



# *PotterShip*



## **The Royal Lymington Yacht Club in 2010**



PotterShip is the magazine of the Royal Lymington Yacht Club

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**Front cover**

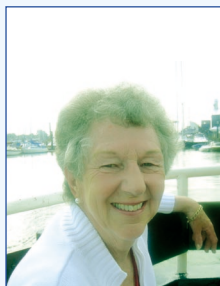
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## ***Your Pottership Magazine***



Firstly, as ever, I would like to thank all of our contributors whose articles and photographs fill this magazine – especially the contributors that I don't have to nag! There is one more big thank you, to my husband, who has been working on the Archives for two years and has done a fantastic job. Well worth a peruse on a wet afternoon.

We do have a truly amazing Club but it is you, the Members, through your exploits, sailing achievements and especially your volunteering that makes the Club what it is.

Please do send me news of anything you consider would be of interest to our Members that I haven't heard about!

We do need interesting, high resolution, photographs; so, please set your camera to medium or high resolution (we need file sizes of at least 7 meg to support a quarter page picture and 15 meg for a half page picture) and send me your pictures as JPEG files via the email or on disc but please do not embed them in Word files, down-size, retouch or enhance them, thanks.

***JUDY RUFFELL EDITOR***



## FROM THE COMMODORE

**A**s I pen this watching the last of the leaves spiralling down from the trees, I reflect on the end of the prime sailing season and the delights of winter on the water. For those of us who keep our boats in the water locally throughout the winter there are numerous days for a gentle outing in that marvellous watery winter sun. So more good boating to those that can.

The Club has enjoyed a very successful year. One of my highlights was our invitation to attend the Palace to celebrate the 60th birthday of the Princess Royal, our Patron. Our team comprised our Secretary, Members, our Head Chef of 40 years service, office staff and myself together with our wives; a very special and enjoyable occasion.

On the water, many of our Members have won prestigious events; as a Club, we have been privileged to host regattas, national championships, the Oxford and Cambridge team event as well as other club's meets. You can read more of this in the sailing report from Rear Commodore Sailing. We are blessed with a superb racing area both in the Solent and in Christchurch Bay, where the winds are more reliable and classic up and down courses may easily be set, and of course the Dan Bran pontoon makes it easier for visitors.

Our cruisers as usual have been very active with a host of rallies. A number of Members chartered boats in Croatia and joined up with those who keep their boats there for the Croatia meet in September.

Our junior section is thriving – we have over 100 Oppie sailors – and some 6400 children hours have been enjoyed by local children in our Wednesday Junior Sailing programme. Again our thanks are due to Lymington Yacht Haven for their generous support of this activity, which makes so much more possible.

Financially the year has turned out well and I am happy to say that the balance sheet is strong. The restaurant and bar have achieved their targets, which are basically modest as our primary aim is to provide a good facility for Members. Members and visiting yachtsmen from other clubs can get good food at a reasonable price seven days a week. The recently refurbished bar with its superb views across the salt marshes to the Solent continues to be a great place to meet friends over a pint and put the world to rights.

We plan to continue our investment in our balcony by opening up the access from the library, which will involve the removal of the somewhat unattractive existing stairs and replacing them with a more modern and less space consuming spiral staircase. Folding doors will provide access to the balcony and the view across the Solent. We believe this will improve our use of the balcony and open up the library for special events.

As you read these pages you will be struck by the volume and variety of activities that have taken place. This requires not only dedicated staff but also vast numbers of volunteers. Our thanks are due to each and every one of them. I know they enjoy doing it (at least most of the time!) so let no-one be shy to come forward. For newer Members there isn't a better way to meet people and get involved with your Club.

Looking forward I foresee another year of high activity both on the water and socially. I am confident the Club will retain its friendly and welcoming ambience for Members and visitors alike.



**ROD PERRY**



# CLUB AND CRUISING

**The Jack in the Basket Trophy awarded to the outstanding sailor of the year under 30: winner Nick Thompson**



Nick Thompson started sailing on the Salterns Lake when he was 5 years old and was instantly hooked on dinghy racing. He progressed through our Club's Optimist fleet and was soon successfully competing at National & International level.

In 1999 he won Optimist European Championships in Athens. He is still the only British sailor to have ever achieved this. He was also chosen as 1999 Young Sailor of the Year – the same year that Ben Ainslie was named Sailor of The Year!

Nick moved into the Laser Radial and in 2002 he won the Youth European Championships in Austria. He was soon big enough to move into the Olympic Laser and in 2004 he won the Gold Medal at the ISAF Youth World Championships in Poland.

Since graduating from University in 2007 Nick has established himself as a world class competitor in the senior Laser fleet.

In 2009 he dominated the ISAF World Cup series of International regattas and went on to win Bronze at World Championships

This season he was on course to win the World Cup series again until he was trapped in the USA by the volcanic ash cloud and missed a key regatta.

But he capped off another excellent

season by winning the Silver Medal at the Laser World Championship

We wish Nick well in his challenge to win selection for the 2012 Olympic Games.

**The Jubilee Challenge Trophy is for the member who has achieved the most outstanding offshore performance: winners Chris Rustom and Steve Homeswood**

Many members will have noticed Chris Rustom working away on his yacht *Ding Dong* on the Club pontoon (there were a number of complaints received about him taking up the space!) In fact Chris and Steve Homeswood were preparing her for the Two Handed Round Britain & Ireland Race ( see article on page 34) In early June 56 yachts left Plymouth on this 1800 mile race with four 48 hour compulsory stopovers in Kinsale, Barra, Lerwick & Lowestoft.

After a quick 33 hour passage across the Irish Sea, Chris and Steve were well placed in 2nd in Class 1 & 4th overall. They consolidated their position on the leg up to Barra and with *Ding Dong* enjoying the severe weather up to the Shetlands they had moved into first place in Class and 2nd overall by the time they got to Lerwick.



At Lowestoft they were 1st overall and it really looked as if they could win the overall prize, but light winds in the English Channel on the final leg to Plymouth slowed their

progress. They won Class 1, a terrific achievement, but were pipped to the post for the overall prize by smaller boats carrying more wind to the finish.

The Club was very well represented in this race with Roger Barber, Mary Falk and John Corden all completing the course and achieving excellent results.

**The Highlander Trophy for contribution to IRC racing at the Club: winner Peter Scholfield**



The Highlander Trophy was presented to the Club by the sadly missed Mac MacDougal to recognise the member who made the most significant contribution to IRC racing.

Peter Scholfield and his yacht *Zarafa* are the strongest possible supporters of IRC racing in the Western Solent. If you see a race taking place you can be sure that *Zarafa* is racing and is probably at the front of the fleet! Peter really is an 'ever present' at our Club and a great ambassador for us on the IRC circuit.

Peter also won the Club Potter Ship race this year. Incidentally It was good to see our 'flagship race' back in good health with an excellent 64 Club yachts competing. This was the largest entry for many years.

Peter has also been helping our excellent race teams this year notably supporting Jenny Wilson, when we hosted the Customs



# AWARD WINNERS

& Excise regatta, which was a rare opportunity for the Club to take a significant sum of money away from the Revenue.

**The Commodore's Cup presented annually for the most outstanding achievements and help to the Club by any Member:**  
**winner: Judy Ruffell**

The Commodore started by saying that it was a special pleasure to award the Cup to a very special person, a Member since 1976.

At the age of 6 Judy was helping in the race office of her local yacht club. Aged 9 she was crewing for her father in a Firefly. She was on the support committee for the original Royal Lyminster Cup match racing from 1980 until the early '90s and served on the McNamara Bowl Committee, also racing in the event. She raced in Contessa 32s for ten years and was Class Secretary.

The Commodore said she was a very worthy winner of the Commodore's Cup because she does so much for the Club. She has served on the House and General Committee. She drives a RIB for WJS.

Most importantly she is the editor of PotterShip. This is our flagship publication and besides going to all Members is sent to other yacht clubs and organisations. It is a superb magazine and makes a clear statement of the Club's commitment to excellence in all that we do.



**The Cruising awards were presented at the Annual Cruising Dinner at which Mike Golding was the guest speaker.**

### **John and Angie Bailey Trophy**

This trophy is awarded for lifetime achievement; winner Mike Pocock.

### **Cadiz Cup**

The Cadiz Cup is presented for the best log of a cruise of any length: winners John and Sally Priestley for their cruise around the Western Mediterranean in *XII Bar Blues*.

### **Quains Cup**

This cup is awarded for for the best log of a cruise under sail of less than one month: winner Richard Shaw for his cruise of the Danish Archipelago in his Cornish Shrimper *Gamba*.

### **Senior Brownlow Cup**

The Senior Brownlow Cup is for the log of outstanding merit not awarded one of the above trophies: winner : Jonathan Hutchinson for his cruise from Lyminster to Orford and back, upwind all the way.

### **XII Bar Blues Trophy**

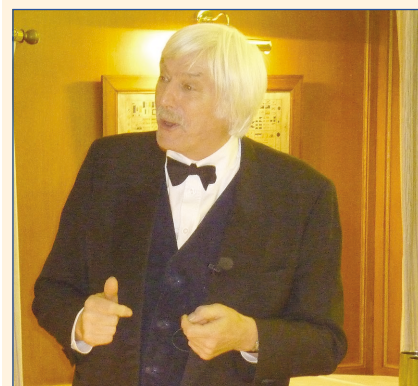
The best cruising blog of the year is awarded the XII Bar Blues Trophy: winners: Geoff and Marilyn Holmes for their Celtic Sea cruise in *Mainframe*.

### **Seamanship Trophy**

This trophy is awarded for a feat of seamanship or navigation by a Club Member: winner: Allan Collison for his single handed passage from the West Indies to La Corunna via the Azores following his 2008 ARC Passage.

Thanks to everyone who submitted a log. It would be good to have plenty of entries this year's.

## TOM CUNLIFFE GUEST SPEAKER AT ANNUAL DINNER



The Members at the Annual Dinner were treated to some truly memorable tales of the sea by the guest speaker, Tom Cunliffe, yachtsman, journalist and 'a man with salt in his veins'.

Tom commenced by reminding everyone of the proverb 'he that would go to sea for pleasure would go to hell for a pastime'. His first voyage to sea, from Liverpool to the Hamble in a Brixham trawler, had everyone following his journey down the west coast. They were becalmed off Portland, suffered major engine failure and the final leg of the voyage up the Hamble to Deacons yard ended with the boat going aground just before the road bridge. He writes and lectures about the sea and is also a yachtmaster examiner, which led to a tale about a candidate who proudly sailed Tom in his boat from Cowes to a harbour five miles west of the required destination and the boat ended up firmly stuck on the mud. Tom finished a hilarious evening with the mishaps of a commercial vessel attempting to enter harbour, which included difficulties with the anchor, a near miss with a swing bridge and a tug sinking!

# RACING ROUNDUP

from Chris Neve

I am pleased to report that entries were up on last year in all our main Club events: Spring Series, Monday night dinghies, Thursday night keelboats and the Pottership, which is very encouraging as numbers are down generally around the Solent clubs. We have had a great year's racing and this included hosting the RS Elite and Nordic Folkboat Nationals as well as the Varsity team racing. Club Members again this year had some fantastic results at events around the country (literally, in some cases) both inshore and offshore, as you can see from the Roll of Honour. I would like to offer my congratulations to everyone.

What started off as a quick ten minute phone call to RCS Dick Dawson at the Royal SolentYC about changing the names of two buoys became a six month marathon. The result was three new racing charts, one for each side of the Solent for the dinghies and a keelboat chart for the whole area. This is the first time all three Western Solent clubs have had the same charts, so hopefully no more confusion about buoy names and their positions! We plan to have a yearly meeting to update the charts.

