness of the sport without changing the nature of the event. Most of the techniques used to deliver the Medal races were based on those developed in international match racing (short courses visible to spectators, umpires to avoid post race hearings) and our Club developed most of those techniques in the days of the Royal Lympington Cup. That was where I learned my trade and it enabled me to be a part of an extra-ordinary journey to Qingdao. For me, it is so important that not only can my Club deliver first class events, but also we are prepared and willing to share our expertise with others so they can do the same. That is our legacy and I just hope that somehow we can repeat it in the future.

John Doerr



A Year in Silver

(but I may have a better one coming)

What a year. In brief, I've got engaged and married, won an Olympic Silver and to top it off Fanny and I expecting our first child in May!

Well, this being a Yacht Club magazine I'll keep it nautical.

First and foremost I'd like to take this opportunity to thank all of you for all the support, and apologise for the early mornings and 'slightly tense' moments, one of which I hear nearly caused my Dad to pop his clogs! The campaign in China was the hardest of the three Olympics I have done by far. Joe and I both felt the previous Olympic venues had really suited us, when we were in our development stage. Sydney was seat of the pants, heads out of the boat, ideal sailing for two young sailors. Athens was more about being a rounded sailor and a lot more boat speed orientated, but we were that bit older so it was great. China was the mother of all psychological events and again - great to be that little older and more experienced.

China is such a far-off land giving health, logistical and weather problems, all of which made it incredibly hard to plan a build-up that gave us the time on the water, time in China and not ending up worn out. As it turned out we did run into problems, if it wasn't the weed it was fog so thick I wondered if we needed flatter sails just to cut through the air soup with less drag!! Frequently there was 0 kts of wind (5kts was a GREAT DAY'S sailing!) which meant we lost a few more days training than we expected

and I must admit as the first day loomed I did wonder if we were ready for battle.

In the end I just thought s..it, the racing is going to start now whether I like it or not so best just get on with what we have. I must admit that I did keep the toys in my pram when others did not and generally smiled all week. My sister calls it 'little brother syndrome', where I start badly to draw attention then pick up the pieces from there. That was definitely not the plan.

The second bad result came from a shift on a port lay line which became a persistent left shift and we dropped from 6th to 30th in the last 100 metres to the first mark, followed the next day with an OCS! I remember sailing down to the next start having been pulled out at the top mark thinking "There goes Gold, we are going to have to sail out of our skin to get anything" and it was all I could do to stifle a tear. We decided our biggest threat was to stop making decisions on the water in fear of failure, and from there the big come-back began.

The Medal race was dawning and we were back in with a shout. I felt more confident after the Frenchman lying in second told me the day before that I could beat him, he was happy for any medal, just please don't cover him! Fighting talk! I also knew that the Dutch were complete loose cannons and



chances were they as usual would panic and hit the right hand corner. We opted for a conservative start and although it looked dire at the first mark I knew we were on their tails, it was so tight but we were right in there. We had a good run, picked the right leeward gate mark, one shift and hey presto, Medal! I was very happy and proud to have turned the event round, all in all a better Medal than four years before and it even has jade in it!

So what next? I am going on in a 470. I'm not going to do this as an old man petering out but with my hand on my heart for Gold. I'm proud to have won the Silvers but I am truly desperate to win the Gold. I felt we were the best in Athens but did not convert that, and I'm glad just to have survived China. London will be great, in the best country in the world with the best sport fans in the world (the Brits watch while others do!) but for all that there is still that personal desire.

After 12 years Joe is taking a break and I have teamed up with a local friend and old crew Pom Green, with whom I won the Youth Worlds all those years ago. Bring on 2009.

P.S. the Honourary Membership is really generous and much appreciated.

Nick Rogers





LEOPARD BREAKS RECORDS

St Malo New Race Record

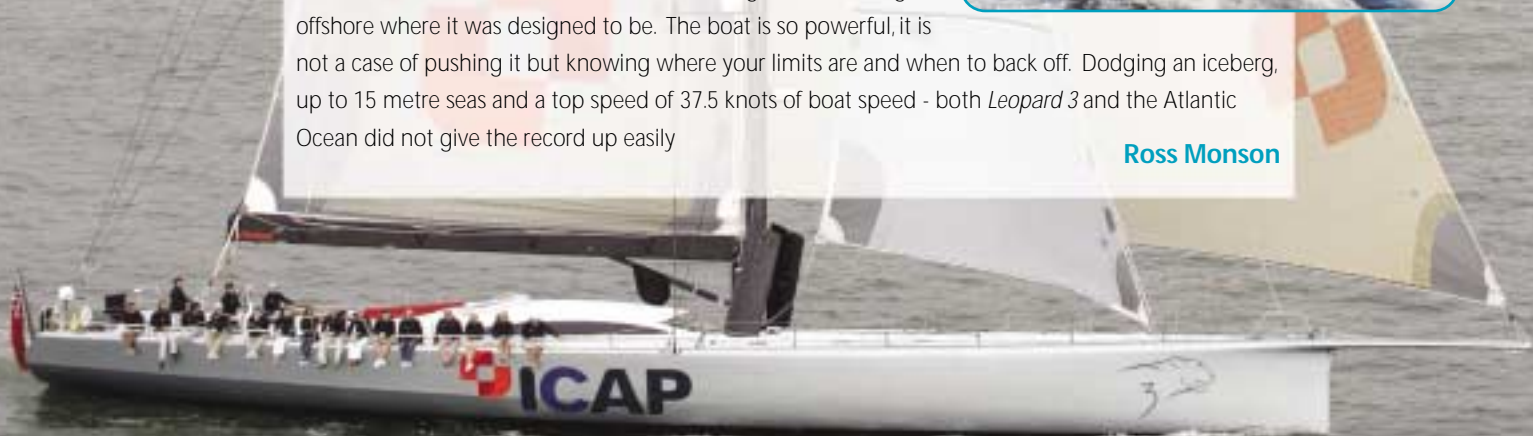
Mike Slade's 30 metre Maxi, *ICAP Leopard*, was the first to finish the race in the early hours of Saturday morning, breaking the race record. After a few hours sleep, a jubilant Mike Slade was enjoying a good lunch in St. Malo of moulles mariniere and chips and toasting his team's fourth record of an impressive season with a glass of Rose. 'I know it is a bit of a corny choice of fare but it was just what I fancied after a great race to St Malo. I can't believe it is eight years since we broke the record but all credit must go to the crew. It was a lumpy beat all the way to Les Hanois but the boat is strong, we have proved that. However, we did have a big issue when the webbing between the top of the main and the headboard failed. It took about an hour to make good a temporary repair, we were well behind record time at that stage. Two reefs was not an ideal sail plan but thankfully the wind kept up at about 15 knots - any less and it would have been a major issue.

In all it took us about ten hours to cover the first half of the course but once we cleared Guernsey we were power reaching at 18-20 knots and covered the last half of the race in under four hours. It was a magnificent finish to a great race. Thanks to the Royal Ocean Racing Club for the event.'

Transatlantic Record

The Transatlantic Record on *Leopard 3* was a culmination of two years of effort and development to get the boat from the Ambrose light to the Lizard in 7 days, 19 hours, 20 minutes, 49 seconds. One of the world's most technically advanced yachts was taking mother nature on, head on. The boat was controlled as much as possible, a fine line between breaking gear and keeping up the pace. The crew relentlessly changed the massive sails short handed, but thrived in letting the boat charge offshore where it was designed to be. The boat is so powerful, it is not a case of pushing it but knowing where your limits are and when to back off. Dodging an iceberg, up to 15 metre seas and a top speed of 37.5 knots of boat speed - both *Leopard 3* and the Atlantic Ocean did not give the record up easily

Ross Monson





New Commodore and Rear Commodore Sailing



Commodore Rod Perry

For those of you who were unable to attend the AGM, let me introduce myself as your newly elected Commodore. I very much look forward to the next three years, but am conscious that we all live in a somewhat challenging economic environment.

I am fortunate that I inherit an experienced

team of Flag Officers, and that in Phil Lawrence we will have another very able Rear Commodore Sailing.

Geoff Holmes, who retired as Commodore at the AGM, has served the Club with distinction and good humour over the last two years. He has presided over a number of major projects to improve the Club, including the superb balcony and the christening of our new launch *We're Here*. Great credit must also go to David Hayles and his team on the House Committee for all their work on the new balcony and the refurbishment of the bar, the combined effect being a massive improvement to both the facilities and look of our first floor.

Geoff's term in Office has been bedevilled by the proposal for the new ferries and he has ably and calmly steered the Club through these difficult issues. I earnestly hope that this matter can be put behind us soon. Whatever

the outcome, I suspect that commercial activities in the river will remain something with which the Club and other leisure users will have to coexist, as we all have for many years. The Club will do its best to work constructively with Wight Link, and all the various authorities involved to protect the interests of our members, other leisure users of the river and the wider social community.

Thank you Geoff and all those who have worked so hard for the Club over the last two years. Please carry on!

As I write it is snowing, the country is experiencing the worst period of weather for a decade or so, and economic depression looms. Sailing seems a long way away for the likes of me but as ever the intrepid ones can be seen on the water. I wish you all a contented winter and without going as far as giving you all my telephone number be assured that I am at your disposal.

And four new General Committee members were elected by a membership ballot and



David Barrow

David has sailed in many dinghy classes, has twice won the Scow single handed 'Nationals' and supports youth sailing. He helped launch the J24 and won the Spring series in 1979. He has helmed big boats: in the One Ton Cup in Rio de Janeiro, Swan World Championships, Mini Ton Cup, Half Ton Cup, Admirals Cup and Americas Cup. He chairs the BMIF International Committee, and sits on its Marketing Strategy Group. David lives in Lymington and has two sons



Ann Bunskill

Ann has raced and cruised in dinghies and keelboats in many countries, was on the committee of the Naivasha Yacht Club in Kenya and the Dubai Offshore Sailing Club. She has over 20 years experience in race management with the RLymYC, RYA, RORC and the ISAF 2006 Youth World Champs. She helps on RLymYC support boats, cruises in the family motorboat and has just taken on editorship of ePotterNews. Ann is retired after a career in motor racing, PR, interior design and finance.



Amanda Dingwall

Amanda has been a Member since 1988. She has served as Captain of Juniors and has been awarded the Commodore's Cup and an RYA award for Youth Sailing. She is the event co-ordinator of the Junior Regatta. Her interest in sailing developed through her sons in Junior Sailing and she finds satisfaction in watching young sailors develop, some to Olympic standard and seeing the second generation of sailors joining Wednesday Junior Sailing.



Awards and Honours

Phil Lawrence Rear Commodore Sailing

Phil has been an active sailor for over 40 years at every level from club dinghy racing to the Admirals Cup and the Olympics. He has sailed in championship winning crews in J24s, Melges, Etchells, XOD, Captains Cup and Match Racing with a Fastnet Race win in 2003. For the past three years he has been Captain of Junior Sailing. He lives in Lymington with his wife Ann and daughter Charlotte, and is a Chartered Accountant.



announced at the AGM



Duncan MacAlister

Duncan is a retired Civil Engineer and has been involved with boats nearly all his life, racing and cruising in power and sail in many parts of the world. He has built three and owned ten boats including sharing *Hypnos* a 35ft Warrior for 29 years and now *Chartwell* a 36ft Grand Banks. Duncan has enjoyed being a member of the Club for 23 years and was Captain of Cruising (2004-07)

RYA Lifetime Committment Award

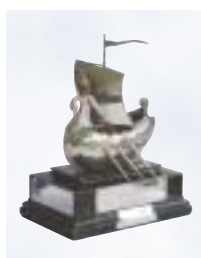
Captain Robin Markes was presented with one of the boating community's most prestigious awards by our Patron HRH the Princess Royal at the RYA's annual awards ceremony in London. This recognises his outstanding support of sailing at the RLymYC over twenty-four years. Within the Club his efforts were recognised by the award of the Commodore's Cup in 2007.

Robin's contribution is unique in that he is always there when there is a job to be done. He is an outstanding example of a dedicated volunteer and supporter of all Club boat drivers and crew, committed to bringing on the next generation of helpers.



Robin spoke to the Princess at the ceremony. She told him how much she had enjoyed sailing Folkboat *Tak* with Jeremy Austin and Ado Jardine when she last visited the Club. He replied that the Princess would always be most welcome to return to race again.

Jubilee Challenge Cup



The Jubilee Challenge Cup is presented to the Member who has achieved the most outstanding offshore performance of the year.

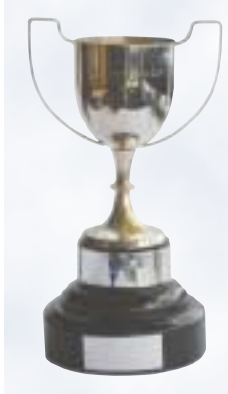
This year, the award went to Chris Rustom for his exceptional performance as the overall winner in the hard fought Class 1 of the Petit Bateau Solent Series of single handed races, both around the cans and offshore. Chris, who is one of a handful of our 3rd generation Members, sails his Stewart 37 IRC yacht *Ding Dong* to great effect in just about every Club race he can enter. He won the Royal Southampton Yacht Club Double Handed Inshore series in class 1 and came second overall in the Main Series.