Over the years our racing documents had been changed and modified so much that they did not really follow the suggested format in the Racing Rules of Sailing. This also had the practical effect that a Club Member going from the Spring Series to Monday night dinghies to Thursday night keelboats had to master three completely different sets of instructions. I asked John Doerr, the international umpire and judge and (very luckily) a Club Member, who has officiated at many Olympics and America's Cups, to help us produce new documents as part of a working group. We have produced a new Notice of Race and Sailing Instructions for all our events. The race officer uses a standard template and by deleting the unwanted items is able to produce a set of documents which has proved to make life for them and the racing competitor much easier. We plan to meet yearly to review them and we would welcome feedback from racing Members.

After years of declining numbers in the Pottership race, we decided to change the race from the former fixed course to an average laps format. In the past, many boats have not been able to finish within the time limit so this is a way for everyone to have a fair chance of winning. We had the biggest entry since 2004 and the bar afterwards was humming with both racers and cruisers making very positive comments.

For next year we are planning a Summer Regatta and Ball on Saturday 23rd and 24th July. There will be one race on Saturday afternoon, a black-tie ball on Saturday evening and one race on Sunday morning. The racing will follow the Thursday night format with the same classes that everyone enjoys so much. We hope this format will prove popular as people have been asking for such an event. I would like to encourage all our Thursday night racers to take part.

Finally, on behalf of all the racing Members I would like to thank all the volunteers who have given their time and energy so tirelessly to ensure that we all have a great time on the water and ashore. The RLYM would not be such a great Club and put on such great racing if it wasn't for our volunteers. I would urge any Member who would like to volunteer to get involved as it is such a rewarding pastime in itself and they would be sure of a great welcome.

## ROLL OF HONOUR 2010

1st J Cup J92 *Just in Time*  
Andy Robert & Steve Etheridge

1st RTI IRC Team Trophy Group 3  
*Nordic Bear* Brian Appleyard  
*Sundowner* Jolyon Hutchinson  
*White Mischief* Andy Hind

1st RTI ISCRS Division 7A *Vigilant*  
William Norris

1st RTI Overall ISCRS Group 6 & Division 6A *Picknel* Jeremy & Max Vines

1st RTI IRC Division 3A *Jacobite*  
Stephen James

1st RTI Folkboat *Crackerjack*  
Stuart & Caroline Watson

1st RTI Conrad Ritblat ICAP *Leopard*  
Mike Slade

1st RTI Observer Trophy ICAP *Leopard*  
Mike Slade

1st RTI Shepherds Trophy IRC Chartered  
Surveyors Yacht *Sundowner*  
Jolyon Hutchinson

1st RTI Champagne Mumm Challenge  
Cup *Nordic Bear* Brian Appleyard

1st RTI Gold Roman Bowl & JPMAM Salver  
*Nordic Bear* Brian Appleyard

1st IRC Nationals Class 2 *No Chance*  
Chris & Hannah Neve

1st RB&I Race IRC Cass 2 *Elixir*  
Roger Barber & Flic Gabbay

1st RB&I Race IRC Class 1 *Ding Dong*  
Chris Rustom & Steve Homewood

1st Lymington River SCOW Nationals  
(singlehanded) David Hayles

1st Nordic Folkboat Nationals *Crackerjack*  
Stuart Watson & Matthew Jones

1st RS Elite Nationals *Kandoo III*  
Crauford McKeon

1st Cowes Week Dragons *Ecstatic*  
Eric Williams

1st Cowes Week RS Elite *E'tu*  
Steve Powell

1st J92 National Championships  
*Just in Time* Steve Etheridge

1st International Cadet National  
Championships Andrew Smith

1st Firefly National Championships  
Ben & Jenny Vines

1st 420 National Championships  
Sparks & Ben Gratton

1st Laser Standard National  
Championships Greg Carey

2nd Laser World Championships  
Nick Thompson

## ANNUAL PRIZE GIVING

Held on October 16 the evening was divided into 2 sections with a prize-giving at 6.30pm in the bar with the younger winners accepting their prizes from the Commodore's wife, Sue Perry as well as other prize-winners who couldn't attend the dinner. A record number of people, 174, then sat down for a delicious 3 course meal before the prize-giving. Rod Perry, the Commodore was given a small window of opportunity to say a few words between the starter and the main in which he thanked the organizers of the event, namely Jenny Wilson and her team and also his 'wonderful' Rear Commodore Sailing Phil Lawrence. Rod also praised all the prize-winners for their success and he set the tone for the evening with a couple of very funny jokes, which cannot be repeated here!

Nick Ryley again acted as the roving compere, moving from table to table and inviting the prize-winners to accept their trophies from Sue Perry and her posse of helpers. This enabled the prize giving to move along at a cracking pace and then everyone was able to get down to the more serious business of drinking and strutting their stuff on the dance floor.



**The annual team racing match between Oxford and Cambridge Universities in 3-man keelboats for the Yule-Oldam Trophy came, for its 98th year, to the RLymYC on 1st-3rd July**

The team racing teams from each university, who normally race at the top level of the sport in Firefly dinghies, come together at the end of each season for a final needle match at an away venue in local boats. After a day of practice and two days of close and exciting team racing, which has been described as 'chess on water', this year's Open event was won 4-2 by Cambridge and the Ladies' event was won 4-0 by Oxford. The sailors loved the close and tactical racing in the Club's new class of RS Elites, some loaned by Members. This year's event was masterminded by Oxford's John Platts-Mills and the Club's Secretary Kevin Podger, whose son Matthew won with Oxford at Itchenor last year. Kevin was delighted with the

support from Fullers and Wight Vodka, whose products were enjoyed to the full by the sailors, followed by a swim in the sea water baths and football on the green (won by Oxford). After a welcome at the final dinner from the Commodore, Rod Perry, the Cambridge Captain, Felix Danczak, thanked the Race Officer Michael White and all the volunteers, whereupon the magnificent trophy, some glasses and more vodka, were presented by Sue Perry to the winning teams.

**RICHARD THOMPSON**



The competitors in the Thursday evening keelboat racing on the 17th June were puzzled to see two lines of code flags displayed at the poles on the south west corner of the platform. This was not a signal Nelson would have recognized but was to celebrate the 90th birthday of a very special lady.

Annie Littlejohn was instrumental in getting the Thursday Keelboats series started many years ago and the Thursday Race Team had arranged for her to come on the water to watch the racing.

But there was no way that Annie could just be a spectator after so many years of running races. She took charge of *We're Here*, the Club's committee boat, at the pin end of the start line and then was driven at high speed up to the windward mark to check all was well. A lovely evening racing with a light and dying breeze meant that *We're Here* was dispatched to the leeward mark to finish two of the classes.

Is this another record for the Club, the oldest race officer on the water on her 90th birthday?

**ANNE BRUNSKILL**



When we won our class and a bottle of Taittinger champagne at the Royal Solent Yacht Club in August 2009 we knew we were racing for the last time on a very special boat: *No Doubt*, a Beneteau 34.7. Part exchange and delivery of our new boat *No Chance*, a Beneteau First 35, was due in December 2009 and we couldn't wait for the new challenge. We had a couple of problems with *No Doubt*, the main one being a slightly underweight keel and a too-small rudder making the boat almost impossible downwind in more than 20 knots - hardly a big blow. We were certainly not going to miss doing so many Chinese gybes!

In January and February we went out training with the crew and we all came back with smiling faces and a job list of 56 things-to-do. *No Chance* proved to be very fast and stable in almost all conditions and we were very pleased.

We decided to see how far we could take *No Chance* in this, her first season, and

expressed an interest with the RYA to compete in the RORC-organized Rolex Commodore's Cup in the small boat class for GBR. We had already competed twice before in this regatta, once in 1996 for the Channel Islands and again in 2006 for the GBR Red Team. The Rolex Commodore's Cup is a mainly amateur event with national 3-boat teams racing over 8 days with a 24-36 hour long offshore, a Round the Island race and then a series of short round the cans and windward-leeward type courses on the other days. The skippers of each of the three boats in the winning team overall wins a Rolex watch, as does the winning team skippers on Rolex Day, so prizes worth competing for! The RYA arranged for the trialling boats to take part in a series of events from Easter to May.

Our first competitive race was on Good Friday 2010, as part of the RORC's Easter Challenge event; going round the first mark first as a mid rated boat felt fantastic and the rest of the weekend also went very well. In the end we were beaten by Peter Scholfield

on *Zarafa*, a long standing and very successful RLymYC racer, and it was a fantastic start to our campaign.

Three weekends of trials followed with two comprising windward-leewards and another being the de Guingand Bowl, a 24 hour race set as part of the RORC's main series. Two members of our crew, one being Jasmine Husband, a Club Member, had never raced off-shore at night and they were eagerly anticipating it. In the end they enjoyed it and really hoped we would be selected for the main event.

In May 2010 it was announced that *No Chance* would compete as the small boat for GBR White, with *Alice*, a Farr 45, and *La Reponse*, a First 40, as the large and mid boats respectively. Ten teams in total would compete: four from France, three from GBR and one each from Ireland, Hong Kong and South Africa.

As our warm up event we took part in RORC's IRC Nationals at Cowes with three days of windward-leewards. The sun shone,



we had good steady breezes and we won our class with a race to spare. Coming second overall and the Jackdaw trophy was just icing on the cake.

After a splendid drinks reception on the lawn at the RYS, the first two days of racing consisted of two windward leeward courses on each day. Conditions were good for us and we had a third in class in the first race; we were very pleased. Conditions then became a little tougher with a 9th in the second race and two 9ths on the second day confirming that this was going to be a very tough week.

The offshore was billed as a 24-36 hour flexi-course with RORC being able to shorten or lengthen the course dependent on the weather conditions. The weather was kind, which was just as well with a 60 mile beat from Owers buoy to Poole Fairway overnight against the tide. Hoisting the kite at Poole and running back round the back of the Island as the sun rose was a definite highpoint, although missing every tidal gate

at every turning mark was a little energy-sapping! We did 27.5 hours in the end, back to the Pier View in Cowes, and then an early night was had by all.

The next day was a round the cans and then the following day was an RTI Race. We had a great start off the Squadron line but with wind against tide by the time we got to SW Shingles, our turning mark, the waves had built to at least 3 m and we were looking forward to the helter-skelter run down the back of the island. Lady Luck however thought differently and the wind died off and backed to leave us on a two sail reach to St Catherine's.

Another two days of round the cans Cowes Week-type courses followed and the final prize-giving meant that the whole event was over by 7 pm on Saturday 21st August, with the Irish team finally winning the trophy that they had coveted for so long.

So how would I summarise the week? Undoubtedly, the Rolex Commodore's Cup is a challenging event for both boats and

crews, as it should be now that the Admiral's Cup is no more. As a crew on *No Chance* we did exceptionally well to remain cohesive and focused, unaccustomed as we were to poor results, and I am glad that we all remained friends despite the pressure. I would like to take this opportunity to thank the crew personally for all their various contributions to the campaign: Nick and Charlie Hatfield, Jasmine and Poppy Husband and Phil Lawrence who are all Club Members, then the last two crew, Claire Walsh and James Charsley. We were very proud of the fact that other Club Members, Roger and Jenny Wilson, played a prominent role on the race committee and yet more Club Members manning *Golden Haven* as a RORC mark laying boat, proof if it was needed that our Club volunteers are of a very high calibre and can be asked to do such prestigious events. Asked if we would do the event again I would have to answer using a possible new boat name, 'No Way', but then I did say that in 2006 as well!

**HANNAH NEVE**

**O**n Wednesday 7th July 2010, an intrepid race team set off from the Royal Lymington under the leadership of Roger Wilson, the venue - Largs SC, the event - the men's and women's Laser Radial World Championships. Some went by air, while others chose to drive to Scotland with the team's sailing gear and luggage. Excitement mounted as the team successfully congregated, and baggage was handed over, at Inverclyde, the Scottish National Sports Centre, where the team was to be billeted.