New Year's Honours for our Olympians

Congratulations to Pippa Wilson MBE and Ben Ainslie CBE on their appointments in the New Year's Honours List. This is Ben's third honour. Appointed a Member of the Order of the British Empire in the 2001 New Year Honours after his success in Sydney, he was promoted to an Officer of the Order in 2005 following the Athens Games. This summer Ben became Britain's most successful Olympic sailor ever, adding a third gold to his collection. He has now been made a Commander of the Order of the British Empire for services to sport.

At only 22, Pippa Wilson won her first Olympic gold medal in the Yngling Class in Beijing this summer. For her services to sport she has been made a Member of the Order of the British Empire

Awards and Honours



Commodore's Cup

The Commodore's Cup is awarded at the sole discretion of the Commodore for the most outstanding achievement and help to the Club by any Member and this year is awarded to Andrew Salanson.

Over the last 20 years, he has been a true unsung hero behind the scenes. During that time, the Club's Pottership magazine has developed into a first rate, nationally admired yacht club publication.

He has worked with five editors of Pottership and now Potternews. Pottership is the annual record of what Members have been up to and Potternews, now published as an email newsletter, covers the

here and now, day to day communications about the affairs of the Club.

During this 20 years Andrew has combined his first class skill at creative design and the intricacies of getting it right in print with a deep understanding of the Club acquired over 33 years of membership.

Jack in the Basket

The Jack in the Basket Trophy is awarded to the Member under 30 who is considered to be the outstanding sailor of the year and was won for a second time by Nick Thompson.



Narrowly missing out on Olympic selection this time, he made amends by demolishing the fleet at the Laser Nationals this year, counting 8 firsts and discarding 2 seconds! It's difficult to imagine that he could be overlooked in 2012 (see article opposite).



Highlander Trophy

Bob Baker, our first Captain of Cruiser Racers, was the recipient of The Highlander Trophy, awarded to the Member who has made a significant contribution to IRC

racing at the Club. We could not have asked for a more enthusiastic and energetic banger of the drum for IRC at a time when owners and crews and volunteers all need our best encouragement to get out there.

Largely through Bob's efforts, we've enjoyed superb turn-outs on Thursday evenings of between 50 and 85 yachts, the new Equinox Regatta was a success and one of the exciting projects he's leading next year is the Health 4 Health Regatta in July, when we might see up to 1500 people in and around the Club!



RLymYC Members have been selected 31 times to represent great Britain since the 1948 Games

1948	Sir Arthur MacDonald	Firefly	
1956	Richard Creagh-Osbourne	Finn	
1956	Graham Mann	Dragon	●
1960	Stuart Jardine	Reserve	
1960	Adrian Jardine	Reserve	
1960	Graham Mann	Dragon	
1964	Stuart Jardine	Reserve	
1964	Adrian Jardine	5.5m	
1964	David Harris	Dragon	
1968	Stuart Jardine	Star	
1968	Adrian Jardine	5.5m	●
1972	Stuart Jardine	Star	
1972	Barry Dunning	Soling	
1976	Barry Dunning	Soling	
1976	Phil Crebbin	470	
1980	Tony Blachford	Soling	
1980	Phil Crebbin	Soling	
1980	Chris Law	Finn	
1984	Chris Law	Soling	
1984	Cathy Foster	470	
1988	Bryn Vaile	Star	●
1992	Philip Lawrence	Star	
1992	Jez Fanstone	Reserve	
1996	Ben Ainslie	Laser	●
2000	Ben Ainslie	Laser	●
2000	Nick Rogers	470	
2004	Ben Ainslie	Finn	●
2004	Nick Rogers	470	●
2008	Ben Ainslie	Finn	●
2008	Nick Rogers	470	●
2008	Pippa Wilson	Yngling	●

Working for success

Sat at the RLymYC's Annual Dinner, having just collected the Jack In The Basket Trophy, I am approached by Judy and asked to write about my journey to this point and my future goals. Before I do so, I must say how honoured and proud I am to have been selected to receive this award and to be a part of the best sailing club around, with success from Members at Junior level right through to the Olympics and offshore racing.

It has been a good year for me, 8th at the Laser World Championships, 4th at the European Championships, 2nd at Princess Sofia regatta, Sail for Gold winner and National Champion, to list the best. I got to this point through the efforts of not only myself but many Club Members.

My sailing began in a baby seat aged two on my Dad's (David Thompson) yacht, cruising up and down the Solent with no real idea of what was happening. From then on I was hooked on sailing, and would be found most weekends at the Salterns Sailing Club messing around in the murky water like so many now. When I reached the mature age of five (that's how I felt at that time anyway), I was able to start sailing at the RLymYC, heading along to Wednesday Sailing to have a go in anything I could get my hands on. My first Optimist was *Spoilt Rotten*, bought by my Dad from Nick Rogers. Already established, chiefly by Geoff Stock, was a great Optimist Squad, including most of the people that I had been sailing with at the Salterns years before. After many hours practice on the water at the Yacht Club, I remember the feeling of winning my first event... Frensham Pond Open Meeting. After tasting success (be it minor) I was hooked, and my Dad would travel all around Europe, taking me to as many events as possible to get some racing practice. This all paid off and in 1999 I became the Optimist European Champion, enabling me to obtain the Young Sailor of the Year award. My final year in the Optimist was not so great and with an increase in weight of over 1 stone - it was time to move on.

The Laser Radial was a great boat to teach me many of the skills needed for an Olympic campaign, and after a few years though the Youth Squad, picking up the Youth European title and top ranked UK sailor along the way, I felt like I needed a new challenge.

In 2004 I moved in to the Laser Standard. By the time the 2005 selections came around, I really wanted it to be me. Being selected at the Olympic selection trials by finishing 5th I headed out to the Youth Worlds with high hopes of a medal. The week went well and I came home with the Gold medal, picking up the Young Sailor Of the Year award for the second time. This result, most importantly, put me on the Olympic Development Squad, meaning that I was entitled to train with the top laser sailors in the country, Paul Goodison and Ed Wright to name the best. This taught me a lot, most significantly the gap between Youth and Olympic level, which I experienced first hand at my first Laser Worlds in Brazil, finishing up just inside the Gold fleet after a good week's sailing.

The next year was a little better for me and at the Pre/Pre Olympics I came very close to winning. The result however got me on to the Olympic Performance Squad; and less than a year later I went on to get a Bronze Medal at the European Championships, which moved me up another performance level. This year was important as it was the Olympic selection at the Cascais Worlds; but two weeks prior to the start I fell off my mountain bike and sliced open my knee... game over.

Paul Goodison deservedly got the Beijing Olympic spot and I was his training partner. Over the next year we spent many months training together in Europe and China and with help from Chris Gowers our coach we made huge gains, most significantly being Goody's light wind speed. Our training was tough and we would push each other to the limit in all aspects of the programme from the cycling and weight training to on-the-water boat-on-boat racing and tuning. As you are aware Paul went on to win the Gold, which was great, and has shown me just what it takes.

So that brings us up to the now and 2009. For me this will be a busy year, with my winter training being based in Florida, mixed in with three regattas, Cabarete, Miami OCR and Mid Winters West, before heading back to Europe for the major Internationals... Palma, Hyeres, Kiel, Holland Regatta and the Europeans in Sweden. The World Championships this year see me back across the pond, but this time to Canada and Nova Scotia, with the year eventually finishing up back in the UK with Sail For Gold Regatta at the venue for the 2012 games. My Goals for the short term are to win the World and European Championships within the next two years and to stand out as the next Olympic Gold medal chance. So fingers crossed.

If you are interested I keep a diary on my website of what I have been up to so do please have a look.

www.nickthompsonsailing.com

Good Luck with 2009, may it be another great year for the RLymYC!

Nick Thompson



CRUISING NOTES

The Winter series of Meets seems to be increasing in popularity. Four meets were held between November 07 and February 08 attracting some 46 boats and 134 people. The first winter one was the Fireworks meet held on 5 November at Yarmouth; after the fireworks a 'bangers and mash' supper was enjoyed at the Royal Solent YC. Further Meets were held during the winter at Cowes where an excellent lunch was provided by the Island Sailing Club; at Gins Farm at The Royal Southampton's club house and finally at Newtown Creek where the party built up an appetite by a brisk walk to the New Inn. A similar programme is being organised this year with possibly an overnight stay at the end of the winter at Bembridge or Portsmouth.

The Needles Relief in December was as usual a great success both in terms of enjoyment and of raising money for the RNLI.

The 2008 season got started with the Spring Cowes meet - but as was to prove the case throughout the season, the weather was awful. The forecast was predicting Storm Force 11 on the Friday when there was supposed to be a meet at the Folly Inn. In the end only three boats made it but a jolly evening was had by all. The next evening, a party of 65 met up for dinner at the Royal Corinthian, some coming by boat and a lot by ferry. The next day was sunny and calm and all experienced a good sail back. These first two events were yet again organised by



The gallant few on the Folly pontoon

David Norton, who deserves a pat on the back from all of us for his efforts.

In May the Spring Anchor Meet, which was supposed to be held at Poole, was again plagued by bad weather and was switched to Newtown Creek at the last minute - some boats had to turn about halfway across Christchurch Bay en route to Poole. Alice

Macnamra however redeemed the day by producing her normal cordon bleu meal that evening.



Drinks on the Pontoon at Weymouth – wet and windy!

The weather continued unsettled for the long distance meet to Weymouth and St Peter Port in June – strong winds and rough seas were forecast for the Weymouth leg. Some boats made it on the Thursday but the few who set out on the next day met some very unpleasant conditions off St Albans. Nevertheless a good party of some 41 appeared for the supper at Weymouth, many by land and with seven boats. The weather improved for the trip across the Channel and an excellent supper was enjoyed at the Royal Channel Islands Yacht Club.

Once again Sarah Fraser organised the Family Meet in late July and this time the weather was perfect. Many boats and people turned up over the weekend, if only to stay for a short time. On the first night Sarah organised a splendid supper. On the next day a treasure hunt was run for the children and the traditional barbecue held with a backdrop of a glorious sunset.

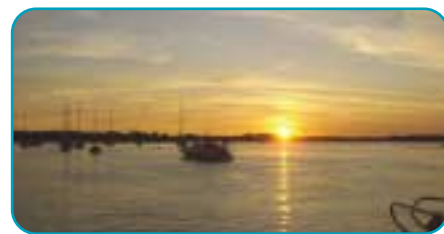


Host boats at Newtown Creek

The St Vast Meet followed in August but sadly because of the forecast of unsettled weather on the way back only four boats made it - nevertheless thirteen people sat down to a jolly supper on the Saturday night at the Marina Restaurant.

For the Autumn Anchor Meet in

September, for a change we had excellent weather - sunshine and a good breeze. Some 14 boats moored off Goathorn and yet again Alice came up trumps with an excellent meal which was very much enjoyed by all. Clive Sparrow who organised the event also managed to produce yet another spectacular sunset.



Sundowners at Goathorn

Finally, the Gins Farm Meet took place in October and was as usual well attended, with a good evening had by all - well looked after by the staff of the Royal Southampton Yacht Club. The weather was kind to us despite the morning mist hanging around until mid morning.

If you are into statistics the various Meets during the Summer attracted 87 boats and some 275 people.

By the time this Pottership is published Geoff Holmes will be coming to the end of his stewardship as Commodore. I am sure all the cruisers in the Club would like me to thank him and Marilyn for their support and in particular for attending most of the Meets - no doubt now foot loose and fancy free, they will be attending even more next year. In addition I would like to thank John Priestley for all his help and advice and for putting up with some of my outrageous remarks at the various Sailing Committee Meetings!

Finally I would like to thank all the Members of the Cruising Sub Committee for their hard work during the year in laying on all these activities – you have all done a fantastic job.

RACING and RESULTS

Equinox Regatta Photo: Geoff Holmes

Once again, the weather played havoc with our race programme. Will there ever be a 'normal' year again? Too much wind one day, and none the next. At one point Captain of Racing was threatened with the moniker of Captain of Cancellation!

We kicked off the year with the Henri Lloyd Spring Series, but only managed to complete 7 out of the 10 scheduled races. Nevertheless, some close racing was seen, though perhaps there were not as many competitors as we would have liked to see out racing. Easter was early in 2008 and the event feedback suggested that some boats were simply not ready to race quite so early in the year.

In 2009 the Spring Series racing will start later, on Sunday April 19th, and finish on Sunday May 17th with eight races scheduled over four week-ends. We hope this will attract more entrants, allowing more boats to be ready and in the water. Prior to the Henri Lloyd Spring Series we shall have several training sessions over the preceding week-ends.

Once again, the Alan and Thomas Thursday

Thursday evening racing this year included Classics for the first time Photo: Jo Mooring- Aldridge



evening races in 2008 proved to be our most popular Keelboat Series. We ended the late series with over 130 entries and regular turnouts in excess of 75 boats on the water, including a Classics Class for the first time.

Inevitably, with so many boats entering, there were some problems managing the racing. In particular keeping the start line clear, choosing suitable rating bands and scoring systems, and setting courses to keep the various fleets clear of each other, provided the Race Management team with some challenges! Nevertheless, the popularity of the Thursday evening series shows that the team is getting it right more often than not. Now if only the weather could co-operate for 2009, and those competitors not actually racing could keep clear of those trying to start, we could be in for a bumper 2009 series!

On the dinghy front, Monday Dinghies attracted some good fleets, though the lack of Class 1 entries meant we have now combined their start with Class 2. The Scow fleet in particular had some good turnouts with some very competitive racing. We often hear comments on the Portsmouth Yardstick Handicaps, and for 2009 the RYA is going to collect the handicap data from Club results on-line. In this way they hope to be able to capture more data more quickly and thereby improve the PYS handicap system. So, all those of you who thought you were no longer competitive because of your handicap better get on the water on Monday evenings in 2009 - you will be most welcome.

In 2007 Lymington Week was almost completely blown out; at least in 2008 we managed to get some racing in for both Dinghies and Keelboats. For 2009 we plan to run the same format with Dinghies in the early part of the week and Keelboats at the end of the week.

2008 also saw the first Equinox Regatta, timed to occur between the end of our Thursday evening races and the West Solent Circuit Winter Series. Following positive feedback from the competitors we intend to run this event again in 2009.

With their heritage moorings now assured opposite the Club the XOD fleet seems to continue from strength to strength, while Nordic Folkboats mustered 21 entries in the Thursday evening series. Now if only we could get them all out there racing at the same time.....please?

A word about the Royal Lymington Challenge Cup.

This is a new event for 2009, loosely modelled around the successful RORC Commodores Cup but targeted at club sailors representing their respective clubs in a three-boat team, with boats in three IRC handicap bands. The Club has agreed that the principal trophy will be the prestigious Kings Cup. This event hopefully has the potential to become a National IRC



Club Championship in due course. The Club intends to hold team selection trials in the coming Spring. This is a very exciting development in the struggle to attract larger IRC handicap fleets to the West Solent and Christchurch Bay, where we have some excellent racing waters but need to showcase them.

Congratulations to all who competed in 2008, and especially to those who won! Results can be found on the Club Website at: www.rlymyc.org.uk/Racing/Results/results_08

Finally, I cannot sign off without a big Thank You to everyone who helped both on and off the water in 2008. We cannot run the racing without you. And yes, we still need more volunteers, so please, if you are interested in helping in whatever capacity, contact the Event Manager at the Club.

Chris Baldwick
Captain of Racing 2007 - 2009

Captain of Racing 2009 - 2012



Chris Neve is our new captain of racing. He started racing at Brighton in his teens and has taken part in the H-boat Europeans and Worlds in Scandinavia. Since 1992, with his wife Hannah, they have owned 5 different racing boats, done two Commodore's Cups, the Beneteau 25 European Circuit twice, won the Europeans in 1998, Spi-Ouest twice, numerous Cowes Weeks and much racing out of Lymington. His plan is to carry on with the excellent work of the previous Captains, adding his wide experience of racing around Europe to ensure the club racing continues to be well run. Chris also has ambitions to bring in new events to enhance the Club's reputation, for example the new events, we are running this year, The RLYM Challenge Cup, Health4Health and the X-Yachts Solent Cup. He would welcome any new ideas

Club Success in Round the Island and Solent Circuit

JP MORGAN RTI 2009 TEAM RESULTS

IRC Group 0 & 1 team race

Second - Royal Lymington Yacht Club
GBR 7878R *Ding Dong*
GBR 4040I *Deuce*
GBR 1130I *Moondance*

IRC Group 2 team race

Jeroboam trophy - winning team in IRC Group 2
First - Royal Lymington Yacht Club
GBR 7712 *Zarafa*
GBR 8500R *Brightwork*
GBR 1347R *No Doubt*
Third - Royal Lymington Yacht Club
GBR 1129 *Jelly Baby*
GBR 9226R *Just In Time*
GBR 1509R *Jibe*

IRC Group 3 team race

Jeroboam trophy - winning team in IRC Group 3
First - Royal Lymington Yacht Club
CO 1228 *Sundowner*
GBR 4888T *White Mischief*
GBR 6630 *Cloud Nine*

INEOS SOLENT CIRCUIT

IRC Class 1

First - *Zarfa* Peter Scholfield

IRC Class 2

First - *Le Quatre Juillet* Don Woods

Club Handicap Fleet

First - *Rosenn* Bob Fisher & Barry Dunning

Petit Bateau

Three RLYM Members took part in the Petit Bateau ZTL Channel week – Mary Falk in her specialist water-ballasted 35 footer *QII* – John Cordon in his Victoria 34ft *Kipper of London* and Chris Rustom in his one off 37 footer – *Ding Dong*.

The week involved five passage races and one inshore race for Solo Sailors taking us from Lymington to Alderney, a totally windless motor – John Cordon being a star by towing one of the smaller boats all the way. Short hop from Alderney down to St Helier – again very light winds – a breezy thrash from Jersey down to St Malo – the first four boats separated by less than 30 seconds under IRC. We had a light day race for some of us out of St Malo and then an interesting spinnaker leg back to St Peterport. This week of full on racing was rounded off with a rousing spinnaker thrash back to Lymington via somewhat lumpy overfalls of the Ortac Channel. *Ding Dong* scared her driver witless with a 16 1/2 half knot burst with big kite up under auto pilot and in the pitch black.

Eighteen boats competed ranging from a 40ft J122 down to a 30ft Figaro 1. Mary Falk won the very competitive up to 35ft Open Class whilst Chris Rustom won the big boat



open class and overall, with a third in overall IRC.

Many thanks to the RLYM and the Harbour Master for accommodating all the boats and a special thanks to RLYM Member Mike Saqui who started us both at Lymington and Alderney, and provided terrific help in Bray.

Solo racing is not for everyone and can be particularly scary for some of us – especially at night - but the camaraderie and mutual support amongst competitors is second to none.

Chris Rustom

Needles Relief

Race day dawned with dark rain-swept skies, buildings shuddered as the gusts of 40kn swept through. Our doughty Race Office proceeded to set up the race. "You can't be serious" was the general cry. "We cannot race in this". Have faith, old Mac is in touch with the almighty or to be precise – Jonty Met. Services, Magic Seaweed and other sources. Sure enough at 09.15hr the wind dropped to 20kn and, still falling, the race was on.

Course - Solent Bank – Lymington Bank – Harwoods – Finish Line. A great race until leaving Lymington Bank when the wind began to fade. Harwoods proved to be a mark too far. The fleet leading positions approaching Harwoods was *Highlander* and *Brighwork* fighting the tide inshore, when the wind shut off completely.

No yachts finished and the fleet sought consolation ashore in the delights of Yarmouth.

Hoads of people came over from Lymington by boat and ferry to watch the annual helicopter rescue/lifeboat display. The annual collection for the RNLI is normally split between the Lymington and Yarmouth Branch, but this year the whole amount went to the Bembridge Branch as a contribution towards their new slipway.

Mac Macdougall

Know Your Flags

Defaced ensign

Our defaced ensign, conferred on the Club by Royal Warrant in December 1925 by The Admiralty, can be worn only when the Club's burgee or Flag Officer's pennant or past Commodore's flag, is also worn. Members must hold a current Permit, which should be kept on board. The defaced ensign must not be worn if the vessel is carrying advertising – for example when acting as race committee boat and flying promotional material.



Burgee

The burgee, to be worn in the senior position when the owner is on board or nearby. Many Members fly the burgee at the mast-head, which is only appropriate for a senior club such as our own. The Commodore has, following an excellent example, a bottle of champagne on ice to be given to anyone who can prove conclusively that it is not possible to fly the burgee from the top of their mast (if they have one).



Flag Officer's pennants and flags



Commodore



Vice Commodore



Rear Commodore



Past Commodore's Flag

Captains of Cruising and Racing

The Captains of Cruising and Racing were issued with their own distinguishing flags ten years ago.



Member's flag

The Member's flag, to show your allegiance to our Club when it is not appropriate to fly our own burgee and defaced ensign. You may, for example, be on someone else's or a charter boat, or on your own boat but in the home waters of another club of which you are a member.



The Regulations governing the use of our flags are given in detail in our annual handbook. Dressing overall is a fun thing to do on special occasions. There are a number of recognised arrangements, the Club's officially recognised one being on our website.

And by the way, the Norwegian ensign and the Helford River Sailing Club burgee are not us, but mistakes have been made.

Marilyn Holmes

Congratulations...



RS800 Eurocup at Lake Garda, Italy.
Photo: www.sailboatdeliveries.com

...go to Peter Barton and crew Roz Allen on their sailing achievements this summer, winning both the RS800 Eurocup on Lake Garda from a record fleet of 66 boats and the UK Cherub National Championships with straight 1sts.

UK Cherubs are not quite what they used to be; recent rules developments allow these tiny 12ft high performance dinghies twin trapezes, larger sails with a mast head asymmetric spinnaker. Wide racks and a hydrofoil on the rudder also provide lift!



Cherub National Championships
Photo: Stu Tinner



The idea started in 2006 when **Ray Hill, a Thursday evening racing skipper for many years, wanted to sail his Westerly Konsort, Sheer Lunacy, outside the Solent and across the Channel.** This was achieved in 2007 accompanied by experienced crew Andy Pitt-Pladdy in company with Chris and Ian Williamson in their Westerly Storm *Elsie D.*

Having gained some valuable experience on this trip, Ray then wanted to take *Sheer Lunacy* out of the Solent again in 2008! After some discussion we decided to sail to Dartmouth to extend Ray's experience of working the tides and prevailing winds. This proved to be a steep learning curve for all of us.

On hearing our plan to sail west, another of Ray's racing crew, Grant Hood, said he and his wife Jenny would be eager to join the trip in their *Contessa 26 Mariabronn.*

Now we had a fleet of three boats to sail in company.

After much planning and no less

It was a glorious dawn through Hurst



Westward How?

This is a tale of two skippers who sailed in company with a more experienced skipper in order to extend their cruising experience.

anticipation all three boats mustered at the Starting Platform at 04.30 on May 11th. There was a light easterly wind as we made our way through Hurst Narrows. It was a glorious dawn, a salmon pink sky and a gentle calmness. The only sound was the breaking of the bow wave. No other craft were in sight.

Then out of this silence came an excited voice on channel 77 from *Mariabronn*, 'This is the first time we have been out through Hurst!'

Across Christchurch Bay we kept a look out for lobster pots as the sun rose and we enjoyed our breakfast of mandatory fried egg sandwiches.

A quiet St Alban's race enabled us to head straight for Weymouth and enjoy the spectacular views of the Dorset Jurassic coast. We entered Weymouth in good time to take the mid-day bridge lift. The marina kindly gave us temporary berths as we had to take the bridge on the last lift of the day at 20.00 in order to moor on the seaward side of the bridge. This enabled us to make our way out of

Weymouth at 04.30 and get off the Bill at slack water. We sailed taking the benefit of an inshore eddy and arrived at the Bill at 06.00, perfect timing. It was an eerie sight so close in but the sea was calm and we now continued westward like a trio of ducks, one behind the other. Not only had *Mariabronn* sailed through Hurst, she had also 'shot the Bill', together with *Sheer Lunacy.*

Rounding the Bill is always exciting even for those who have done the inshore passage several times. There is also a great sense of achievement in doing the successful passage planning.

The easterly wind now picked up and we all had a glorious sail across Lyme Bay.

Approaching Dartmouth is always fulfilling. The boats sailed past the immovable Mew Stone which stands like a sentry guarding the entrance. Thoughts go back to the historic vessels and men such as Sir Walter Raleigh who made the same journey up the River Dart many years ago.

We were pleased to find moorings in Darthaven Marina and to rest a while after two consecutive 04.30 starts.

We had come from Lymington with favourable easterlies, which were forecast, and now we had to enjoy Dartmouth for a couple of days whilst the winds move into the west; they always do, don't they? The prevailing wind is a westerly!

But the winds remained in the east, the synoptic chart looked very complex and a change of wind direction could not be anticipated. We waited another two days and still there was no change in the strong

easterly winds and no one looked forward to beating across Lyme Bay.

We decided to sail to Torquay as this could give us a better slot across Lyme Bay and it offered better rail connections in case we had to leave the boats in Torquay, heaven forbid. After a bumpy trip we motored into Torquay Marina to find the marina staff standing by our allocated berths ready to receive the warps. Well done Torquay!

The weather now seemed to be deteriorating and there was little movement in the marina. The winds continued to blow strongly from the east and eventually all three crews had to return to Lymington by rail as fixed commitments to holidays, grand children and business had to be honoured.

At last towards the end of May conditions improved somewhat and the crews of *Mariabronn* and *Elsie D* travelled back to Torquay by rail to prepare for the passage to Lymington.

At 04.00 on the 29th May the two boats set out into a light easterly wind but we were soon enveloped in a thick bank of fog. We slowed down, keeping each other in sight and blasted our fog horn every two minutes. Although we were not in any shipping lane we could hear the loud sonorous boom of the fog signal of a large ship overtaking us somewhere to the south.