We soon felt at home, with a basement bar at our disposal, chips on every menu, and black pudding for breakfast, staple fodder for any up and coming race team! Now we really know what goes into producing an elite Scottish athlete!

Largs is a wonderful sailing club, with panoramic views over the Clyde to Great Cumbrae. Regrettably the coaches decided that all racing needed to be well away from

the club to negate any influence of land on the breeze. This necessitated quite a long sail into the middle of the Clyde for both the race team and competitors, where the depth was often well over 100 metres. On at least one occasion, the pin-end boat had to pay out 250 metres of anchor line to get the



start line square. The lack of an electric windlass meant that both chips and black pudding were soon just a memory, and no longer on the waist!

The team helped to register over 200 sailors from some 40 nationalities, and for the ladies this championship was an

Olympic qualifier, so pressure was on the race teams. Naturally, the weather gods decided not to co-operate, with glassy seas on some days while the team spotted seals, harbour porpoise and cats paws, while on other days there were gale force winds with gusts in excess of 45 knots. Most unhelpful.

Nevertheless, the race team eventually managed to get in a series of races; positions were established, results published, winners announced and prizes awarded to World Champions.

A final dinner with all the race teams and officials at Inverclyde saw the ritual stabbing of the haggis and a superb rendition of Robbie Burns, followed with some highland dancing. A memorable evening for all.

Clearly the team enjoyed itself, and most were able to repeat the performance at the men's Laser World Championships at Hayling Island a few weeks later!

**CHRIS BALDWICK**

# CORNISH SHRIMPERS VISIT THE ISLE OF BUTE



*At the beginning of June thirty-four Cornish Shrimpers and their crews set out from all parts of Britain and from Holland, Germany and Italy to meet on Bute.*

Shrimpers *Tarrock* 479 and *Gamba* 218 began their almost 500 mile tow northwards from the RLYMJC, taking two days to reach the rendezvous on Saturday 12 June. As we left Lymington the weather was sunny and warm. *Tarrock* behaved beautifully as she trundled up the motorways from Cadnam to Glasgow. Lorries and cars became fewer and fewer the further north we went. We rested overnight outside Kendal. In the morning Shap Fell looked like a challenge but *Tarrock* took the incline in her stride and the scenery was stunning. We anticipated seeing other Shrimpers on the road and soon we had a convoy of four but we became separated again.

We approached Glasgow with trepidation. What if we took a wrong turn and had to negotiate *Tarrock* through the centre of the city? All was well and we were transported over the city on an excellent dual carriage way and soon found our way to Kip Marina. Inverkip is situated on the southern bank of the Clyde about 40 miles west of Glasgow.

*Gamba's* skipper had made arrangements for a mass Shrimper lift in. We have never seen so many boats craned in so quickly and efficiently. No sooner had we put our masts up then we were on the water. The staff could not have been more friendly and helpful. We were issued with our Scottish courtesy flag, given a chart and told to sail for two and half hours, turn right at the lighthouse and do not enter the harbour until you see the red lights turn to green. My mate is colour blind but that is another story!

### Based on Rothesay Isle of Bute

Our base for the week was the port of Rothesay, on the Isle of Bute. Negotiating a new harbour for the first time is always exciting and this one was interesting. The only real hazard was the very large car ferry which transports everything from the mainland to Bute. Once in the outer harbour we had to wait for more red lights to turn green, the footbridge was raised and in we went. Half the inner harbour had been set aside for the Shrimper fleet. We were situated right in the centre of the town. Facilities were new but we were encouraged to visit the beautifully restored Victorian lavatories.

Rothesay is a former Victorian holiday town. The Glaswegians used to escape from the city, sail down the Clyde on the paddle steamers and holiday on Bute. There are many lovely Victorian villas around the bay, some sadly run down but the town seems to be reviving after some years in the doldrums.

The Shrimpers made an impressive sight as we sallied forth each day. The man operating the footbridge will have had a very quiet time since we left!

We featured in the local newspaper and many an old Scottish seadog would wander down for a nautical natter.

Some Shrimper crews opted for staying in an apartment (in case of terrible weather) but the majority slept aboard. In fact we had the most perfect June weather, warm sun, light winds and long days.

Each morning we attended the 9am Briefing and options for the day were discussed. We made interesting visits to bays and harbours around the island. One day we sailed to Kerrycroy and went ashore to visit Mount Stuart, the Marquis of Bute's Victorian Gothic mansion. It was so hot that day that it was a relief to be inside the marble halls!



Kerryscroy anchorage



Caladh anchorage



Rafted up at Caladh

After a beach barbecue at Kerryscroy the Italian Shrimper's crew were presented with the award for navigation, having towed *Nordica* 660 miles from Milan across France and missed their Channel crossing, arriving late on Bute and having to return home after only four days on the island. We had a special sail back to Rothesay that evening at 10.30pm with the sun setting behind the mountains and the sound of bagpipes in the distance.

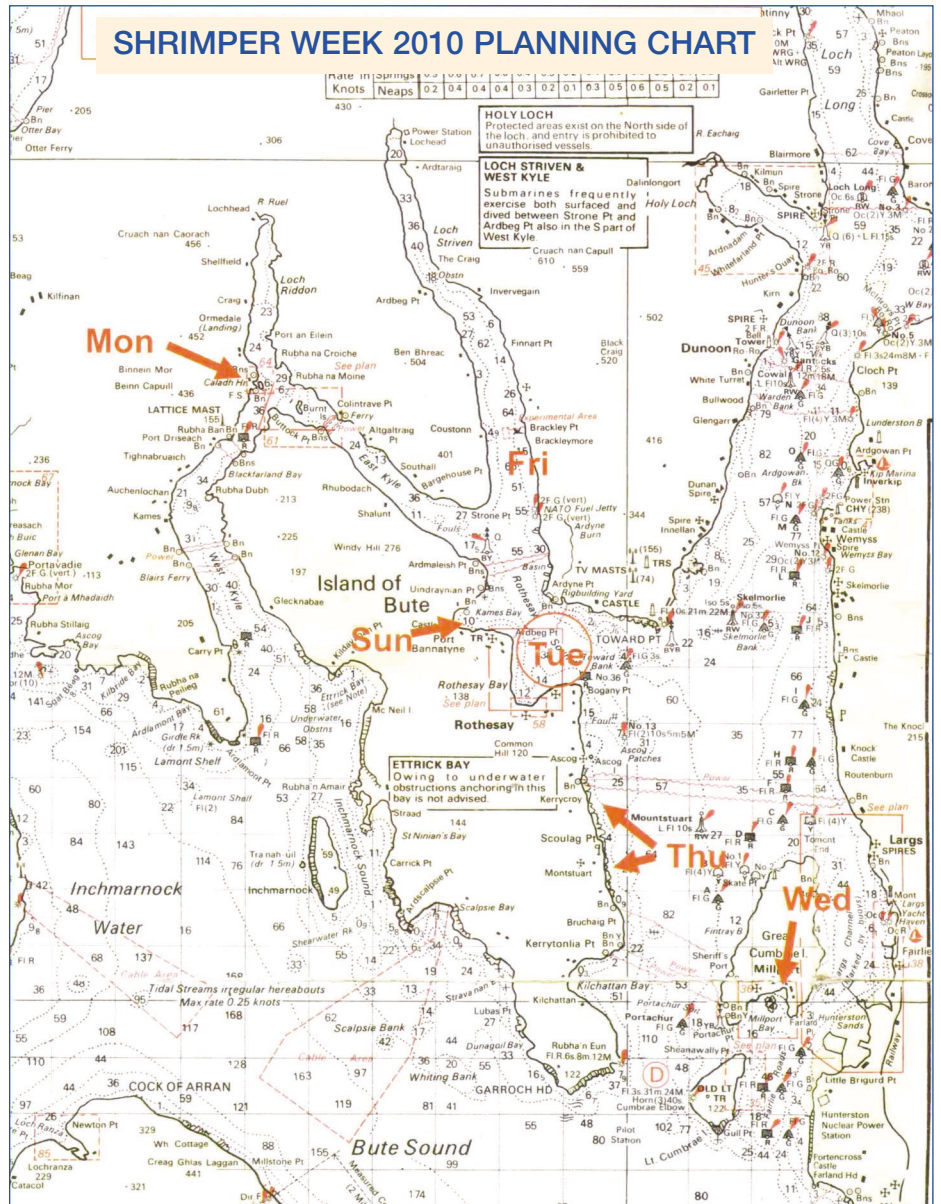
Another day some of the fit and intrepid Shrimper crews chose to sail to the island of Great Cumbraie, leap onto bicycles and ride around the island! I'm afraid that we opted for the local bus round Bute and found ourselves in what appeared to be the ghostly village of Kilchattan. We are not sure where everyone was, even the hotel was deserted although the lights were on and the music was playing! No food there then but we did find a lovely country pub at Kingarth.

We made another memorable voyage to pretty Port Bannatyne. The Russian Restaurant had been highly recommended. Sadly the owner had decided not to open that day! Life is a bit like that on Bute.

One day was set aside for racing. Eleven Shrimpers participated in frustratingly light winds. Some competitors are pretty keen, you can tell by the glint in their eyes!

Our most memorable visit of the week would be to the most beautiful anchorage at Caladh. A sail up the East Kyle, another right turn at a very tiny lighthouse and snuggle in behind a small rocky rhododendron covered island glowing pink in the evening light.

Here we barbecued ashore and stayed overnight. Even the midges were friendly and the water was so calm and clear that we could see our anchors.



On our last evening we had dinner at a grand hotel overlooking the bay. Prizes were presented for the racing event, with a special trophy given to a Shrimper from Holland. She had been trailed and sailed singlehanded by a delightful elderly Dutchman. Shrimpers cater for all ages and at the other end of the scale George, the young son of our organiser, received an

award for ferrying crews ashore at various locations. Speeches of thanks were made to those who had arranged the weather and such a lovely week of cruising.

We will certainly be returning to discover more of this beautiful cruising area but next year I think the Shrimpers are going Dutch!

**DAVID AND CAROLYN HOWDEN**



Tarrock moored at Caladh



Little lighthouse at Caladh



Returning to Rothesay



## **NORDIC BEAR TAKES THE GOLD ROMAN BOWL**

**A friend rang and congratulated us. 'It looks like you have won'. Then the press office rang! The Gold Roman Bowl is magnificent. Shame you can't take it home!**

### **A bit of luck, not all of it good.**

We bought *Nordic Bear*, a 2003 Folkboat with an IRC rating, in 2006. She had the full fit out: teak deck, and interior lining, cocktail cabinet etc. We live in Cambridgeshire and unlike most of the fleet we regularly sleep on her. We have cutlery, crockery and glasses in the cupboards, food and drink in the locker, a big battery and a stove. She is not a stripped out plastic box.

We live so far away that going for a sail is a bit of an expedition; my Thursday night racing is done on a Wednesday at Grafham Water where I have a Flying 15.

Our first Round the Island under IRC in 2007 shocked us with a fifth overall, not a huge amount behind the winner.

2008 was a very windy race. I had sail damage getting to the start and one crew member I had never met before. Downwind we were slow but a respectable 15th.

2009, with better sails, more practice with a regular crew and a slice of luck bought us a 2nd. Another shock.

What did 2010 hold? In the week before the race a similar result to the previous one looked unlikely. My crew Bruce Hill and Tim Hemsley had not been able to sail with me at all in the spring season, I had an issue stepping the mast and had lost last year's settings. The only races I had done had been in very light conditions with unknown crew and although she seemed to point well, the speed did not seem to be there. Finally they were forecasting a light Northerly, which could not possibly help small boats - could it?