Resting in the Dart Marina after two days of early startswaiting for westerlies, which did not happen



Weymouth - moored on the seaward side of the bridge awaiting a 0430 start

About 06.00 we motored into clean air and still had plenty of tide to pass the Bill. We were going so well once south of the Bill that we pressed on and reached Anvil Point before encountering the foul tide. Near Old Harry rocks the sky went black, the wind got up and the heavens opened. We were tired, cold and wet. Best make for Poole which we did just as it was getting dark.

The boats were soaked inside and out from the effects of the fog and rain but we were pleased to be in home waters with an easy passage into the Solent tomorrow.

Sheer Lunacy was brought back by Andy and his brother-in-law in one hit a few days later in better weather.

The easterlies persisted for another ten

days after our return, making it about five weeks of easterly wind in all, which is unusual. We all learned a great deal, however, about the weather, tides and how resourceful and flexible one has to be when making even short passages.

The team discussions enabled us to assess the difficult weather conditions and make decisions based on the capabilities of all the crews and boats. The collective passage planning was helpful, even when we had to divert from the original plan, as decisions were more easily understood by everyone, and confidence remained high. Most importantly, we all gained in confidence by cruising together and we look forward to planning next year's trip. The Channel Islands has already been suggested.

Ian & Chris Williamson



At 0600 we motored with the tide into clear air



2008 HIGHLIGHTS ..2,500 individual training sessions..Josh Sparks No 1 Oppie sailor..Phil Sparks & Ben Gratton win 420 Nationals..

The Club is rightly very proud of our young sailors and dedicates significant resources to run enjoyable, successful and accessible junior & youth sailing activities. 2008 has been yet another successful and very busy season:

Jenny Wilson and her team running Wednesday Junior Sailing, generously supported by Lyminster Yacht Haven, have had a near record year running close to 2,500 individual training sessions. 2009 is the 25th anniversary of Wednesday Junior Sailing - looking forward to a great birthday party.

The annual junior, youth & family week regatta was enjoyed by all with big entries in the Scow & Oppie classes. Amanda Dingwall and a huge cast of helpers put on a great week for all the competitors.

Our Optimist fleet continues to be one of the most successful in the country, providing regular high quality coaching to give our

young sailors a great foundation for their future sailing. Many congratulations to Josh Sparks who finished the season as the No 1 ranked Oppie sailor in the UK.

Ros Urwin has done a great job to get our dormant Laser fleet up & running again. At the final training weekend of the season 15 boats turned out for expert coaching. I am very confident that the fleet will continue to grow in 2009.

Our 420 and Cadet Fleets are always relatively small, but active with most sailors involved in RYA squad training.

In August as hundreds of Members celebrated at the club to welcome home our Olympic medallists Pippa, Ben & Nick, I heard that Phil Sparks & Ben Gratton had just won the 420 National Championships. This was the 4th time in the past five years that one of our young sailors had won this championship: James Rusden was Champion

in 2007, Richard Mason in 2006 and in 2004 it was won by Pippa Wilson! What an incredible journey she had made in just four years.

Several of our young sailors are now hoping to follow in Pippa's footsteps: Nick Thompson is already established as a world class Laser sailor, Sophie Weguelin, Sophie Ainsworth, Ben Muskett and James Rusden are all campaigning in the 470 class. Richard Mason & Ben Paton are sailing 49ers and Charlotte Lawrence & Bethan Carden are enjoying some early success in the new Olympic discipline of ladies match racing.

Finally I would like to recognise the huge amount of time and effort put in by our Class captains, coaches and our many volunteers and helpers. We could not run all our activities without them and they make a huge contribution to the success of all our Junior & Youth Sailors. Thank you to them all.

Phil Lawrence

Wednesday Junior Sailing

Supported by Lyminster Yacht Haven for the season of 2008

The year has been successful in many ways. We had average of 103 juniors per week. Approximately 360 children attended one or more sessions. We ran 48 sessions this year only losing two to bad weather, despite having several blowy weeks.

The greatest success of this year has been the addition of Kristy Powell as a Senior Instructor who has been paid to attend every WJS day, doing routine maintenance in the mornings and helping to run the afternoon sessions. This has meant that we have not had to cancel any sessions because of a shortage of Senior Instructors. Our boats have been in an excellent condition all season and we have been able to run extra racing sessions on Wednesdays beyond the wave barrier. Kristy was invaluable during Youth Week, helping Stuart Jardine to run the Optimist Fleet and keeping track of maintenance and damage problems. Kristy also teaches sailing during evenings and weekends. We are delighted that she is planning to be with us again next year.

The arrival of *Stairway to Haven* with her bright orange sail was very exciting; she is the 6th of our Haven Scows and with the gradual decline of the original boats she has been much used.

Youth Week was again challenging with weather conditions difficult to manage. The Optimist's decamped to the Salterns Sailing Club, Scows had some sailing in the river on the very windy days and all fleets managed to catch up with the racing by turning the passage race into short races all the way to Keyhaven; racing continued on Friday, with an Olympic theme. The BBQs and social events were very successful and the new under-cover area of the Club was a great asset.

One of the highlights of the season was the arrival at WJS of the three Olympic medallists for a buoyancy aid signing session. There was huge interest and excitement with the children asking questions and talking to the medallists without adults listening in.

The end of season prizegiving was packed



Vicki Leen won the WJS Jolly Rogers Trophy

and enhanced by having Pippa Wilson giving out the prizes, and we asked her to name *Golden Haven*, the wonderful new RIB purchased using money saved on a yearly basis from the Yacht Haven support money. We are looking forward to having this great new asset out on the water on Wednesday afternoons, for Youth Week and many training sessions and events.

We are looking forward to another successful season in 2009; it will be the 25th year of Wednesday Sailing, so a party /celebration will be in order.

Our thanks go to Lyminster Yacht Haven for their generous, ongoing support.

Jenny Wilson

Youth and Family Week

I must seriously have lost any influence I have up above because the second week in August this year sadly began to resemble that of 2007. What a week it was: difficult sailing on Monday and limited sailing on Tuesday and Wednesday which meant that yet again many of our very new young sailors missed out on valuable sailing experience before heading down the Solent on the Thursday for the 'catch up' race to Hurst. The competitors all remained in good spirits throughout the week despite the disappointing weather and the Solent Fleet joined in Optimist racing around the Club pontoon on Tuesday while the Scows raced in the river. They all did fun racing between the Club and Harbour Master's pontoon on Wednesday morning.

Stuart Jardine and his Race Team made an early and wise decision to base their sailing for the week at the Salterns and the children were transported - packed like sardines - by rib to join their fellow competitors on Hurst beach for a picnic on Thursday which they all enjoyed. Friday morning saw more serious racing for the River and Solent Fleets to complete their series with only the Optimists resorting to fun at the Salterns.



We abandoned the Sea Water Baths on Monday evening having made a quick visit to assess the strength of the wind howling round the venue, much to the relief of the staff who headed home for an uneventful evening. We retreated back to the Club where Vince provided the music and a quiz with hurriedly prepared questions which was greatly enjoyed. Tuesday night saw a return to Kingfishers - thanks again to the Jenvy family - and our numbers were well in excess of 120 parents and children. Wednesday evening introduced a Karaoke experience

and there were two stars of the show, Carolyn Derrick followed by her granddaughter. Has anyone captured it on film? Great fun and hopefully to be repeated to a larger audience next year. Thursday evening was spent at Boldre Bridge House with thanks to Ann and Nigel Henley and to the members of the 'Forest Bus' team who helped the children with arts and crafts and provided fun equipment.

With our own three sailors, Ben, Pippa and Nick out in China (not to mention those defectors Jenny and Roger Wilson) we had to go for an Olympic theme and on Friday several of the competitors had dressed for the occasion, representing three blondes in a boat and the British Equestrian Team, presumably competing on sea horses. Roman Togas and laurel wreaths were also in evidence. The weather had improved, providing a summer day at last

We were very grateful for all the help from our evening BBQ team especially Coralie Anstee, Shireen Crowe and Nicky Boyle who organised such a great band of helpers. A further big thank you to Marian Smith who stepped into the role of organising the lunch preparation and to her team who put together about 80 lunches a day, which I know were appreciated by those on the water and at the Salterns.



I point out every year that the ratio of helpers to children is probably 1:1 given all the help on the water and on shore and it was sad not to see a number of our familiar faces, Robin Markes, Mike Polke, Audrey Ward and Ian and Dorothy Dixon, this year. It was great to welcome those with their own children sailing and others who were just keen to help with the event. It was also encouraging to see the next generation of parents with young children both competing with their children in the Solent Fleet in Prams and Scows and helping as volunteers. YOU are the future of Youth and Family Week

A special mention to John, Ben, Karen, Barbara, Carla and Lisa in the office who cope with all the enquiries in the weeks leading up to the event and with me during

the event. Thanks also to Kevin Podger who I hope now has some understanding of the meaning of 'invasion by children', to the boatmen for their help and not forgetting Peter and Co up in the kitchen and the bar staff. It is a really busy week for the Yacht Club staff and they go out of their way to help us all they can.

Stars on the water: Bob Burney as safety co-ordinator and Vince, Peter and Kristy looking after the fleets and to David Simpson who shouldered the responsibility of Principal Race Officer for the event in Jenny Wilson's absence. To all of you on committee boats, mother ships, in ribs and on shore thank you for all your hard work in what were often very difficult conditions during the week.

In this Olympic year when our own sailors have done so well many of us can look back to the time when Nick and Pippa were racing in our summer Regatta and hope that they have inspired some of our young sailors to dream that they can get there too. Volunteers know that they have all played a very important role in giving so many young sailors a wonderful experience during this wet week in August.

On behalf of all the competitors I would like to express my thanks for all the expertise, talents and enthusiasm that you as volunteers brought to Youth Week again this year and hope that you will think about being part of the team again next year.

Amanda Dingwall

Event Co-ordinator

MANY LASER CLASS SUCCESSES IN 2008



Tom Britz came 2nd at the Laser 4.7 Inland Championships



Olly Porter at UKLA Inland Champs at Carsington



Olly Porter with Nick Thompson at Nationals Prizegiving

RLymYC dominated the medal tables at the UK Laser Association Laser National Championships held during a windy week at Abersoch in August. Having given the younger Lymington sailors a couple of days of valuable pre-event coaching, Nick Thompson continued his quest to become the 2012 GBR Laser challenger, and set an exemplary standard at this event. He sailed brilliantly in all conditions to take the title of Laser National Champion on 8 points (all 1st places), a massive 23 point margin ahead of his nearest rival. Meanwhile junior sailor Olly Porter was peerless in the windy conditions of the first couple of days and fought off close contenders later in the week to win the title of Laser 4.7 National Champion. *

Olly also won the UKLA 2008 Laser 4.7 Ladder with consistent top results through the series of six ladder events held at different UK locations. Moving on into the Radial class he took part with Lawrence

Walters and Hannah Snellgrove at the RYA 'Sail for Gold' event at Weymouth in September where they raced world class lady sailors – and occasionally beat them! Olly finished the year as 3rd Junior in the UKLA Laser Radial Ladder. Having qualified for the 2007/8 RYA National Junior Laser 4.7 Squad, both Olly and Robbie Urwin were selected by the UK Laser Association to represent GBR at the International Laser Class Association World Laser 4.7 Youth Championship, in August at Trogir, Croatia.

Both adult sailors now, Greg Carey and Robbie Claridge won prizes at the Nationals and Greg won a number of very windy 'South Coast Traveller Series' events during the summer.

Hannah Snellgrove also had a good 2008 in her Laser Radial, with improving results in national and international competition after suffering illness for much of the preceding year. Having most recently finished 10th

overall and top lady at the Laser Inlands, Hannah has her sights firmly set on achieving a GBR team place at the 2009 World Laser Radial Women's Championship in Japan this summer.

Tom Britz came 2nd at the Laser 4.7 Inland Championships and is now a member of the RYA National Junior Laser 4.7 Squad. Olly is in RYA Transitional Training and Robbie Urwin, Lawrence Walters and Ben Wallis are in the UKLA subsidised Radial training squad. They and others are training hard in preparation for the UKLA Spring Qualifiers which will determine places in GBR 2009 teams for the European and World Championships, and for the RYA Youth National Championship which is used to select the RYA Youth Summer Squad as well as the team for the ISAF Youth Worlds. Olly and Tom joined 29er sailors Henry Lloyd Williams and Sam Batten and 420 sailors Andrew Wishart and Liam Garrison, to form the 'Lymington Lions' for the RYA Eric Twiname Youth Team Racing Championships at Oxford SC in November. They put up a creditable performance coming 11th overall. Robbie Urwin joined a team with Phil Sparks and top sailors from other clubs – and they finished 4th. With thanks to Jane Porter for this report.

Ros Urwin, Head of Lasers



2008 Youth Regatta – Optimist Fleet

Once again the Lympington Youth Week Optimist Fleet completed their full schedule despite the poor conditions over the first half of the Week.

The promised poor weather for the first 3 days prompted the PRO Stuart Jardine to opt for the Salterns, which was a wise decision as things turned out. However on Wednesday even the Salterns could not be used with wind gusting 50 knots. At this point a huge heap of thanks must go to everyone at the Salterns for so kindly letting us use their facilities, including their Optimists, with only five boats needing to be brought over from the RLYMJC.