### **I had a deep cut that bled profusely**

A bit of planning came back to haunt me. I booked a scrub at the Club for Friday at 14.00 (we need high water), but that meant a foul tide to get to Cowes that afternoon. The preparations had not gone without incident either. Whilst waiting for the scrub I thought I would put some Vaseline on the jib luff poppers. My old sailing knife had a nice point that would get in the small hole. I worked up the jib and stood up to do some higher ones. I had a foot on the knife lanyard. The knife pulled through my fingers, or should I say

pulled through my finger. I had a deep cut on the end of my finger that bled profusely. I probably should have had a couple of stitches in it but frankly had too much to do. With help from the Club staff we managed to get a couple of plasters on it and it stopped bleeding. But it was tender.

Tim came down to help sort things out in the afternoon. We went out for a half hour sail just to make sure it was all working and tweaked the rig a bit. Bruce had to work in London Friday. We concluded we would stay in Lymington and go up very early for the 06.00 start time, making a horribly early start and perhaps a long motor up if the wind had dropped, some in foul tide. Bruce arrived at about 19.30. We had a meal and a drink at the Club, rolling out at about 22.00 suitably refreshed to walk back to the boat where the three of us were planning to get a little sleep. We could not help noticing a clear night with a nice breeze, and the tide was going to Cowes! Let's go now! We will be there by 12.30 and we will pick up a buoy or something in the Medina.

We hurriedly rigged the boat, fitted the nav lights and were away. Under sail, we had not gone five minutes past the race platform and the visibility dropped, wind stiffened to about a five on the nose and it started to rain and then rain harder. It was horrid, wet and cold. We screamed up past the chain ferry under full sail at about 01.00. We found a gap in a pontoon and moored, knowing it was unlikely to be needed before 05.00, dropped everything where it was and crashed into sleeping bags.

On waking at about 04.30 I became aware of an outboard alongside and peeped through the slot we have for a window. A harbourmaster dory was nosing up. He must have taken pity on us, seeing the wet mass in the cockpit and knowing we would be away soon. He left us alone.

### **We made a tremendous start**

The race itself was pretty hectic. We got to the line a bit late and by the time we had the motor stowed we were not where we planned to be and had less than 15 minutes. We made a tremendous start with our own bit of water. We had the kite up and pulling inside 30 seconds of the gun and did not

seem to suffer much from blanketing, but we were very much in the front row. We did not see any of the class 3 boats we were expecting competition from until we got round the Needles. We gambled on staying in fairly close to the cliffs knowing there would be little wind there, and we were right. There was about 10 minutes of a puff here and a puff there with nothing in between. During this time at least three similarly handicapped boats got past us. From there it was a case of push for every ounce of speed. There were some massive gusts rolling down off the island near St Cats, from where we squeezed for height.

The cut on the finger opened up and I still have the bloodstains in the cockpit. I would recommend every sailboat first aid kit include Steristrips. We pushed in very shallow at Ryde using aground boats as a guide to the depth.



**We did not see any of the class 3 boats we were expecting competition from until we got round the Needles**

For the first time we did not touch! The fetch to the line was fast and we finished confident that we had beaten all the class 3 boats we had seen, but not a clue about the ones we had not. Surely the bigger boats out in clear air must have been charging farther offshore.

We squeezed into East Cowes marina and started tidying up and got some food and liquid in us. We had probably crossed the line 30 minutes earlier when a friend rang and congratulated us. 'It looks like you have won'. Surely there are other boats to finish? Hang on, we were in the last start and were almost the slowest boat and we've been in half an hour. Just maybe! Then the press office rang! The Gold Roman Bowl is magnificent. Shame you can't take it home!

**BRIAN APPLEYARD**

## A MEMORABLE DAY



HRH Princess Anne celebrated her 60th birthday in grand style on July 1 with a garden party at Buckingham Palace by kind permission of the Queen. Representatives of the many organisations with which she is associated were invited, probably some 3000 people including a party of ten from the Club. The palace is built around an inner courtyard and you pass through the second part to reach the gardens. These are lovely, mostly natural trees and shrubs with a lake and the inevitable summer house. I would guess you are looking at about 40 acres or maybe more. Guests were free to stroll around the gardens. There were three bands playing in different areas and tea was served from a number of marquees. Could this be the last bastion of the cucumber sandwich? HRH herself walked down a long line of people waiting to meet her, accompanied by Vice Admiral Tim Lawrence. As far as I can recollect she wore some sort of greengage colour outfit with a hat and looked very relaxed and smart. The Club contingent had a memorable day and it was a great privilege to celebrate the occasion in such magnificent surroundings.

**ROD PERRY COMMODORE**

# DOUBLE HANDED TO THE FAROES



**The crew for the outward leg to the Faroes was my older daughter, Caroline, and myself. She had been a member of my trans-Atlantic crew ten years previously (aged nineteen) and has done a serious amount of offshore racing since then.**

We had for some time been planning a two-handed passage of more than 1,000 nM (in effect using the Ocean Cruising Club minimum qualifying distance as a baseline).

When asked 'Why the Faroes?', my wife Celia's habitual response was 'Don't ask me. I think he's bonkers, but there you go'.

To quote from the RCC Pilotage Foundation Pilot covering the Faroes: 'Wherever you sail in these waters, you will find real solitude, history, magnificent scenery, pulsating wildlife, friendly people and interesting – and sometimes testing – sailing'. I couldn't agree more.

We spent Saturday night on board and were ready in all respects after breakfast the following morning. Caroline's personal log reads 'Excited. Nervous. Dying to get on with it.' We were just getting ready to leave when our next door neighbour made a mess of his exit from the adjacent berth and put

his yacht broadside across *Oestara's* stern, taking sizeable lumps of gelcoat out of the sugarscoop in the process. We managed to shove him off, but it was an unsettling moment just at the point when we needed maximum focus and concentration.

Round to the diesel pontoon for a top-up, waved goodbye to the shore party and then off down the Beaulieu River at 11:35. Caroline's prize possession, her Mount Gay Rum baseball cap, blew off just outside the river entrance and she positively insisted that we did an impromptu MOB drill to recover it. Off down the Solent, motor sailing in a stiff southwesterly in order to take maximum advantage of the ebb tide past Hurst Castle (where the shore party had gone to take some more photos). Conditions were very lumpy that afternoon and evening and we decided to forego supper as a result of not feeling too well. In the end we went without a hot meal for three nights and it wasn't until Tuesday morning that either of us could face any proper food

Caroline had devised a watch system which was basically three hours on and three hours off. The variation to this was a joint watch in the morning between 08:00 and 11:00 and another joint watch in the afternoon between 17:00 and 20:00. The joint morning watch enabled us to have breakfast together, share the satphone call to Celia and to plan our weather tactics etc. The joint evening watch again enabled us to eat together and to ensure, as far as possible, that the yacht was set up for the night – in reality there was only one occasion where we had to put in an unscheduled second reef in the early hours one morning. Turned out to be a good decision as the yacht was beginning to dig in and we lost hardly any boat speed by taking this action. Three hours on and three hours off is by definition tiring, but then so is two handed sailing.

**When asked 'Why the Faroes?'  
Celia's habitual response was '  
Don't ask me. I think he's bonkers,  
but there you go'.**

Our daily plan was to note the yacht's position at 08:00 and to call Celia at 08:30 with our updated position, to report progress

and to get an updated weather forecast for the following two days. For this we used a satphone which more than proved its worth. Having access to clear, concise forecasts along our intended course, Celia had also organised a series of daily presents for us to open, the first being a laminated picture of all the family which we duly put up in the cockpit.

## **Bit of a gritty start to Tuesday**

My personal log reads 'Bit of a gritty start to Tuesday with wind veering northwesterly and increasing to 25 kn true'. Caroline's log reads 'The rain set in (on Monday night) soon after Land's End and continued until 6.30am this morning when we burst out of the back of the low to clear blue skies'. It was incredible to be able to turn and look at the blackness behind me. Half an hour later though, the wind picked up and swung big time. At this stage we were trying to steer a direct course from west of the Isles of Scilly across to Mizen Head in the SW of Ireland. No such luck. We banged in one reef and then a second as conditions deteriorated. Another meal-free evening, at which point we were both feeling very tired and lacking in energy. Wednesday morning found us just S of Crookhaven in SW Ireland with the wind mainly westerly, but then the long forecast high over Ireland appeared and things changed very much for the better. On Wednesday evening we heated up a frozen fish pie for supper as we were both feeling a lot stronger and much more in the mood for some solid food.

During the course of the evening a very decent SE wind started to pick up and it blew a steady 15-25 kt from then on, quite a tricky quartering sea which was particularly difficult to read during the hours of darkness. We started to make serious progress, SOG of 8 or 9 kn being regularly achieved on a truly amazing sail some 80-100 nM west of the Irish coast, designed to keep us well away from all the inshore traffic and the local fishing fleets. This also kept us in reasonably deep water with longer waves than we would have encountered closer inshore. On Thursday it all went light again with winds mainly from the E. Thursday night was another boisterous one. Had to haul myself

out of my bunk at 01:30 to help bang in the second reef as the yacht was beginning to feel overpowered. It needs two people wearing head torches and concentrating hard to get things in the correct order to get a second reef in at night. The autohelm is borderline useless in heavy quartering seas.

**'You can tell we're pretty far North because it didn't really get dark last night and it's bloody freezing!'**

By Friday morning we had cracked on to a position some 120 nM west of the north end of the Isle of Jura. Caroline's log reads 'The days, nights and watches now seem to be blurring into one big haze. ....helm, check route, sleep, helm, check route, sleep'. We celebrated with a full English breakfast which was no mean achievement in those conditions. I spoke to Celia who confirmed that the forecast was still pretty positive, only to discover that she was in shorts and we were still wrapped up in full foul weather gear (as we had been since we left).

The daily presents keep coming. Caroline got a nifty little tube of hand cream and I got a packet of fruit gums. Caroline seemed to think that these were for sharing – I wasn't so sure!

Saturday morning dawned bright and clear. Caroline's log reads 'You can tell we're pretty far North because a) it didn't really get dark last night and b) it's bloody freezing!'. We

were now due west of the Butt of Lewis.

The wind changed and went very light, so we started motorsailing in order not to get caught out by the forecast change to northerly winds. I spoke to Celia who kindly agreed to call the harbourmaster at Tvoroyri to alert him to our arrival on Sunday. Care was going to be needed on the approach as mist and fog can appear suddenly. At 08:00 on Sunday morning we had just 40 nM to go to reach our destination. Caroline's last log entry reads 'I don't really want it to be over in a way, but I am definitely looking forward to a shower!'

What a great landfall as we sighted Cape Akraberg on the southern tip of the island of Suderoy. The cloud base was down to about 100 metres but the visibility at sea level was more than adequate. Sailing into the fjord in the early afternoon we were greeted by the sound of silence. No engines of any sort – the only noise that we could hear came from the sheep bleating in the fields on either side. Very peaceful.

We contacted the harbour master on Ch16 and he came to welcome us in to the fishing harbour and guide us into a berth. Whilst there were no facilities (water, electricity etc) there was also no charge for staying there. After the harbour master came the customs officer – Faroes being non-EU we had to clear customs at a designated entry point. We were moored up opposite a small building



**Lots of low cloud which defeated us when it came to walking across the island**

where people were going in and out of during the day (this was Sunday). It wasn't until the following day that we realised it was the local pub (and indeed the only one in the town). When we arrived, we were simply too knackered to notice! The weather started to turn surly – cold, wet and windy. Lots of low cloud which defeated us when it came to walking across the island.

#### **What we were drinking weighed in at about £6 a pint**

Nonetheless, we shared a great sense of achievement at having done the passage two up in just three hours over seven days. We celebrated over a couple of beers in the pub. Anyone who thinks that drinking alcohol in a Nordic country is expensive is absolutely right – a back of an envelope calculation revealed that what we were drinking weighed in at about £6 a pint.

We sat it out on Tuesday because of the weather (cold, windy and wet) and took the opportunity to fill up with diesel for which we had to pay cash. The local ATMs were refusing to recognise foreign debit cards, so I had to use a credit card to withdraw the cash. We moved the short distance north to Torshavn on Wednesday, arriving at 16:00. The local tidal stream atlases make the tidal calcs look fairly forbidding but in reality tides did not pose too much of a problem. However, care is needed to get one's timings right (a bit like the care needed round the Channel Islands) and one would imagine that wind over tide could be pretty exhilarating, to put it mildly! We moored up alongside the main quay in the town near the shops and cafés and well away from the main commercial harbour and ferry terminal. Found the local fish and chip shop (high on Caroline's must do list). Job done!

#### **We contacted the harbour master on Ch16 and he came to welcome us in to the fishing harbour and guide us into a berth. There were no facilities..... also no charge for staying there.**



# YOUTH AND FA



**James Marsh won the Joules Trophy for the best helm**

## WHAT A WEEK

Personally I blame it on St Swithin, but atrocious weather apart I would like to thank you all for enabling all our young (and not so young) sailors to have such an enjoyable week on the water. In 2010, with about 150 children involved, the support from volunteers was at least 1:1.

At the Prizegiving the Commodore gave a speech expressing sincere thanks to everyone involved including our sponsors – Lymington Yacht Haven, Henri Lloyd and Joules Clothing, whose support had made a significant difference to the event. He said that without the help of our dedicated volunteers who come back year after year this regatta just wouldn't happen – many of them take a week off work for the event! Thanks must go first to our excellent team of race officers and committee boat teams. As PRO Jenny Wilson did an outstanding job, as

*Thank Havens our latest Scow*



ever. Racing would also be impossible without mark layers, committee boats and recorders – once again we had an A team.

There was a lively social programme as ever with BBQs and a paella evening, so thank you to everyone who made these social evenings such fun, parents who brought pudding and salads, barbecuing dads and granddads and of course our organisers, Nicky, Linda and the Harrison family.

The reputation of Youth and Family Week in the sailing world is an enviable one. Each year it just gets bigger and better, and continues to offer the best value anywhere for a week's worth of fun and enjoyable sailing for children of all ages.

Several of you told the Commodore about your own fond memories of what used to be called Junior Regatta, and how delighted you are that your own children are now enjoying a similar experience. This is exactly why we run this event and why all our volunteers put

*a very windy regatta*



*shiver my timbers .....beware the black spot*



their heart and soul into the regatta. It's one of the best opportunities this Club has to celebrate and nurture the love of sailing and competing amongst the young sailors who are our future.

**AMANDA DINGWALL**

## FROM THE COMPETITORS

At the beginning of the week we were very excited, although we didn't know what to expect, as it was our first Family Week. The weather was a little unkind as we had gale force winds and rain. This was more than compensated for by the warm, welcoming volunteers that had put time and hard work into the week to make sure that all the children had a good time. Despite the bad weather we had a fabulous week and would like to thank everybody that made the week happen. We made lots of friends and can't wait to come back next year.

**SOPHIE(11) AND SAMANTHA DAVEY(9)**

## MOTHER SHIPS

Perhaps like most new Members, particularly those of us whose main home is far from Lymington, for my first few years we frequented the bar and restaurant facilities. Excellent though they are, and amply accompanied by friendly nods and smiles from the staff and other Members as they begin to recognise us, there remained a



# MILY WEEK 2010

feeling of being outside looking in.

The Youth and Family Week Regatta offered the opportunity for me to take the plunge and get involved. We were to be in Lymington for most of August and the urgent request for mother ships seemed to be the ideal opportunity for *Island Lady*, a Channel Island 32, and her skipper to participate. Having never before taken on any similar duties the offer was made with a touch of anxiety but the warm and swift responses to the offer of assistance boded well for the initiation.

Although uncertain as to exactly what to expect, I guess I had some sort of idea that I would generally be swinging at anchor in the comparative warmth of *Island Lady's* saloon with a hot drink, getting better acquainted with my crew member, watching the racing and occasionally offering shelter and facilities to one or two of the youngsters who were in need. The reality was very different!

On day one, when we were faced with the strongest winds of the week, I found myself accompanying the Optimist fleet out to Oxye with 14 young and excited sailors aboard. We dropped anchor and waited for the safety fleet to collect them.

The conditions were worsening and attempts to get the Oppie fleet sailing were eventually abandoned. RIB after RIB appeared alongside *Island Lady* depositing more young sailors to our care. We weighed anchor for

the safety of the Club pontoon. Despite no sailing, the youngsters were still excited and happy with their experience, contentedly munching away on the ship's provisions of chocolates and biscuits, when not exploring every inch of *Island Lady*!

Day two saw us moving the Optimist fleet to the Salterns where for most of the day I stood chest high in water, grateful for the waders borrowed from an anonymous donor but who regrettably enjoys a shoe size a little smaller than mine! My roles varied from refloating boats that came ashore on the island; using my own sailing experience to offer a few words of guidance about sail set and dagger boards; and acting as a 'movable mark' to assist in giving some of the more 'adventurous' sailors a sense of direction!

Although destined for Salterns on day three, I was reallocated to the Terra fleet as a RIB crew member to cover for an absentee. We were in fact a tow boat and mother ship rather than a safety boat and as I ate my sandwiches at anchor in Oxye, in the lightest of winds and the heaviest of rain, I reflected back on my expectations of being in the comparative warmth and comfort of *Island Lady's* saloon. The good company of my skipper and fellow crew member were more than enough to compensate for the adverse conditions and we had another good day on the water.

The final two days of the regatta were

**ready steady Oppie - lets go for it**



**pirate Ed ... and below the Tera tow**



**Nick Rogers armed and dangerous**



more in line with my expectations and each day I was back at the helm of *Island Lady*, anchoring in Oxeby or just outside the Lymington River as the need dictated. We provided hot chocolate, goodies and 'facilities' for both sailors and fellow helpers alike. For reasons I can hardly recall, *Island Lady* is equipped with a very large Jolly Roger which she was proud to fly on the pirate themed day, with her skipper and crew resplendent in their pirate hats, much to the amusement of the passing ferry passengers!

Reflecting on the week at the Friday night helpers' supper, I was a little taken aback by just how many people I had met during the course of the regatta whose names I now



each year Youth+Family Week just gets bigger and better

knew and, even more surprisingly, who seemed to know my name! The repartee

and camaraderie that emerges between folk who have shared a common purpose was very evident.

So my first experience of 'getting involved' was extremely rewarding. I got at least as much out of the week as I put in and probably more. It was great fun and I met, rather than just nodded to, many really nice folk who had hitherto just been faces to me. As Lymington is our second home I will not be able to participate in a huge number of events, but having finally started on the path to becoming a real Club Member I shall be keenly looking at future Club events with my diary in my hand!

NEIL MORRIS

### MEMORIES OF JUNIOR REGATTA..... 40 YEARS ON from SARAH FRASER AND PENNY MELVILLE

Watching the Scows careering around in the Solent with children enjoying themselves brings back the memories of our own Junior Regatta. We sailed in Mirror Dinghies from Lymington and were joined by Cadets from Keyhaven under the control of Brigadier Hope in *Tubthumper*. We raced in the Lakes, Pylewell and Oxeby. All the racing started and ended from the Yacht Club pontoon and was through the lakes - no triangles and sausages. Picnics at Hurst. Cash prizes for everyone! All run by Colonel Jardine, Annie Littlejohn and Eileen Caulcutt. We were always covered in mud pushing the boats off the marshes. Few safety boats - Dorys not RIBs. No wetsuits, but heavy old oilskins. Wetsuits were a sophisticated luxury. Welly boots, woolly hats and woolly jumpers. Exchanging soggy £1 notes for sweets - lemon bonbons and boiled sweets. Regularly having to anchor to wait for a tow. HUGE lifejackets, no gloves, old stopwatches, no suncream, no sunglasses. The chef, Brookie, made wonderful birthday cakes for children during the regatta, enjoyed by all. Always sunny - no memories of rain! Regatta disco and 'first kisses' on the roof of the Club up the rickety ladder from the old starting box on the balcony. The highlight of the sailing was the camping weekend at Newtown Creek. Parents on motherships, children in tents ashore. Major Gossage, in charge of the latrine, with reluctant helpers! Rowing races, treasure hunts, stone skipping competitions, playing 'kick the can', huge bonfires and general mischief. All tents, food, sleeping bags etc. taken over on motherships. We smuggled supplies of cider, Richard Howard supplying cigarettes! Smuggled wireless radio to listen to Radio Caroline and Radio Luxembourg. Collecting gull's eggs and samphire. Lymington week included other fun activities including rowing races, greasy pole, fireworks. Great excitement one year when the fireworks barge caught fire and all the fireworks went off at once producing the best firework display ever! Families involved - Manns, Gossages, Bells, Bassetts, Chichesters, Howards, Johnsons, Creigh-Osbornes, Chorleys, Pitt-Pitts, Heathcotes, Rogers, Lindsells, Youngs, David King in *Golden Yum Yum*. Much remains the same, presumably we were supervised but it never felt like it. Huge fun and great memories.



# CHAMPION OF CHAMPIONS RACE

The Club was dressed overall on Saturday 16th October to celebrate the successes of the Club's Members in the racing series over the year.

The day started early with the allocation of XOD boats for the annual Champion of Champions race series. The top helmsman from each class of racing at the Club was invited to compete for the title of Champion of Champions. Ten helms lined up representing Classes 1, 2, 3 and 4, the Nordic Folkboats, RS Elites, XODs, Scows, Fast and Medium dinghies. The helm was joined in his allocated XOD by one of his regular crew and the owner of the XOD to make up the 3 man crew. To make it fairer for the other helms, the XOD helm was not one of the Jardines or Rory Paton!

Race officer Stuart Jardine set a windward-leeward course in Pylewell lake, a part of the Solent that some of the IRC helms had never visited before as the XOD only draws 2ft 6in! The first race started promptly at 9.43 with X170 helmed by Chris Neve, the Class 1 helm stealing a march on the whole fleet with a port-hand flyer and crossing the whole fleet on port. In fact many of the boats were very late on the line; it emerged later that most thought it was a 5,4,1 sequence not 3,2,1, go, so it just shows that not even the best always read the sailing instructions! With such a



The race was sailed in XODs over a windward/leeward course set in Pylewell Lake

great start, and only a 35 minute long course, X170 won Race 1 with a good lead over X57, helmed by William Norris, the XOD helm and X117, helmed by Andy Ash-Vie, representing the fast dinghies was third.

The start line for Race 2 was a lot more crowded, with many more boats near the line. In fact X117 with Andy Ash-Vie, and X34 with Tim Knight, of the Medium Dinghies were on the course side at the gun. Only Tim went back so Andy Ash-Vie scuppered his chances of becoming overall champion, there being no discards. X161, helmed by David Hayles representing the RS Elites, caused X170 to miss the pin and gybe round to make the line, which meant that X57 with William Norris had a clear lane to the top mark with Jane Pitt-Pitts of the Scows in X53 in second. X170 worked her way through the fleet after going round the top mark in last place, and there was a spirited fight with Stuart Watson on X56, the Nordic Folkboat helm, which X170 won, coming through to finish 3rd behind X57 of William Norris and X53 of Jane Pitt-Pitts in second.

The start of Race 3 was an altogether different one from that of race 1. Everyone was lined up on starboard on the line and it was clear that the helms were getting to grips with their boats. X117, helmed by Andy Ash-Vie, rounded the top mark first with X57 with William Norris rounding second and Jane Pitt-Pitts just behind. This order continued to the finish with X170 with Chris Neve and X34 with Tim Knight banging the corners to try and get an advantage. In the end X117 with Andy Ash-Vie was first with William Norris in X57 second and X53 with Jane Pitt-Pitts third.

The consistent results of a first and two seconds meant that William Norris representing the XODs was crowned the Champion of Champions with Chris Neve second and Jane Pitt-Pitts third. All the skippers really enjoyed the format and the close racing although they were all very conscious that they were sailing someone else's boat and they wanted to extend their appreciation to the brave XOD owners who handed over the helms to the competitors.