Twenty four young sailors turned up for some intensive race training under the PRO and his brother Ado, supported on the water by Kristy Powell and Julie Willis in their kayaks. We divided the children into two fleets 'Ducks' and 'Geese', with each sailing 12 scheduled races. These were stretched a little into Thursday morning plus a long race around the islands and then off to join the other sailors for picnic lunch at Hurst. On Friday there was the usual fancy dress and fun on the water.

Of course without the PRO's ashore team of Daphne Johnston, Jayne and Peter Burchell and Mary Ann Jardine, none of it could have started, and there was invaluable help given by parents, uncles, aunts and grandparents.

Enthusiasm, talent and willingness to learn are always a joy to all those involved. This year was no exception and the improvement in all 24 sailors was very visible for all to see. In the intervals between their own races all the competitors enjoyed taking it in turns to help start and finish the other fleet, using the flags and the horn.

The Olympics are fresh in our minds and I can say we have young talent coming up in the wings for the future - at least two are already showing that they could get there. Our youngest lady at just 8 is showing exactly the same talent that Nick Rogers showed at the same age and a medal in 2016 should not be beyond her.

Stuart Jardine



Eastern Mediterranean Yacht Rally 2008

Bill Basham left Lynington in July 2007 to cruise the Mediterranean in his Westerly Contest *Morangie*. He sailed directly to La Coruna, coast-hopped to Gibraltar, then cruised via Mallorca, Sardinia, Malta and the Peloponnese and Dodecanese regions of Greece to Marmaris in Turkey, where *Morangie* wintered. His plan was to explore the Eastern Mediterranean before cruising (very) slowly back to Lynington.

Shortly after arriving in Greece I put into Kalamata for engine repairs and it was there I met Jesus and Dorothy on *Big Easy Too*. Hearing of my plans to explore the Eastern Mediterranean before cruising slowly west, they asked whether I had entered the EMYR (Eastern Mediterranean Yacht Rally). When I confessed that I had never even heard of the event they gave me the EMYR website address (www.emyr.org) and an assurance that there was no better way to see places in the Eastern Mediterranean that I would otherwise be very unlikely to visit.

Other cruisers met en route to Turkey enthusiastically supported this view and on arrival in Marmaris I registered *Morangie* online for EMYR2008. The rally, which is restricted to 80 yachts, was already over subscribed. Initially number 105 on the list of applicants, *Morangie* slowly progressed up the list as other applicants withdrew until our place in the rally was finally confirmed.

Established in 1990, the EMYR is an annual event, organised by volunteers, for sailing vessels with an overall length of between 10 and 18 metres. The rally aims to promote yacht tourism in the Eastern Mediterranean, develop international goodwill and encourage improvements to yachting facilities within the region. In all respects it has been outstandingly successful.

Originally limited to the area bounded by Antalya and Bozyazi in Turkey, and Girne (formerly Kyrenia) in the Turkish Republic of Northern Cyprus, the EMYR now starts in Istanbul in April, cruises along the Turkish coast to Alanya, then detours to Girne before returning to Mersin in Turkey. Thereafter it continues east along the Turkish coast to Iskenderun, then heads south to Latakia in Syria, Jounieh in Lebanon, and Haifa and Ashkelon in Israel. Port Said in Egypt is the next destination, after which the rally



Bill Basham, left, getting a hair cut on board *Morangie* at Iskenderun



we did sail sometimes but a good engine is essential

returns to Herzlya in Israel, where it finishes. The total distance covered is about 1700 miles.

EMYR2008 started in Istanbul on 22nd April and finished in Herzlya on 18th June. Participants may join at any stage of the rally and many do so when it reaches the Turkish Mediterranean coast. *Morangie* joined in Goccek. In common with many other yachts we remained in Herzlya at the conclusion of the rally, to enjoy a memorable visit to Jordan, before sailing directly back to Marmaris, a trip of some 425 miles.

In 2008 the cost of the rally was 150 Euros per person, irrespective of where they joined or left the rally. This fee, which is inclusive of administrative support before and during the rally mooring charges in marinas and ports visited, and the cost of a number of rally receptions and dinners, represents outstanding value for money.

City visits during EMYR2008 included Istanbul, Damascus, Beirut, Jerusalem, Cairo and Amman. Tourist attractions featured the ancient cities of Arykanda, Aleppo, Palmyra, Acre (Akko), Petra and Jerash, plus World Heritage sites such as Crac des Chevaliers, Saladin's Castle, Masada, the Pyramids, and Sphinx and many more.

A truly international event, EMYR2008 involved yachts from 14 countries, with more than 250 skippers and crew. English was the main working language, but

translation support was readily available if needed. International cooperation, always strong, was perhaps most evident at the EMYR 'Olympics', a fun sporting event for teams of rally participants, organised by Kemer Marina and sponsored by local breweries!

The significance of the rally in promoting yachting tourism is recognised by national, municipal and commercial organisations in the countries, ports and marinas visited. The presidents of the Republic of Turkey and of the Northern Turkish Republic of Cyprus are rally patrons, most port authorities host receptions or dinners for rally participants, and many of the marinas visited also organise social events during rally visits.

A Turkish Coast Guard patrol boat has traditionally escorted the entire rally, providing security and technical support. Sadly, political considerations have restricted their involvement to the Turkish coast only in recent years.

The Eastern Mediterranean has the longest recorded history of any area in the World and was home to two of the earliest human civilisations the Egyptian and Mesopotamian, 4000 years ago. Throughout history, the region has been a crossroads for people, trade and ideas. Judaism and Christianity originated there and it was a centre for the spread of Islam from the 7th Century AD. Today the region's importance to these religions, political unrest and oil reserves, give it a global significance out of all proportion to its size. It is a fascinating area to visit therefore.



EMYR Rally Dinner

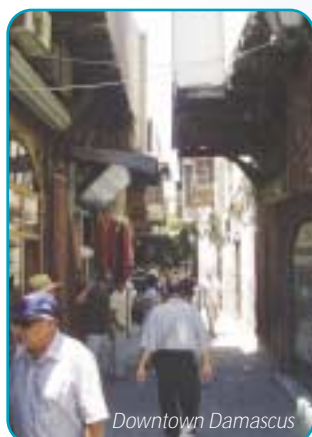
Yacht tourism is very well developed in Turkey, where the coastline features some of the finest anchorages in the Mediterranean and the marinas are truly world class. Visiting yachts are also welcome in the Turkish Republic of Northern Cyprus, particularly in Girne (formerly Kyrenia), which has an attractive town harbour and separate marina. There are excellent marinas too in Israel and some of the smaller ports there (Akko for instance) also provide berths for visiting yachts. Yachting is less well developed in Syria, Lebanon and Egypt, where there are currently few marinas, although ports will usually find berths for visiting yachts.

Political instability in some of the countries visited can be worrying and customs and immigration procedures are time consuming. Reporting requirements, particularly in Israeli waters, are certainly onerous. For cruisers interested in history or archaeology however, or simply wishing to learn more about this turbulent region, a visit is strongly recommended.

And with 19 years experience of organising rallies in the Eastern Mediterranean and reliable local contacts in each country, the EMYR organisation really does provide the best and most secure introduction to the region.

Other EMYR considerations:

- Background information, pilotage details, communications, customs and immigration information for each stage of the EMYR is detailed in an excellent Manual issued to each participant yacht.
- Insurers will provide cover for yachts participating in the EMYR, although they may increase the excess payable on claims arising from incidents in Israeli and Lebanese territorial waters.
- A crew of 3 or 4 competent persons is recommended to share the pressure of overnight trips followed by busy daytime itineraries at EMYR destinations.
- A reliable engine is essential, to achieve EMYR timing requirements.
- National security is tight throughout the region and yachts must report to the appropriate authority when entering territorial waters. Details of reporting requirements are detailed in the EMYR Manual (and Reeds Mediterranean Almanac).
- GPS signals are sometimes degraded in the Eastern Mediterranean. It is essential therefore to record positions regularly and have up-to-date paper charts on board. Turkish charts are reliable and much less costly than British Admiralty equivalents.
- Restrictions on the movement of vessels between Israel and Arab countries and from the Turkish Republic of Northern Cyprus to Greek territories are well known and avoidable. This usually involves immigration authorities issuing temporary shore passes, returnable on leaving, in preference to stamping passports.
- Expect to pay 'backsheesh', especially in Egypt. Theoretically this involves the payment of a nominal amount for services rendered. In practice it can be more costly: an American yachtsman on EMYR2008 purchased diesel for a bargain price of 25p per litre, but had to pay an additional 50p per litre 'backsheesh' to get it into the dock at Port Said!



Downtown Damascus



Crac des Chevaliers, Syria



Massada, Israel



Kekova Road, Turkey

At each marina and port visiting local travel agents organised optional coach tours to principal cities and major tourist attractions.

Shortage Of Cupboards And No Empty Walls

In 2007 my wife Judy, with Jon Chittock's help, rescued some of the Club's Archives from the cargo containers on the forecourt. I showed interest and for that I was made Club Archivist. The Great Flood in 1989 converted much of the Club's history into papier-mâché but fortunately a fair amount is still usable.

I have made a start and converted some of our Archives into computerised text by scanning it and with Neil Eccles' help placed it on the Club's website. The Archives can now be found easily. It is almost like going into an Aladdin's cave. My initial task was to document the Officers of the Club from its inception in May 1914. It faltered in August 1914 when somebody put a bullet into some obscure Archduke and Europe was plunged into war. We now have a reasonably accurate record of Flag Officers, Members of the Executive Committee (now called the General Committee), Trustees and Club Secretaries.

Next I set about trying to make available copies of the Club Bulletins from 1946 onwards. These exist up to 1986. Club Bulletins were the forerunner of the PotterShip Magazine. To interrupt the monotony of scanning Bulletins I scanned many of the various interesting historical records concerning the Club. By some

miracle the original handwritten Minutes of the first year and half Committee Meetings have survived. These were all hand written, initially by Mrs Cyril Potter. I have typed them because the handwriting is not easy to read. Quoting from the Minutes: 'the Coastguard Boathouse and Slipway should be retained until further notice at a rental of 8/- (eight shillings) per week.' The Club subsequently bought the property - see more in the Archives under 'The Building of a Yacht Club'. During that time the firm hand of Major Cyril Potter, our first Commodore, led the Members from a tiny beginning to a Club with their own Club House.

The first Club Room was the Commodore's conservatory at 'Blakes' on Undershore Road, roughly opposite the present entrance to WightLink. A year and a bit later we had the boathouse, which is basically the ground floor below the present Club library. The rest you can read on the website Archive.

This is where you can help

Anyone who has any Club history stored away in the loft, garage or wardrobes etc – please contact me. I am particularly interested in any of the old Club dinghy classes that no longer sail, and in anything at all about the Club, particularly pre 1946 as

little remains of that time.

The Club website is www.rlymyc.org.uk

To log on to the Club Members' section call Reception and the staff will give you the username and password.

Shortage of cupboards and no empty walls

That's why we use the website. The Clubhouse is desperately short of storage space. Anything that is not required but must be stored can end up in the containers at the end of the dinghy park. Our Club walls are crammed with archival material and more could be displayed if there was room. Hence the use of the Club website which can 'house' an infinite amount.

I hope I have whetted your appetite – Archives do not have to be dry and boring. If I could make a new Club Rule it would be that the Archives should be compulsory reading by all new Flag Officers and General Committee Members. Of course this will not happen but knowledge of our past does at times help us understand the right place to go for the future. Also we can learn from what was done in the past so that we can enjoy the Club now.

Anthony Ruffell
Club Archivist



Bill Martineau Picture Presentation

Neil Eccles, who is a member of the Town as well as the Royal, asked Anthony if he had a photo of Bill Martineau, who was a founder member of the Town SC and their first Captain (Commodore), as the club was about to dedicate a room to him. Anthony actually found a large portrait of Bill, and suggested that it be mounted and framed and presented by the Commodore of the Royal to the Commodore of the Town at their AGM.

On receiving the portrait Richard Jenner, Commodore of the Town SC said "Bill Martineau was a great driving force in rejuvenating sailing in Lymington during the post war years and if he was here tonight he would be justifiably proud of the two Clubs."

Geoff Holmes replied "Lymington is fortunate to have two such strong yacht clubs providing their 5,000 or so members with such a wide range of cruising, racing and social activities"

Judy Ruffell

took the dinghy ashore. On the north-west side is a tarmac road which takes the tourists almost to the ice but on the south-east side we traversed a rough track and rocks to a point about 400 m short of the ice before it became too cold, wet and slippery to go on. At 2245 that evening the glacier looked its most impressive, almost glowing with deep blue gashes. In sunlight the following morning it was much less so, but we caught enough cod for supper before weighing anchor. We were soon sailing, but motored through twisting narrows before the wind increased to a steady F7, gusting F8, well in excess of the forecast. Having motor sailed, heavily reefed, to claw our way round Hunna we eased sheets for a long beat up to the enchanting gjesthavnen at Sandviken, Sørflugloy. This is a small fishing and holiday village nestling under a towering mountain. It is not occupied during the long winter but has a mile long white sandy beach facing the North Sea.

No luck with the crab pot that night and it was not until a mile offshore that we realised how sheltered we had been. A steady NE 5/6 meant several long tacks to cover the 30 miles up to Bodø, 67°17'N 14°22'E. This is an important town of 45,000 inhabitants with a busy boating centre, a large shopping complex and administrative centre. It is right under an international airport, which is shared with the Norwegian Air Force kept busy by having to scramble for prowling Russian planes. It was surreal to walk less than 15 minutes to the airport with Jo for her to check in for her flight home.

Mike & Liz Redfern



the enchanting gjesthavnen at Sandviken at 2230hrs

60 years ago

EXTRACT FROM 'THE BULLETIN' SPRING 1948

The Summer.

The weather was exceptionally kind, and there is no doubt that 1947 will go down in history as a perfect Yachting summer. True, there were long periods of calm and fog; but only the most hardened Norseman had much to say against such placid conditions, and the fact remains that Yachts from the Royal Lyngington Yacht Club went further afield and in greater numbers than ever before. The limit of cruising ranges was Sweden to the Eastward and mid-Biscay to the Southward.

Summary of Winter Activities.

The announcement of the abolition of the Basic Petrol came as a damper at the end of a golden summer. For a moment or two the Committee envisaged a complete shut down in the winter months, but after reflection it was decided that the Club was now more necessary in the winter than ever before.

It was therefore decided to press on with the full Winter Programme, and to take the risk that Members would not resort to other means of transport.

25th October, 1947-Ray Barrett, Official Measurer of the R.O.R.C. traced the history of the Rating Rule back to the early days and showed the great influence on design exerted by the Rule makers. If some of us were a little overwhelmed by his figures, we were certainly taught to treat the Club Handicapper with more respect than ever before.

The success of the catering organisation has been remarkable.

If it were not the unfailing rule of this Bulletin never to mention names, one would be tempted to praise the Ladies of the House Committee, who have done so much, even to the extent of waiting personally on Members. Meanwhile the Laws of bureaucracy gather in strength. New forms, new 'regulations' arrive by every post, but the Secretary and his assistant remain undaunted.

As was foreseen, the bar has been the hub of the universe.

The Fresco has been completed and is a source of constant pleasure to those who like beauty with their gin.

Supplies of all sorts of liquor and wines are very much better. In fact a small reserve is now stored in the cellars of a reliable (?) and prominent Member !

The Barman has certainly not been idle, and when he goes for a well earned holiday, a friendly Member has volunteered to take his place, so that the good work can continue. "Thanks Pal!" As they say in the movies.

Summing Up

All goes well. Membership is up to 640. Costs are rising. Our pleasures are going to cost us more. Greater Membership will help to foot the bill; so will Bar profits. Enough said.



Round Britain in Alice 111



During the 4 years of the construction of Alice III it was an ever present dream that one day we would sail her around Britain.

Alice was released from the garden and launched in June 2000, the four families who constructed Alice III took several years to work up the new yacht, this included Cowes Week two years in succession then in 2004 the first real cruise across Biscay to Spain including a beat from Raz de Seine to the Spanish North coast in unpleasant weather convinced us we had a travelling yacht !

Finally in 2007 it all came together and Jonathan and Stephen left Lymington on 3rd May in the afternoon with a north easterly, passing Start point at dawn and

reaching Lands End by the evening of the 4th where the wind came to an end. Alice motored among a huge pod of dolphins northwards into the Irish Sea where at dawn on the 5th on cue the west wind arrived ! Alice picked herself up and we continued the fast passage past the Tuskar Rock into the sand channels up the east Irish coast in a building breeze. On the way north we noticed the tiller had become increasingly disconnected from the rudder head with steering becoming difficult, we therefore decided to pull into Arklow to examine the situation, a very narrow entrance at mid night with dodgy steering and flagging energy was tricky !

The rudder head needed new bearings so after tightening it all up as much as possible and with a continuing westerly wind we day sailed north to meet Ann

who was joining in Northern Ireland stopping in Howth and past the Mountains of Morne to Ardglass finally into Strangford Loch and picking our way through the marvellous island on the western shore to the Down Cruising Club's lightship club house where we were made most welcome.

*in 2007 it all came together
Jonathan and Stephen left
Lymington on 3rd May*



Ann arrived next day with bags of bearings so having rebuilt the steering and sampled the oysters we set off back across the Irish Sea heading for Holy Island past the sentry point of Ailsa Craig guarding the entrance to the Scottish Islands. Holy Island was a point of pilgrimage and the monks made us welcome as we anchored close in to the south western point. After climbing the Holy Island circuit and making our salaams at the shrines we visited Lamlash for stores then sailed north in lovely quiet weather (to be our last) and circled the beautiful Kyles of Bute northwards up the western channel and spending a night in the anchorage at Caladh Cove heading south down the eastern channel to Largs where the full crew joined bringing with them the wind and rain !

With Tom and Barbie aboard Alice headed north in rain then a rising south westerly to reach Crinan and locked into the canal where Annabel joined. The transit of the canal can be done in a day but we took three days as a handy place to hide from the passing gale and wow did it rain. Arriving in Crinan on day 3 we dined at the Crinan Hotel in fine style being entertained by school friends of the Rogers children.

The weather looked better though still too windy to pass through the channels so we passed the Corryvreckan without giving it a chance to savage us and headed north around Mull into Loch Aline for the delightful gardens spending a night in the anchorage. Following day in unsettled weather sailed on up the sound to Tobermory where a colleague of Toms

joined us for dinner aboard and Tom and Barbie left to head south

It had been hoped to visit the outer islands north of Ardnamurchan but in a steady force 6 westerly this was not possible, so we rounded the point of Ardnamurchan sailing fast in a boisterous sea while Annabel produced some amazing sea scape photography. From here we could not dally to anoint the bowsprit with heather as is the custom on entering the western isles, we were hurried north to the shelter of Isle Oronsay on the south coast of Skye, where the wind was too strong to get ashore so after an over night anchorage we again sailed north. Passing through the Kyles of Lochalsh with strong winds from all directions, including vertical, we sailed under the Skye bridge and headed north under much reduced sail reaching Portree capital of Skye and more friends aboard for dinner !

The weather remaining unsettled, Alice set off ever northwards up the sound of Skye sailing fast with reefed main to the Summer Isles where a small weather window allowed some shore exploration. An approaching weather front meant we could not linger, we had to be in Lochinver for shelter which we reached in time the next day.

At Lochinver Alice was joined by junior members of the Rogers family and we spent time walking in the wonderful sodden countryside while the wind did its thing offshore. Here Annabel left us and Helen joined us as the wind dropped to force 5 only Alice again headed north into aptly named BadCall Bay, the westerly

wind followed us around the StoureHead becoming north westerly in the Bay making an unpleasant sail but finally reaching the haven of a wee anchorage in a cleft in the rock on uninhabited Handa Island, at last a proper western isles landfall. We left the cook on anchor watch and rowed ashore at 23.00 in daylight and walked across the island to see the guillemot sanctuary on the high stacks on the western side, wonderful !

Another approaching weather system sent us scurrying into the industrial fishing town of Kinlochbervie the next night, real wild west ! The next stage of the voyage around Cape Wrath and along the north coast called for some care, with the passing weather systems being distinctly unfriendly and a long forecast North Easterly approaching we had to make tracks.

Leaving Kinlochbervie at 03.00 to catch the tide at Cape Wrath we looked enviously at the slumbering yachts around us who thought better of it, were they to be proved right? Alice motor sailed north in grey murk and a northerly wind with Cape Wrath a looming presence, as we rounded the Cape the wind veered into the north east making wind over tide conditions that made Hurst Narrows in a gale seem tame. Alice motor sailed on reaching Loch Erribol at the end of the west going tide and the start of torrential rain ! We fled north up the loch into relatively quiet water anchoring behind Ard Leakie Isle to take stock !

Using the wonders of mobile communications we called the met office who after the usual "don't blame us if its



Crinan Canal



Handa Island



Breakfast in the Irish Sea

wrong” proposed that the wind would shift to the south up to 20 knots for some hours before settling into the north east for a week ! Not good news in Erribol. The ladies were not impressed when the plan to go back to sea and reach Scrabster that evening was proposed, but that is what Hornblower would have done ! So Alice sailed on the first of the new west going tide heading east into a north east wind and not going anywhere very fast in a lumpy sea, slowly the wind did veer into the south making it offshore and then quickly built into 35 knots with a very lumpy sea. Alice was reefed down to no main, just mizzen and headsails making 7 to 8 knots with big seas coming aboard and hard work on the helm, great sailing but perhaps more challenging than required ! We reached Scrabster at 22.00 where a very kindly berthing master showed us a berth and handed down a bottle of scotch with the bow rope, what a gent !

Alice nestled into the fishing boats where she was to stay for 4 days while the promised north easter blew, Ann and Helen first took us to the Castle of May and then set of fon the longest train journey in Britain from Thurso to Lymington leaving Jonathan and Stephen in the care of the fishermen. We were advised to just stay there and we would be fed on fish and told when it was safe to pass the Merry Men of May, the tide

race between Orkney and the Mainland, we were looked after royally ! But time was passing and the 6 weeks Stephen could take out of the office had only a week remaining.

Eventually we were told to go the next morning, this we did into a quiet morning after days of strong winds and sailing at 5 knots we passed and dipped our ensign to the castle of May at 11.5 knots with a roaring tide and the Merry Men not Merry enough to disturb us. On round Duncansby Head Alice bore away to the south setting her masthead spinnaker to the force 3 north easterly, a domestic scene followed with ‘George’ steering, Jonathan showering in the cockpit and Stephen making bread and cooking a huge pot of just delivered crabs, parting present from the Scrabster fishermen. On looking out from the galley Stephen saw a huge wash approaching with some grey battleship behind it and advised Jonathan to get his breeks on quick ! The boarding party in black suits and helmets and not a word spoken came piling aboard without introducing themselves and disappeared below dodging the proving bread and cooked crabs with handcuffs and coshes clanking they delved into every locker. After deciding we were not smugglers and accepting a cup of tea and a crab leg they explained that the cargo that used to come up the English Channel now goes round the north cape and they are there

to prevent it. Bravo we said ! On being asked if we could come off in their rib and photo Alice’s magnificent progress they refused but said they would take our camera and do it for us, see below for one of the images !

Alice had a date in Peterhead that evening to meet Mike who had asked to experience the North Sea, we told him 22.00 and were one minute early. He did a pier head jump and we headed back to sea for an overnight trip to carry our north east wind arriving in the Farne Islands anchoring off Holy Island the following evening.

Alice now had a week to make it back to Lymington, we had a north east wind all the way to Dover with stops in Whitby, Lowestoft where the ladies rejoined, The Deben river for the first warmth since leaving Lands End 5 weeks before, across the Thames estuary to Dover. With the wind remaining in the north Alice under full sail along the south coast from Dover to Brighton where Mike and Vyv left and into Chichester where Jim joined for the final sail back to Lymington. Alice stopped at the RLYC pontoon with half a day to spare and her faithful support club all joined to welcome her home !

Alice III circumnavigation of British mainland 2007 logged 1790 miles 28 ports and anchorages in 5weeks 6 days

Stephen Akester



Stephen saw a huge wash approaching with some grey battleship behind it and advised Jonathan to get his breeks on quick ! The boarding party in black suits and helmets and not a word spoken came piling aboard without introducing themselves and disappeared below

GARMIN. WHERE INNOVATION MEETS NAVIGATION

When you hear the name Garmin, you may think of GPS, handheld navigators, touchscreen chartplotters or in-car sat-navs. But, in fact, as we mark our 20th year, we now create products as diverse as dog-trackers to full aviation cockpit electronics.

Garmin grew rapidly from an engineering start-up with twelve staff designing the first portable GPS for marine, aviation, survey and military use, to now being the global leader in satellite navigation, selling 48 million units by 2008 with a global workforce of almost 9,000.

Marine remains at the sharp end of our innovation. Our range has matured significantly over recent years to include a fully-integrated navigation package with HD digital radar, touchscreen chartplotters, autopilot systems, VHF radios, wind sensors, fishfinders and many other marine electronics.

At the heart of our technology is the desire to design products to make your life easier - from point-and-go touchscreen plotters to intuitive autopilots overridden by simply taking the helm, to BlueChart g2 Vision charting with features such as turn-by-turn Auto Guidance and 'fish-eye' view.

Based in Southampton since 1992, our European headquarters puts us in a great position to support you in the Solent, with offices and service agents across the world, wherever you sail.

Part of Hampshire's marine community

We are the proud holder of the 2009 Hampshire Business Awards' International Trader Award, recognising our contribution to local employment, support for the community, businesses, services and charity, international success and product innovation.

We're keen to support the local marine community. Hence our association with The Royal Lymington Yacht Club, with executive sponsorship of the Ken's Mark racemark and PotterShip magazine and the donation of chartplotter combo units and BlueChart mapping to committee boats *We're Here* and *Valiant*. You'll also find our logo on the Club race platform, signalling our support for competitive sailing.

Strengthening our links with the Royal Lymington Yacht Club complements our five-year involvement with The Hamble Winter Series. This event attracts some of the world's most experienced sailors, cementing the Solent as a prime venue for competitive sailing.