**HANNAH NEVE**

## Extracts from Bulletin .....does nothing change?

**1950** – *The Starting Platform must be saved from collapse.*

**1951** – *Lymington Harbour Board. The formation of this body, which is in future to control the destiny of the Lymington River, is of the greatest importance to local Yachtsmen. It remains to be seen whether, in these days of financial stringency, the improvements which have*

*been planned will be put into effect. The Club is well represented on the Board but some of our older members will watch future developments with an interest not entirely devoid of cynicism born of previous experience in the history of the River.*

**1952** – *The combined Net Profit of Bar and Catering for the past year has been £496, which compared most favourably with the*

*figure of £236 for the previous year.*

**1959** – *Your editor (wearing his Vice Commodore's hat), would like to thank all those Members who helped him in this year's instruction, in particular Tony Hibbert who did sterling work in his 'home-made' lake in The Salterns.*

**ANTHONY RUFFELL ARCHIVIST**

# THE ENGLISH RAID



**O**n Saturday evening, 31 July, the Club was captured by the English Raid – open boats, foreign raiders, local collaborators, the barge *Alice*, music, drink, food, prizes. It was nearly the end of a 60-odd mile tour of the West Solent over four days, involving 40 boats and 100 people. The boats are the sort that don't fit into most racing dinghy fleets, and aren't big or comfortable enough to be called cruisers: but they're robust and seaworthy.

It's the last Saturday evening in July and the RLymYC pontoon is packed with open boats, fiddle and guitar are playing on the terrace, the bar is buzzing with strange faces and foreign accents, and the dining room is set for 100 diners. What's going on?

It may not help to say the English Raid is in town, but many Members who have trailed small boats down to the Morbihan will know the French passion for collecting together what they call 'boats inspired by tradition' and developing the type through events.

Raiding is making a journey with other sail-and-oar boats in an excellent sailing area. Participants camp, or sleep on their boats, or stay in accommodation barges at different places each night. Anything from 20-40 boats can take part, so a Raid is much smaller, for practical reasons, than an event like the Semaine du Golfe. But it is large enough to attract a great variety of boats and people, and to require accommodation and food for

100 each day and night.

Julia and I have been 'raiding' for over a decade now. It's an activity which has led us and our friends to trail boats to the Great Glen of Scotland, the south coast of Sweden, the Venice lagoon and the Green Heart of the Netherlands, in addition to other traditional boat festivals like Brest, Douarnenez, la Semaine du Golfe, and Sea Fairhaven.

Because we organized a large group of row-sailors in Henley, we owned the largest of the open boat types, originally Montagu whalers, and subsequently a replica New Bedford whaleboat, hull moulded on location in Mattapoisett, Mass. But any seaworthy small boat can Raid, and when we discovered the Scow pottering scene at RLymYC and the Morbihan connection for many Members, we realised that there were people in the Club who had the mindset and the equipment to Raid the Solent and further afield.

So the idea of an English Raid began to grow and took shape in Autumn 2009 in the Netherlands as last year's Dorestad Raid drew to a close. Yes, our Dutch hosts said, a Raid in England would be very welcome to them. It was obviously a good idea to try one out in Europe's best sailing water – the Solent.

Planning started from that moment, at two levels. Internationally we needed to co-ordinate a date which would be supported by Raiders from all origins, and locally we needed to develop a circuit which would be practical and appealing to participants from home and abroad. Decisions taken, we booked launch-and-recovery dates with the River Warden in Keyhaven in November, found our farmer's field to park the towing rigs shortly after, and arranged our closing supper for 31 July with Mark Fishwick in January 2010.

After inviting participation from our Raiding connections by e-mail over the New Year we knew within a few days that we would have Dutch, Austrian, Russian, Italian and French participants, a strong team from the RLymYC and many more from the UK generally.

We had originally thought of a limit of 20 boats, to test the Raiding concept in the Solent and constrain the logistical task, but by

... robust and seaworthy boats that don't fit into racing dinghy fleets nor could be called cruisers...





one of the huge challenges the Raid faced!

the end of January we had over 30 well-equipped and experienced applicants who would all be very welcome, and by Easter the number reached 40, all equally interesting.

Goodbye to a fleet of 20! After 40 we put further applications on hold and only allowed them to join when someone ahead of them withdrew: the new limit of 40 boats became a target, so we were delighted when we found 38 crews gathered for the opening reception

in Keyhaven on 28 July.

We judged the RLYMYC's support was essential from the beginning, because of the resources and experience the Club could provide. Indeed Phil Lawrence, Kevin Podger, Kirsty Timmis and others provided it at the moments we needed it. The Club helped with the provision of the 6m RIB *Dragoon* for all five days, it made the Junior Sailing's Pram available for Bob Burney's entry, provided

pontoon spaces for nearly half the fleet overnight Saturday 31 July, and made the Dining Room available for an excellent prize-giving and dinner in the club-house on the last night for all the 100-odd participants.

RIB support was obviously essential with so many small boats on the water, but potentially very expensive if we had to hire on the open market. So we were delighted that, in addition to the RLYMYC's offer of *Dragoon*, John Claridge offered the Claridge/Sanders RIB, and our second accommodation boat, *Stella Anne*, provided a third.

The Raid involved a little over 60 miles of sailing and rowing over four days, from Keyhaven to Newtown Creek; Newtown to the Folly Inn; Cowes to Ashlett Creek; Ashlett to the Beaulieu River; Beaulieu to Newtown again; Newtown to Lymington (for the Raid supper); Lymington to Freshwater (via the River Yar) and finally a demanding passage back to base at Keyhaven on the Sunday afternoon ebb with 20 knots from the west.

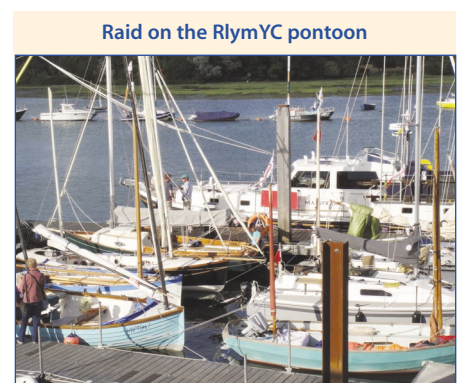
RLYMYC Members took an active part throughout, and the Scow sailors impressed particularly with their appetite for the longest distances in the smallest boats in the fleet: Chris and Jane Willard, Tom and Barbie McEwen, Jane and Jonathan Cook, Catherine and Simon Pollock, Diana Hobson (solo). John Claridge, Bob Burney and Joanna Lewis sailed Lymington prams with largely RLYMYC crews. John Batten brought his Falmouth Bass Boat. Peter Mills, Jackie Bishop, James Hoare, Julia and I provided support on shore and in RIBs. The Henley Whalers supported extensively as well.

All thanks to the people at RLYMYC who made it possible

**GEORGE AND JULIA TREVELYAN**



above: beaching at Freshwater - below: Thames barge *Alice* acting as mother ship in Keyhaven



Raid on the RLYMYC pontoon

# JUNIOR & YOUTH SAILING 2010....building on

Last year we celebrated the international success of junior Members with Tom Britz becoming the Laser European Junior Champion and Phil Sparks, with crew Ben Gratton, crowned as ISAF 420 Youth Champions. At that time, I reported the strength in depth coming through the Club's junior and youth sailors. This year, we have seen that translated into two national champions in the last 6 weeks – Andrew Smith in the Cadets and Phil Sparks in the 420s with Greg Carey (just out of Youths!), as Laser Standard National Champion and strong results by Club sailors in the Laser Radial and 4.7 classes and 420s.

The level of activity and numbers going through Wednesday Junior Sailing and participating in the Optimist flotilla are very encouraging and demand a high level of volunteer commitment to run their training programmes. The fun and breadth of sailing experience afforded these youngsters is fantastic – from learning basic seamanship skills to venturing farther afield to reciprocal clubs in Le Havre and learning essential life skills about how to keep your kit together when part of a team without parents to nag you! As Youth sailors, they can learn to drive a RIB, get their first aid and start to give back some of the learning by coaching at Club and regional level. The younger sailors love learning from the older sailors (much better than Dad or Mum!) and Nick Thompson's visit



Lunch break in Le Havre with 420 & Optimist sailors and their coaches

to the Youth Open prizegiving was enlivened by his question and answer session – particularly how he got from being a Club sailor to 2nd at last month's Laser World Championships.

At present, all the junior and youth sailors are participating in their respective selection series for coveted RYA squad places and the 420s have just finished their World championship selections for 2011 – in Argentina over New Year! 3 Club 420 sailors have earned World Championship places and will be able to celebrate New Year in the

southern hemisphere, representing GBR. As a Mum on the road during the summer, trailing rib and 420 between Flanders and Brest, I can recommend the experiences; supporting the sailors at international events provides so many unique opportunities and friendships.

The young sailors in our Optimist fleet have been travelling to a number of international venues this year which provides a great introduction to their sailing career. We had a wonderful February week's training hosting the 420 sailors and their coaches from Societe des Regates du Havre... a basis



## HENRI LLOYD YOUTH SAILING

You may have heard on the jungle drums that Henri-Lloyd have now moved their Hamble office to the Shipyard in Lyminster (Berthon) and of course many of you will have taken advantage of the Members' discount at their Lyminster Store. The Club has had a long association with Henri-Lloyd which for a number of years have very generously supported our Spring Series as the title sponsor.

In 2009 one of our junior Members, James Dodd, won a Henri-Lloyd competition and received a day's coaching with Ben Ainslie. Having our Gold medallist coaching

Cadets was a dream come true for the Junior Sailors but Britain's greatest Olympic sailor has a very busy schedule. However the Club regularly employs professional sailors to coach our junior sailors to help them get to the next level of competitive sailing. Captain of Juniors Ros Urwin explained: "Once the juniors get to a certain level an encouraging word from a parent just isn't enough, these coaches have the skill and expertise to coach the young sailors and most importantly they aren't Mum or Dad!" This coaching has really made a difference and the racing successes of the Royal Lyminster Junior Division speak for themselves.

As keen supporters of youth sailing, this year Henri-Lloyd has generously sponsored the Royal Lyminster's Junior Coaching programme. This sponsorship has helped the Club to continue to fund this professional coaching for our young

hopefuls. As well as their financial support Henri-Lloyd has ensured that the Juniors are 'dressed for success'! The best young sailors in each of the junior classes have been presented with some fantastic Henri-Lloyd gear.

"I am delighted to recognise the hard work and success that the Club's Junior and Youth Classes have achieved this year. We have been able to celebrate the top successes of sailors who might not have necessarily achieved or won top prizes. There were many contenders and we are delighted to congratulate the winners. I would like to encourage all Club sailors and wish them well in their sailing careers." Ros Urwin Captain of Juniors.

Don't forget you can get 10% off at the Lyminster H-L Store on presentation of your Royal Lyminster Yacht Club membership card.



## the success in strength and depth from 2009

for friendships later in Nieuwpoort and Brest at the French Nationals and an alternative soccer series!

I have not reported the individual class successes as these will come into other reports. I will add the Laser class report (as Head of Lasers too) by mentioning how hard the Radial sailors have worked over the winter, coached by Ben Paton and the development of a number of the sailors through the 4.7, to Radial and soon into standard rig for the boys. There is a burgeoning 4.7 fleet at the Club and a less formal River training fleet who have gone out for some fun sailing through the summer.

Lastly, my thanks go to all the parents and volunteers who have helped and supported the juniors and youth sailing at the Club, the two Open events and numerous peripheral activities; my especial thanks to Edward Harrison (WJS), Jennifer Musckett and Ian Jarman (Optimists), Cath Bell (420s) and Cherie Dodd (Cadets) who, as Heads of the junior and youth classes, work tirelessly to run the programme and organise everyone. A big thank you to the Club for all it does to support the young sailors as they start sailing and racing; it's a great introduction and they are great representatives for R Lymington YC.