Closing the network loop

Our local outlook enables us to gauge what you want on your boat and design relevant products. Recent innovation includes an autopilot with 'Shadow Drive' technology which can be manually overridden, high-definition digital radar, big-screen multi-function chartplotters, submersible VHF radios and precision charting. Our expanding product range means you can build a complete system or select individual units to enhance and complement your onboard navigation.

Research and development has always been at the heart of our business, with hundreds of colleagues continually pushing the boundaries of GPS technology. Our product engineers, designers, support and after-sales staff work together, so you have one-stop access to expert advice and service and we can ensure feedback goes straight to those developing future products.

You'll find the fruits of our innovation peppered throughout our new marine navigation. Take the wind sensor. This complete mini weather station shows barometric pressure and temperature with wind direction and wind speed for total control on the water and very reliable atmospheric information relating to your exact position.

Wind data is just one source displayed in bright, sharp detail on our colour marine instruments. These digital displays connect to a range of sensors to show navigation, weather, fuel and engine information.

Dazzlingly precise navigation

Garmin's groundbreaking high-definition radomes combine digital precision scanning with HD detail. You can scrutinise the marine landscape with supreme accuracy, reach further and achieve sharper discrimination - even on small targets.

Our 8, 12 and 15-inch marine touchscreen multi-function displays show your radar, chart, sensor, sonar and live video in dazzling detail. These tough screens are guaranteed to weather the elements and bring the convenience of point-and-go passage planning.

The touchscreen Oregon is a rugged salt and waterproof handheld navigator with high-sensitivity GPS, digital compass and tide tables. Compatible with our BlueChart g2 mapping, it doubles-up as a portable navigator, with tidal stations, currents, perspective view and fishing charts.

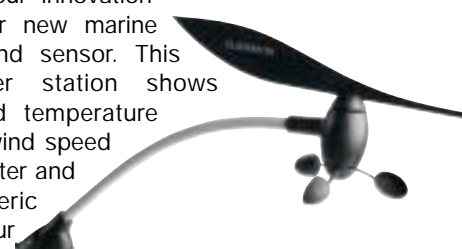
Tried and trusted by top sailors

We are proud to offer the same level of service to the weekend mariner as we do luxury yacht manufacturers. Indeed, our navigation is used at all levels - from RYA training centres to world-class Vendee Globe challengers. Mike Golding used our 24-inch radome, 8-inch touchscreen chartplotter and GPSMAP 76CSX handheld on his 60-foot open yacht Ecover and we are supplying kit to aspiring yachtsman Rob Cumming for his OSTAR challenge.

Our roots in aeronautical engineering gave us experience to design for other walks of life, particularly in situations critical for safety. Lessons learned in one market now drive our innovation in others. For example, our hardy marine touchscreen chartplotters were inspired by the award-winning Garmin nüvi in-car sat-navs.

We are forever challenging ourselves to find new ways to enthuse you and capture your imagination. Our worldwide reach adds fire to our innovation, giving us new grounds to test emerging technologies, push boundaries and tailor products and services to specific needs, wherever you are in the world.

If you would like to invite a speaker to your event, have any corporate enquiries, comments or suggestions; please contact Marine Manager Nigel Craine or Marine Technical Support Manager Bob Fry on 023 8052 4000.



A busy year for Nordlys

On the 29th March 2008 when the anchor went down in Scarborough, Tobago, Nordlys

had sailed nearly 14,000 nautical miles in the preceding ten months. We had left Fremantle at the end of May 2007 and sailed via Christmas Island, Cocos atoll, Salomon atoll in the Chagos group of the British Indian Ocean Territory, Seychelles, Madagascar, Mozambique, South Africa, St Helena and finally Ascension Island before the final 3000 nm to Tobago. We were fairly exhausted both physically and mentally. The last twenty-one days from Ascension, two weeks of which were done with either no wind or very light winds from astern, were hard on both crew and ship.

These ten months contained more pleasure, stress, fantastic sightseeing and general physical and mental activity than any other similar period in either of our lives. The ship herself had taken a hammering and had suffered more wear and tear than during any other long periods of use. Both Nordlys and her crew would not however have wanted it any other way, we had had a fantastic time.

From the interesting politics of Christmas Island, the history of the Cocos atoll with its three islands - one for the

the ship had taken a hammering and had suffered more wear and tear



Australians who run the place, one for the Muslims who are the descendents of the original slaves who were brought in to work the plantations, and finally one for visitors to anchor off and others to use as a weekend pleasure park - through the very complicated politics of the BIOT and its American occupied atoll of Diageo Garcia and the two atolls where yachts are allowed, with many restrictions, to visit, we progressed to the Seychelles.

Here we met up for the first time since Australia with like minded souls. Yachts had congregated from Indonesia, Thailand and from the north of Australia. The village thus formed stayed loosely together until St Helena. German, Danish, American, British and Dutch ensigns fluttered from our sterns.

We were lucky to achieve the passage from the Seychelles to Madagascar with winds of never over 25 knots and never south of east. Not all were so lucky and forced trips downwind to the Comoros were common. These vessels then had to sail/motor into the light winds that predominated in the lee of Madagascar.

Cruising for us is about the people you meet as well as the places you visit, both the local inhabitants and the crews of other yachts. The Seychelles were not only very picturesque but the people were delightful, friendly and charming and in many cases the



ladies were downright stunning. The Madagascans were also very friendly and our visits to many very out of the way and very poor villages were humbling experiences. The locals handled their sailing craft with great expertise despite poor baggy sails and no motors at all. They are absolute experts at using the gentle diurnal winds that predominate along the north-west and western coasts of this, the World's fifth largest island. We did a long inland trip here and were well rewarded by the things

we saw, ranging from graves where one's ancestors are kept but are taken out once a year for a party, to the gentle limas, unique to this island. The deforestation and resulting rape of much of the land was however not nice to see.

South Africa lived up to its reputation, both inland and while sailing its coasts. With 30 miles to go and night coming on we approached Richard's Bay on the eastern coast just south of the Mozambique border. It was to be our first long stop and base from which to visit game parks and battlefields. The radio crackled. Port control told us that just seventy miles down the coast in Durban the wind was SW 70 knots. We were in NE 30 with five knots of Agulhas current under us. Brown pants stuff. It is the only time I can record where Annette shouted at me to get the genoa unfurled. We were already doing eight knots through the water and twelve plus over

Port control told us that just seventy miles down the coast in Durban the wind was SW 70 knots

the land with a double reefed mainsail only. We made it, as did all the little group of five yachts that were spread out around us.

In Durban we were not so lucky and one afternoon, out of a suddenly dark and menacing sky, 80 knots plus arrived and blew for forty five minutes. Roofs came off, the Royal Natal Marina was partially destroyed and many trees were down. By some miracle no yachts were actually lost although minor damage was common and one 'super yacht' moored against the quay was so damaged that she spent more than two months in the Naval dockyard in Simon's Town.

In Simon's Town we were lent a modern Toyota Landcruiser equipped for rough terrain use. 'Take in Namibia' the owner said. We were off, and three plus weeks and seven thousand km later we were back with a whole stack of memories filed away.

As I type this looking out over the brown marshes and the Keyhaven River the blurred outline of the Isle of Wight is just visible through the rain across the white gale swept Solent. Memories come flooding back: the plunging barometer with leaden skies we encountered between Christmas and Cocos, the

stunning beauty of the uninhabited Salomon atoll, the charm of La Digue and the fun of our cycle ride around this Seychelles' Islet. The picturesque local sailing boats coming into the sleepy, almost but not quite squalid port of Helville with their vegetables and fruit to sell. The awful thought that one was going to lose one's home as chaos raged in Durban, the dunes and deserts of Namibia, the quiet bower where Napoleon was originally buried, the awful heat and lack of wind on our last passage, these and many many more will be forever with me. In Tobago a hard working but quite fabulously unforgettable year had come to an end. Technically we have now circumnavigated as we had visited this town on our outbound voyage.

Nordlys is resting ashore in Grenada and will shortly be readied for a season of Antilles pottering and the four thousand mile trip to Lymington via the Azores. God willing we will sail into Lymington some time in August next year. If any of you are in or near the Club please come and see the old lady. She is in great shape and so far is looking after her sometimes wayward crew very well.

David and Annette Ridout



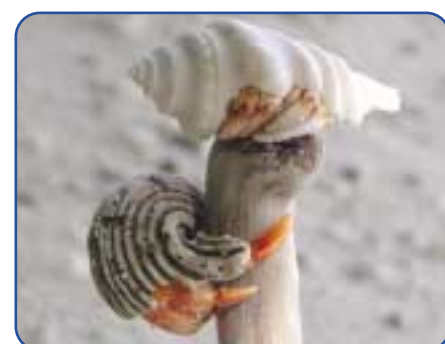
...two weeks with no or very light winds from astern



Cocos sharks



We were in NE 30 with five knots of Agulhas current under us



Hermit crabs



Waitrose in Africa

Pictured are some 20 or so RLYm members who gathered at the new Firefly Hotel in Bequia on 10th December to celebrate the 60th birthday of Annette Ridout (sitting). Annette and husband David have spent the last seven years sailing round the world in their Swan 47 *Nordlys*.



Early Learning Cruise

It was April 1st, perhaps not the most auspicious date to set off on our first passage aboard a new

boat. We were about to leave for Dartmouth en route to Bristol where we now live and where our daughter would be married less than four weeks' later. The idea was to deliver the boat to a spot near our home on the harbour so that we would be well placed to head off immediately after the wedding to spend a season in Scotland. In retrospect, with the pressure of needing to get to Bristol quickly, the problems of an unfamiliar boat and our limited experience, we were setting ourselves an interesting challenge.

We had recently 'swapped' our first boat for *Red Panda*, a 10 year old Najad 391, to give us more space for living aboard. After a winter searching for the boat we wanted we had settled on this one on the Hamble. Bought in February '08, we had just enough time to get her ready before the April departure deadline. The test sail and the 13 miles to Lymington the previous day were the only sailing we had done in her before heading off.

The forecast sounded reasonable as we left the Club pontoon at 6am but we didn't bargain on the big swell we hit just past the Needles. The wind was on the nose throughout the 13 hour crossing to Dartmouth, resulting in rough motoring, a very seasick first mate and the first of several leaks.

Our second day started well with a warming breakfast at café Alf Resco (thoroughly recommended) and we even managed a little sailing during the nine hour passage to Fowey. Unfortunately we discovered leaks around several portholes,

soaking the cushions in the main cabin. At least I wasn't sick again! In fact I didn't have any more sickness problems.

Day 3 was a nine hour passage to Newlyn. We had been looking forward to our first rounding of the Lizard but fog put paid to that. We discovered that the earlier leaks through the mast electrics caused the HT to the radar to spark alarmingly, but we rounded the Lizard safely in the fog using a combination of a new AIS-equipped chart plotter, our signal horn and periodic engine stops. After 2½ anxious hours, the fog lifted in time for us to see St Michael's Mount and slide into a spot in Newlyn harbour alongside some friendly fishing boats.



Red Panda at Newlyn after a nine hour passage

Our next destination was Padstow and we motored round Lands End in still, cold and damp conditions. Getting in over the ominously named Doom Bar at Padstow was

straightforward, but we missed the channel to the harbour (tight against the W bank of the river) heading instead for the pool. Only a stern call from the harbour master saved us from grounding ignominiously on the way in.

Day 5 involved a change of plan: a long sail to Swansea, as it was too rough for us to overnight at anchor off Lundy. The evening before had involved a heated discussion about whether we should be moving on, as the met office forecast had included a small craft warning and the fishermen next to us said they were staying put. We didn't have many days in hand in our schedule and after checking in the harbour office and reading a much more benign internet forecast, skip decided we should go for it. The first mate didn't entirely agree but the skipper had

the last word. We needed to leave at 6.45 am, just before the tidal gate closed and to cross the Bar with favourable tide. As soon as we got out of sheltered waters we were straight into strong northerly winds and rough seas. We should have turned back, but by then the harbour gate had closed until the next tide and conditions were not great for an all-day wait in the river. The skipper had calculated that we would make Swansea before nightfall in the prevailing northerlies, on port tack all the way, with a bit of help from the engine to get us around the headlands on our lee. It was a lovely sunny day, despite the strong wind and big seas and progress was good until I had a turn at the helm while the skipper made a necessary call below. Whilst concentrating hard on steering close to the wind, I failed to see a fishing pot in time and we ploughed straight into it. The newly installed rope cutter proved its worth as the engine slowed but then picked up again as the prop seemed to free itself from the line. Our sigh of relief however quickly turned to dismay as the engine died on us not long after. We sailed for a while until anxiety about clearing the next headland made us try the iron topsail again. It sprang into life only



...over the Doom Bar and into Padstow

to fail again after 20 minutes. This pattern repeated itself until our chances of reaching Swansea before dark and the tide change were becoming compromised. We called the coastguard to warn them that we might need help at some stage and were asked check in every half hour. As darkness arrived and we were still in stop-



a great berth on Mermaid Quay in Cardiff Bay

start mode with the engine, it looked like we would miss the last opening of the Swansea barrage. It wasn't until a change of shift that a coastguard offered us some helpful suggestions for an alternative strategy. By this time we had been at sea for over fifteen hours and the proposal was to find a buoy off the Mumbles lifeboat station in the dark. Just as we were considering that, we were told that the barrage would stay open, provided we weren't more than another half an hour. Hearts in mouths and with the engine finally behaving itself, we finally entered the barrage in pitch blackness. The skipper had thick salt encrusted round his eyes from a long day at the helm (the autopilot not able to keep so close hauled) and then had to suffer an earful from a tired and disaffected mate who laid into him for his decision to leave Padstow in the first place

We spent the next two days in Swansea Marina, which is a delightfully friendly place with very reasonable rates for work. We had the boat lifted (under £40!) to check the prop as we still thought that the engine problems were due to ropes wrapped round the shaft. Although you could see some marks, it was clear of any obstruction. A cheerful guy did a temporary job on the porthole seals and we power tested the engine, which showed no signs of dying.