**ROS URWIN CAPTAIN OF JUNIORS**



**..thanks to all the parents and volunteers who have supported juniors and youth sailing**



**The 420 racing year started with selection events for the World & European Teams held in March**

**Lymington 420 sailors have had a very busy year, training at the Club and competing at many National and International events during 2010. Many were also members of the RYA 420 Transitional Squad or RYA Youth Squad.**

The RLYM YC started the year by hosting a series of 420 dinghy training and racing activity during February half term. Twenty French sailors came over from La Societe des Regates du Havre, bringing two coaches and various parents with them. Lymington sailors acted as host families for the visitors, the overflow staying at the Heathcote's farm.

The eighteen boat fleet was fortunate that the weather provided good sailing conditions, 8 – 16 knot winds, with four days of sunshine and only two rainy days. The UK 420 coach James Rusden was there working with the two French coaches, Cedric Chateau and Arthur Heereman, to give the sailors some multinational training. Despite a few language difficulties early in the week both nations benefitted from the excellent coaching as well as having different boats to compete against. On the one occasion the coaches swapped the helms and crews around so each boat had an English and a

French sailor. A very successful week was rounded off with a day of racing. With true British hospitality, despite the best efforts of the eight Lymington boats, the French took the podium places!

On the final evening a dinner was held at the Club. By this time, sailors, coaches and parents were communicating well in each other's languages and the entente cordiale was well and truly sealed. A lot of hard work on both sides of the Channel, especially by Catherine Bell and Corinne Migraine, was much appreciated by the sailors.

The Le Havre 420s reciprocated later in the year, welcoming the Lymington sailors to France in July to take part in their training at Brest, leading into the French Nationals. Many BBQs and moule frite were enjoyed!

The 420 racing year started with selection events for the World & European Teams held in March, April and May, and included the RYA Youth Championships.

The achievements of our youth sailors is all the more impressive, as they have to fit in their sailing around either studying for GCSE's, A levels or attending University.

The three selection events were in Weymouth, RYA Youth Championships also in

# JUNIOR & YOUTH SAILING 2010....building on



...despite the best efforts of the eight Lymington boats, the French took the podium places!

Weymouth and the final one in Pwllheli, North Wales, in May.

The GB team for the World Championships in Haifa, Israel, consisted of seven male boats and seven female boats at the Europeans in La Rochelle, France, the team was a total of seven boats.

The two weekend events in Weymouth & Pwllheli saw varied conditions, from light winds to 24 knots! Thirteen Lymington sailors took part and at the end of the series Craig Dibb and Charlie Cox, Tarra Gill-Taylor and Matt Wallis, had gained a place on the World Championship team, Craig and Charlie also had a place on the European Team. A huge achievement in a very tough class, as it is their first year sailing 420s after moving up from Optimists. Overall our Lymington 420 sailors did extremely well with it being the first Youth Championships for Craig & Charlie, Matt & Tarra, Josh Sparks, Anna Greenwell & Kirstie Urwin, Sasha Bruml & Tom Pain. Craig and Charlie finished 7th being 2nd overall for their age and ending the championships with a bullet in the last race! Their experiences at both these Championships is described in a report by Charlie on the opposite page.

Several Club sailors made the trip to the Flanders Youth Regatta in Nieuwpoort, Belgium, at the beginning of July, and met up with their friends from Le Havre. The event was won by Guillaume Pirouelle & Valentin

Sipan from Le Havre, Craig Dibb & Charlie Cox 11th, Harry Derbyshire & Tom Lovesey 23rd, Anna Greenwell & Kirstie Urwin 29th.

Some of the sailors then loaded up the trailers, swapped parents (some had to go back home to work! while others came out to take over the driving) and travelled south towards Brest, for the French National Championships.

## Lymington 420 sailors at world and european championships

Meanwhile, Charlie Cox and his helm Craig Dibb, plus Tarra Gill-Taylor and Matt Wallis, travelled to Haifa, Israel for a first experience of a 420 World Championship. Both pairs final positions were in the Silver fleet; Tarra & Matt 9th, Craig & Charlie 14th.

A week later Craig & Charlie were in their 2nd boat at the European Championships in La Rochelle, France. Craig and Charlie again sailed well, but didn't quite make the Gold fleet. They had a really good final day, scoring a 6th, 1st and 7th, which gave them 7th place in the Silver fleet overall.

## British 420 National Championships, Brightlingsea 21st– 27th August 2010

The muddy east coast resort of Brightlingsea is not the most inspiring place to race a Nationals Championships, but the welcome by the Club and friendly, efficient

race management made the event a huge success. Phil Sparks, currently on the 470 Olympic Development Squad, decided to enter the 420 Nationals for some race practice, with his old crew Ben Gratton. Phil had a very successful week, winning convincingly with five firsts, once again becoming National 420 Champion.

Twelve Royal Lymington sailors made the journey and their results were,

- 1st Phillip Sparks & Ben Gratton (Hayling Island)
- 6th Tarra Gill-Taylor & Christian Townrow (Restrounguet)
- 7th Craig Dibb & Charlie Cox
- 11th Harry Derbyshire (Emsworth) & Tom Lovesey
- 12th Toby Morsley (Port Dinorwic) & Matt Wallis
- 23rd Tom Pain & Sasha Bruml
- 25th Andrew Wishart & Peter Alton (Oxford)
- 32nd Anna Greenwell & Kirstie Urwin
- 48th James Dodd & Alex Butterworth (Fishers Green)

September saw the next round of selection events for the 2011 World Championships to be held in January in Argentina. Lymington sailors once again performed well in the two event series at Rutland Water and Highcliffe.

Ten Lymington sailors completed the selection series and three of them were selected for the 2011 World Championships team, Tarra Gill Taylor (helm), Matt Wallis (crew) and Tom Lovesey (crew). The RYA also announced their winter 420 Youth Squad at the end of September. Congratulations to Craig Dibb & Charlie Cox, Matt Wallis, Tarra Gill-Taylor and Tom Lovesey who have all been selected.

Finally, some of our sailors have now moved on, but others have moved up from Cadets or Optimists, so hopefully this wonderful youth class will continue at the Club.

I myself will be moving on soon, so my personal thanks to all the sailors for making it such fun, the parents for their support, and the Club and Members. The sailors are very appreciative of the support they receive from the Club and Members.

CATHERINE BELL





# CHARLIE'S SUMMER

After finishing my GCSE's in June this summer ahead of me lay two almost solid months of sailing as crew with my Helm, Craig Dibb in 420s. It would begin with representing Great Britain at Flanders Regatta in Belgium and be followed by the World Championships in Israel, the Junior Europeans in France ending with the Nationals in Brightlingsea (Essex) at the end of August.

The first event in Belgium with Flanders Youth week, an open event, started on the 1st of July. We camped and had a great time with many of our friends. There was some tough competition but I approached it as a preparation event for the forthcoming World Championships. After not getting off to a brilliant start our results improved as we got used to the importance of getting off the line really well. The end result was OK as we finished 11th overall.

We went to the World Championships in Israel on 17th July. This was the most important event of my year. A friend of mine who sails in Dubai gave me lots of advice about the heat and keeping the boat out of sun in the dinghy park! I flew out with the rest of the team and spent a week training before the event started on 24th July. The competitors were extremely good and many of them were up to five years older than me. After qualification we made the Silver fleet. The competition was much tougher than anything we had experienced back in Britain, we finished 14th. Although we would have liked to have done better it was definitely a very useful learning experience. It also showed me the standard that I need to get to, to do well in the next World Championships in January in Argentina!

The next event was the Junior European Championships in La Rochelle. However I cut my ankle on the final day whilst packing away the boats for shipping back to the UK and it became infected. The infection spread to my



...the World Championships in Israel in July. .... the most important event of my year

foot and it swelled up like a balloon. However this did lead me to being upgraded to first class on the flight home!

As my course of antibiotics drew to a close I started packing for the Junior Europeans in France and left on the 5th of August. We then did a week of training before the event started on the 12th. Qualification was tough and we had a mixed bunch of results and, again we qualified in Silver Fleet, which was the middle of three fleets. However, during the racing in the Silver Fleet we sailed well and finished 7th which we were quite happy about, our sailing improved greatly throughout the event.



Brightlingsea - dreadful weather, mud, great social scene + balloons on our boat for my 16th



There was very little let up as I had to travel straight from the airport to Brightlingsea in Essex for the 420 Nationals on the 21st of August and the event started on the 22nd.

Craig's family had gone ahead to set up camp in the rain. We were really looking forward to having a bit of fun at this event which we did, despite the dreadful weather, mud on the slipway, mud in the tent, mud everywhere. There was a great social scene in the evenings and I had my 16th birthday that week with all my friends around me. My Dad even put balloons on our boat! I also got my GCSE results during the nationals. We finished 7th overall which was OK but room for improvement next year!

As the Autumn begins I am going back to school and starting the next qualification round for selection for the next year's 420 World Championships in January, hosted in Argentina. Fingers crossed ....

**CHARLIE COX**



# JUNIOR & YOUTH SAILING 2010

HENRI LLOYD  
YOUTH SAILING

## CADETS

Most of the Cadet sailors were in various training squads during the winter months, with the RYA and the Cadet Class Association, in preparation for a busy racing season ahead.

In April we traveled to Rutland for the Inland Championships and 1st Indicator. Perfect sailing conditions allowed 4 races to be completed, racing on the last day was cancelled at 1pm due to a complete lack of wind, Andrew Smith in *Blue String Pudding* finished 5th overall, James Marsh in *Nitro* 19th, James Dodd 21st in *Jungle is Massive*, Ed Cummings 24th in *She Who Dares*, Martha Haslam 37th in *Deeply Dippy*, Jacquetta

Early May and we traveled to Torquay. With only one race possible on the Saturday, four races were planned for the second day and the Race Officer did an excellent job in difficult conditions; by the start of the last race of the day, two metre waves were rolling across the course. Ed Cummings was the leading Lymington Cadet finishing 8th closely followed by Andrew Smith in 13th, James Marsh in 14th, James Dodd finished 19th.

May Bank Holiday arrived and we all packed up for Weymouth & Portland Sailing Academy, the weather was perfect and all set targets high as the event was the final indicator for the World Team Selection for the forthcoming World & Promotional Championships in Puck, Poland.

consideration he decided to finish his Cadet sailing career on a high and move onto 420 sailing with fellow Cadet helm Joe Butterworth from Fishers Green SC. The Cadet Class Assoc offered the Reserve Place to fellow Lymington/Frensham sailor Andrew Smith.

With the Indicator series complete a small number of Lymington sailors now focused on preparations for the World and Promotional Championships in Poland. Andrew Smith, sailing with Jack Collings, arrived the bookies favourite to win the Promotionals and after a week of battling with Emil Sawicki from Poland with both sailors finishing the week on 23 points, but Emil winning overall on countback. This catapulted Andrew into a winning streak to win a number of Open events at home.

August saw the sailors regrouping back in Torquay for the National Championships, again with variable weather and conditions. 10 races in the bag during the week and this time Andrew secured top spot with Henry Mills hot on his tail. Andrew is the latest Cadet National Champion from Lymington following on from Pippa Wilson who won in 2001. Andrew has been invited to the 50th Endeavour Cup Champion of Champions Regatta at the Royal Corinthian YC, Burnham on Crouch. Overall Results for Lymington Cadets:

1st Andrew Smith	13th Ed Cummings
21st James Marsh	27th Martha Haslam
34th Will Davis	52nd Jacquetta Bridge

The National Championships have rounded off very successful and challenging year for the Lymington Cadet sailors. Andrew, Ed and James have been offered UKNCCA National Squad places for training during the winter months, Martha, Will and Jacquetta all waiting to hear if they will be offered squad places in other training. James Dodd has started selection process for a place in the RYA Transition Squad in his 420, and his Cadet crew Max Crowe has started to helm a Cadet and has been offered a place in the RYA South Zone Squad after winning the Zone Championships in Plymouth in September. A great platform for all of the sailors to achieve their goals in their next sailing season.