We left for Cardiff on April 8th and after some initial hail and cloud enjoyed a cool but sunny day avoiding mudbanks along the rather dull south Wales coastline. We were motoring again because of lack of wind and the engine seemed fine. The only tricky bit was the Cardiff barrage and its tortuous approach in the strong cross tide. It was at this point the engine chose

to cut out again and we were swept sideways out of the channel and into the mud. We were aground briefly but managed to restart the engine and make a dash for the entrance. Cardiff's barrage is a serious piece of engineering and it was quite daunting watching the water thunder into the lock as we inched slowly upwards. The reward for the hairy approach was a great berth on Mermaid Quay in Cardiff Bay, right opposite the new Welsh Assembly building and with the restaurants of the regenerated docks area to hand. The next morning skip finally worked out that the engine problems were nothing to do with the rope we caught, but must have been fuel related. Changing the primary filter confirmed this. Later our son, a student in Cardiff, joined us for brunch and cast off our ropes as we left just after midday.

Our last day had us negotiating the seriously muddy and debris-strewn waters of the Bristol Channel, sailing past Steepholm and Flatholm in hazy sunshine.

Our plan was to arrive at the Avon entrance a little after low tide, to get the flood up-river and enter the first lock-in at Bristol whilst it was still light. This called for some precise timing, as we needed a reasonable depth to cope with the vague charting of Avon depths. We almost got it right, but ended up stemming the tide off the river entrance for half an hour. The entrance is pretty difficult, as the 2-3 knot tide instantly shifts through 90 degrees between the Severn and the Avon. We snuck into the river and had just enough depth for the 7 miles up to the city. Keeping to the deep water was a challenge as the river twisted and turned (we



under Brunel's suspension bridge and into the docks

touched bottom maybe once or twice, but only lightly), but we were at last under Brunel's suspension bridge and into the docks ready for the first lock-in on the evening tide. The lock operation was very smooth and we were into the floating harbour motoring past our house in the dying light. Moored up a few hundred meters from home, we broke open the champagne and finally relaxed.

We learned a lot from these first 435 miles of our 2,300 mile 2008 cruise which took in the Western Isles, some of Ireland, and the Scillies.

1. We should have been more enquiring about the state of the boat we bought. It was in fantastic condition, with only 2,600 miles and 220 engine hours logged despite being 10 years old. That should have told us it had never been stressed and put us on the look-out for the leaks that have dogged us all year.

2. We had intermittent problems with the heating before we left the Hamble. The fact that they were fuel related should have alerted us to fuel problems with the engine. Instead we assumed that we still had a wrap around the prop, and it was hard to shake that conviction. We eventually got the fuel "polished" in Bristol and removed even more water and black gunk.

3. We should have been much more cautious over the weather at Padstow. This was more critical given the lack of safety ports in the Bristol channel – Swansea was the only serious option that did not involve sailing into the night. We weren't in any real danger, even with an unreliable engine, but we could have avoided an unpleasant situation by not choosing to believe the more optimistic of two conflicting forecasts.

4. The Bristol Channel and River Avon provide some challenges and interesting destinations (locks and city centre mooring can be fun!), but we'd need a serious reason to want to do it ever again.

David and Lindsay Inwood

Woodlark on the Thames



Roger, Merle and Sukey on the Thames

There comes a turning point in one's boating life when the feeling of 'been there, done that, got the pilot book, and endured enough rough seas' overtakes the need to do some more. So - what is next? Having done some 30,000 miles as skipper of my own boat and deliberately down-sized in anticipation of the diesel price rise, the question needed to be answered. After some thought we hit on the idea of a Thames cruise. It has smooth water, dog walks and frequent pubs. Better still, we could use the boat as an entertainment

A Thames cruise for Woodlark, smooth water, dog walks and frequent pubs.



centre to catch up with our friends from the ten years we lived in Battersea.

With the unreliable weather in mind, we decided to send Woodlark, a Sea Saga 26, by road to Chertsey (Penton Hook Marina), where Sukey the Cairn terrier established her authority over the boat and from where we set off to Eton to visit the Rolls Royce Enthusiast's Club rally, and were surprised to see the MTB 102 (from her east coast base) there as well. The Battle of Britain memorial flight passed overhead.

Our next stop was Hampton Court, then on to Twickenham, where we tied up to a somewhat haphazard collection of jetties, sharing our mooring with the Ham House ferry. We walked Sukey in the grounds of Marble Hill House, stopping for coffee at the converted Marble Hill coach house which has been opened as a cafe in memory of Suzy Lamplugh and her mother, Diana.

In Chelsea Harbour we were joined by Peter and Jennifer Cutmore, who were looking for somewhere to eat their sandwiches before going to the theatre - small world!

Not wanting to go too far down the tideway, we then turned round and went upstream to Richmond, and a little further on at Kingston we tied up outside John Lewis to

do some shopping. There our Royal Lyminster burgee was spotted from the coffee shop by Derek and Janet Sheffer!

The river north of Chertsey is lined with many attractive houses with their gardens dipping down to the river, often with a classic Thames launch moored ready for a sunny afternoon's outing. We soon mastered the locks - a doddle after the ones on the Seine!



We met up with friends who now live on a 10ft wide, 60ft long narrow boat

Just outside Chertsey we met up with friends who have sold up house, car, etc. and now live on a 10 ft wide, 60 ft long narrow boat, beautifully appointed, with granite kitchen, woodburning stove and a large lounge - just like a proper house. They suggested that, as we had broken the shear pin in the bowthruster while in Chelsea Harbour, we should run the boat aground to inspect the bowthruster tunnel to see if there was anything jammed in it. A resident from the other side of the river immediately

jumped into his boat to see if he could be of assistance, as to all appearances we had made a serious navigational error! Wherever we were on the river we met with courtesy, charm and helpfulness. My friend says the Thames is a linear village - does this mean they are all lying down?!

After Chertsey we stopped at Windsor, mooring under the bridge, then on to Henley and into Thames and Kennet marina at Reading. In Mapledurham lock the flow was very strong, caused by heavy rainfall which flooded Oxford and came down the river and was eventually to prevent us from going further upstream.

Mooring up at The Swan at Pangbourne



Mooring up at The Swan at Pangbourne was tricky to say the least.



In Chelsea Harbour we were joined by Peter and Jennifer Cutmore

was tricky to say the least. At Beale Park where there was a Traditional and Wooden Boat Show Woodlark had a choice of moorings, as we were the only visitors to arrive by water because of the floods - our fame went with us over the whole event! At the show we saw beautifully finished traditional wooden boats, a radio-controlled Thames barge sailing on the lake, and a 16ft model of a Polaris submarine with a dog on board.

We were intending to continue upstream and got as far as Goring, but the floods here were such that at the moorings we could just see the tops of the bollards about 12 inches under fast-flowing, murky water. The few

boats that were there looked as if they were holding on to water.

From our river bank mooring at Cookham we had the best take-away Chinese meal carried across the fields from Cookham village. Continuing downstream at Henley, where preparations were being made for the regatta, we found ourselves directed down the middle of the rowing course! On to Windsor, via Cliveden, where we moored for lunch on Sloe Grove Island, then to our last mooring at Runnymede before returning to Penton Hook and Lymington.

There are some idyllic spots to moor on the river and endless variety to be enjoyed. Navigation consists of a map (road map useful, too), a pair of dividers and a tidetable. We had five weeks cruising on 81 miles of the 124 miles available to us (Thames Barrier to Oxford). We used 75.2 litres of diesel, which equates to 1.88 lph. The weather was good, and we entertained 53 people on board, using 36 litres of wine. And yes, we'll be doing it again in 2009.

**Roger and Merle
Cruttenden-Woodhams**

At Beale Park ...a 16ft model of a Polaris submarine with a dog aboard



Round Britain Power Boat Race

Fast and Fun



June 2008 saw the start of the Round Britain Powerboat Race 2008, a nine day, 1,600 mile race around Britain considered to be the Everest of Powerboat Races.

I was fortunate to be given the opportunity to drive a fantastic 10 metre Scorpion RIB with navigator Miranda Knowles. We were the first and only all girl team to ever have completed this epic race, which has only been run twice before, once in the 60's and once in the 80's.

We had terrific sponsors.

Dubois Naval Architects were our main sponsor and we are extremely grateful to them for their huge financial support. Scorpion RIBs generously lent us their flagship 10m RIB, the Sting and gave us full engineering support both before the race and on our way around Britain. Adrian Hamilton of Duncan Hamilton & Co gave us full shore based support and organised all land logistics. They provided a car, driver and sports masseuse to follow us around Britain and to assist us at each port.

Funds for charity

We raised more than £20,000 for the charity CLIC Sargent, which exists to support families which have a child suffering from cancer. It provides counselling, care, holidays and much more in sad and difficult times.

Lessons learned

- Always wear a dry suit
- Don't let shopping get in the way of a briefing
- Employ a masseuse
- Use a drinking tube when driving a Rib

- Radio interviewers get up early
- Following seas are bad news
- We hate bumps

Sarah Fraser

After the race Sarah said...

"It was an incredible experience and an opportunity of a lifetime. Am I hooked on powerboat racing? Hhhmmm, I think I will stick with Scow racing, at least until the bruises go."



Sarah's log can be found on the Club's website. Here are some of her pictures and a few notes about the trip to give a taste for the fuller, action packed story



Bangor to Oban

A very dramatic start as both fleets set off together. Flatish seas so full pelt at 52 knots. Great to be in the running with some of the big boys and up to Mull of Kintyre we were alongside Neil McGrigor and Tony Jenvey. Even overtook them at one point!!!



52kn up Loch Ness

Our first experience of rain hitting our faces at 52 knots was not a pleasant one. We didn't get to Inverness until 7pm so were tired, cold, hungry and fed up. Both very ratty by the end of the day and in need of a good night's sleep!

Lay day in Inverness with CLIC Sargent

At last, a lie-in, well, at least until 8.00 am. The highlight of our day was taking out some very inspiring children from CLIC Sargent. None had been on a racing powerboat before, and we took them off for a spin in the basin in Inverness. They were amazing and one girl, 8 year old Sarah had undergone surgery only 2 days ago - what a plucky child. A very humbling experience for Miranda and I who have 7 children between us.



Inverness to Edinburgh



Miranda and I started to take a more competitive approach to the race. We checked the forecast, tides and wave heights and decided we were really going to go for it today. Despite yet another 5.30 am start, we were well prepared. Our tactic to stay in close to

the coast, out of the tide and in the lee of the land really paid off and we managed to maintain 50 knots most of the way to Edinburgh (210 miles!). We were dead chuffed to have finished the race in 4 hours 3 minutes and well ahead of several of our direct competitors.



a scary competitor

Newcastle to Lowestoff

What a cracking day! We had a good start with clear water and we stayed in close to the land pretty much the whole way to Lowestoff to keep

out of the chop. Boats that took a straight line hit 3 metre waves and found it tough going. We in contrast probably did an additional 15 miles but maintained a good speed of 50 to 52 knots all the way apart from going across the Wash which was lumpy. A really interesting coastline and amazing wind farms out at sea and dotted along the coast. We were dead chuffed to have finished the race in 4 hours 3 minutes and well ahead of several of our direct competitors.



We were greeted in Gun Wharf Quay by our families and friends and huge cheers from the crowds. It looked as though we were 8th boat in which was amazing. Pushing hard really paid off. Lots of balloons, champagne and kisses all round. Interviews with BBC, Meridian and lots of radio interviews. We were probably talking complete gobbledegook we were on such a high.

Sarah and Mirand flat out up the Irish Sea



Front Cover

One special Wednesday Junior Sailing afternoon our triumphant Olympians joined in with the sailing, chatted to the children and signed autographs prior to the Olympian Vin d'Honneur.
See pages two through six for the full story.



The Royal Lyminster Yacht Club acknowledges with thanks sponsorship from Garmin which supports Pottership and other Club activities.
See page 41 for details.



PotterShip

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Your Pottership Magazine

Firstly thank you very much to all authors, photographers, advisors and proof readers who have contributed to this magazine and special thanks to Marilyn Holmes for her professional proof reading and generous support. 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 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 files sizes of at least 5 meg to support a quarter page picture and twice that 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, thanks.

Judy Ruffell Editor