Andrew Smith and Jack Collings came 2nd in the Cadet World Promotional's in Poland ..... ..

Bridge 59th in *Purple Haze* and Will Davis 60th in *Forty Two*.

May was also a busy month with the next two Indicators, the sailors all showing great potential and aiming to secure solid racing results which would count towards World Team selection and National rankings for squad selections later in the year.

James Dodd & Max Crowe sailing 9673 and Henry Mills & Robert Keen from Waldringfield sailing 8845 divided the spoils on the first day. Both sailors swapped 1st and 2nd place throughout the weekend with James finally clinching 1st overall by beating Henry in the last race. James' performance in Weymouth resulted in his being offered World Team Reserve place for Puck, but after careful

... winning some magnificent trophies then (right) with Rory Burdock, Andrew won the Nationals



CHERIE DODD

# HAVE LIFEJACKET BOOTS AND CLIPBOARD – WILL TRAVEL The Club's peripatetic race team

Largs, Cowes, Weymouth and Hayling Island are among the locations visited by the team in 2010. The four International Laser Class World Championships were held in Britain this year, the Radials and 4.7's at Largs in July and the Standard and Masters in Hayling Island in September.

Roger Wilson took a team to Largs and ran the men's Radial World Championships course. When the Club's teams go out at Lyminster they know the local waters and winds, the committee boats and the equipment. The waters round Largs have depths ranging from 40 to 100 metres in the race area, so anchoring and mark laying take on a new dimension. It takes a long time and a lot of energy to get an anchor up from that depth when the wind changes and you have to move all three committee boats. The weather was mixed, from strong winds and rain, to calm and fluky. We even had a tornado over the hills one day. However the hospitality of the Largs Sailing Club made up for the weather, particularly the haggis supper with a dram of whisky after a very late finish.

Jenny and Frances Wilson and Jane Clegg stayed on for a second week for the Laser 4.7 Championships and had even worse weather while the rest of us (Roger Wilson, Alastair Wilson, Jane Corden, Chris and Gill Baldwick, Steve Green and I) came back to Lyminster and the RS Elite Nationals in glorious sunshine.

Jenny and Roger Wilson then went to the IRC National Championships with the Royal Ocean Racing Club.

The Club volunteers were out in force again in August at Sail for Gold at the 2012 Olympic venue at Weymouth. Many people have been

doing this event since it first started. It was great to meet up again with people from other Clubs and teams including some we had recently seen at Largs.

The Club's committee boat *We're Here* and the RIB *Golden Haven* were lent to the RYA for the week. The dynamic duo of Vince Sutherland and Bob Burney in *Golden Haven* with Peter Phillips in *We're Here* were mark laying on the match racing course. Pete and Catherine Bell were in a safety RIB on the 470's, Jenny Wilson and Jane Clegg on Scud's, Sonar and 4.2 paralympic committee boat. Ali Husband and Anne Brunskill were on RSX windsurfer committee boats with David Thompson and Richard Bagnall on Laser Radial and Standard safety. John Husband and Gary Barnett were the senior mark layers on the 49er course and finally John Doerr was one of the judges and Roger Wilson was on the event management team.

The last 'seaside holiday' most of us had was to Hayling Island Sailing Club for the Laser Standard World Championships. There were a few changes from the Largs team with Frances Evans, Ali Husband, Bob Burney and John Husband coming along. There was the added excitement of Nick Thompson racing on the senior course. Roger's team had the Junior course.

Hayling Island Sailing Club were excellent hosts and at least the water is much shallower there than at Largs. The weather was also much better with sailable winds every day.

Whilst we were all away the Club's racing activities continued as usual, from Monday dinghies through Thursday keelboats to the Folkboat National Championships and beyond. It is an amazing fact that there are so many other race team members who go out on the water from April to December (and sometimes earlier) week in, week out and who form the bedrock of racing in the Club. Without the skills and mentoring passed down within our Club, the RLYMC race team contribution to World Championships, the Olympics and Sail for Gold couldn't happen. And without club level racing we wouldn't be able to inspire and encourage sailors to their extraordinary achievements.

**ANNE BRUNSKILL**



Laser Worlds at HISC



Golden Havens' dynamic duo, Vince and Bob



..from a seaside holiday to, below, a cold day



## Club classes - RS Elite



Thirty-three boats from Ireland, Scotland and England took part in the 2010 Solent Projects sponsored RS Elite Nationals in Christchurch Bay

### Remarkable RLYMYC RS Elite National Championships

You have to read this with an Irish accent, just slightly slurred due to... well, let's say tiredness "This has been the best event I've ever been to – certainly on a par with a 120 boat Squib Nationals that we organised at the Royal North in 1996". Mark Brien is a life long sailor and, having been to many glamorous Dragon regattas over the last decade that statement, alcohol and end-of-regatta-emotion-assisted or not, is praise indeed. And Squibs, honestly Mark...

So, firstly and most importantly, a major thanks to all the staff and volunteers from our Club who put heart and soul into making the 2010 Solent Projects sponsored RS Elite Nationals such a fabulous success. Fleet captain Peter Lister put together a team who set out to blow everyone's socks off - and they did.

From launching, through the racing, to the awesome social programme, every detail was meticulously planned and there was no let-up for competitors from launching and the welcome party until the final prize giving was completed. Thirty three boats from Ireland, Scotland, England (and even Cornwall as well) took part, with perfect racing in Christchurch Bay under the expert management of Roger Wilson. We sailed ten races in a variety of breezes under sunny skies, and every evening saw massive socials at a variety of locations with just about every crew, from every boat,

present at every one of them. You just had to be there.

And to cap it all, we had a home winner in Crauford McKeon, Andrew Capey Cape and Rupert Harding sailing *Kandoo 3*. Crauf's boat prep was worryingly meticulous and, despite incredibly close and competitive racing, their performance afloat meant they could sit out the final race and allow the other podium places be decided without risk of their influence. This proved to be a total nail biter – with second to fifth places all still open on the final beat of the final race – separated by only three points in the end. Snatching second on countback was Paul Jenkins and his *Activ 3G* team from another home team in third, *RSailing.com* sailed by Martin and Amanda Wadhams and Charlie Merchant.

This was what keelboat racing should be all about.

### Close Cowes Week – and another RLYMYC winner

If the Nationals seemed like a close finish, a week later Cowes put it in the shade... At the end of the regatta just two points separated the first five boats overall. As Steve Powell's *ETu* lay in fourth place approaching the final finish line that would be good enough to win the Week - but they so nearly slipped one place in the closing moments and had they done so, that would have dropped them from first to fourth overall. Pressure! It can't get much closer than that – and it sums up the racing we're all enjoying so much.

### Lymington Fleet Growth

So despite launching the Lymington RS Elite fleet during these tough economic times, our Class is already into double figures and there is a list of sailors promising to join the action next season.

You just can't odds the sailing. Anyone who's been on the Club race course this year will know the boats are quick – in light and strong winds - and they're all the same so you'll have seen we normally have place changing down to the wire. It's only going to get better as the fleet builds.

The Club Series wins have been shared, with these boats coming out on top:

#### Spring Series

*RSailing.com* Martin Wadhams

#### Thursday evening early

*RSailing.com* Martin Wadhams

#### National Championships

*Kandoo 3* Crauford McKeon

#### Thursday evening late

*Matterhorn Jack* Roger Wilson & John Boddy

### Club RS Elite available to charter

Don't forget that *Freebie*, the Club's own RS Elite, is available for you to charter by the race or series. The boat has a new suit of sails, is competitive and offers a great way to sample Elite racing. Contact the office to book now and find out what RS Elite racing is all about!

**MARTIN WADHAMS**

## Club classes - Nordic Folkboat

Once again the Nordic Folkboat fleet were out in significant numbers for a busy programme which saw very little let up from the Spring Series until the final Saturday series race in October; and then the Solent Circuit saw 13 entries. There are 25 potentially active Nordic Folkboats in our Club fleet which ensures good turnouts, typically 14 racing on Saturday afternoons and 17 on Thursday evenings - with close racing resulting in the first few places often only separated by seconds. It's been an enjoyable year characterised by first class racing plus many off the water social events, organised or impromptu in the bar after Saturday afternoon racing.

### Spring Series

For the Spring series the winds were mostly light to moderate, on occasions testing the race committee's nerve to the limit in their course selection. The series was won by *Crackerjack* closely followed by arch rival *Tak* and *Yukon* in that order.

### Thursday - early

The Thursday evening early series kicked off on the 22nd April and attracted a good average turnout of between 13 to 15 boats on the starting line. Again the winds were somewhat fickle, light to moderate from the North but the race committee did an excellent job even though on occasions the courses had to be cut short so that at least we always got a race in. Top of the order for this series was reversed with *Tak* taking the honours from *Crackerjack* and *Padfoot* a creditable third.

### Saturday/West Solent series

An integral part of the Saturday series is the West Solent series comprising four long races: the first being a race to Cowes rounded off by a very sociable lunch at the Island Sailing Club and a leisurely return sail to Lymington: next was the Prince Consort race followed by a race to Gin's farm. This proved something of a challenge with a forecasted South Westerly 4/5 materialising into a 5/6 making a gruelling beat back from Flying Fish to the Beaulieu river richly rewarded however by a very pleasant dinner washed down with the

usual liquid refreshments and an overnight stay for those hardy enough to do so.

The final race in this series to Christchurch Ledge was somewhat long due to little wind at the start so that despite the ebb tide the less skillful of us were unable to make the first mark before the change and hence got caught by the flood.

### Nationals

The Nationals were held over the weekend of the 23/25 July with a turnout of some twenty boats with *Crackerjack* taking the honours from *Boomerang*, *Tak* and *Padfoot*.

### RTI

Lymington boats were well represented in the Round Island race with a first and second in class for *Crackerjack* and *Moonraker* respectively. A special mention however to *Nordic Bear* (Brian Appleyard) on lifting the Golden Roman Bowl as outright winner!

### Folkboat Week

The focal point of the year is of course Folkboat week - effectively the class championships - which again lived up to its reputation for enjoyment and hard fought competition and a cracking social programme. The weather conditions were generally good with moderate to fresh winds for the most part. Honours went to *Tak* by the narrowest of margins followed by, no prize for guessing, yes *Crackerjack*, the former being able to discard a third place! Yet again Lymington boats dominated the top order with *Tattarat* sneaking in a well deserved third place to *Nordic Bear's* fourth and *Samphire's* fifth.



a wonderful barbeque and band at Yarmouth

### Thursday Late

There was a welcome change to the top order for the late Thursday series which although dominated by *Crackerjack* saw *Milly Too* and *Chavala* creeping in to take second and third respectively.

### Solent Circuit

The year was rounded off with the Solent Circuit series run under the auspices of the Lymington Town Sailing Club. Despite a preponderance of light winds this proved to be a very enjoyable series with a struggle for second and third places going down to the wire, Chris Hills in *Padfoot* having already clinched the top slot well before the last two races - his third discard being a first place! Second and third places eventually went to *Aurora* and *YSA* respectively.

To conclude, the sailing which we so enjoy could not take place without the organisation of the Club, the support staff and in particular those hardy volunteers who brave the elements on the platform or committee vessels and sit there week after week whilst we whiz around the Solent having fun - at least for the most part! To all of them a very appreciative Thank You!

JOHN WHYTE

a combination of round the cans and longer races ensured strong fleets throughout the year



photo: Eddie Mays

## Club classes - XOD

With 88 XODs Cowes Week Starts are very busy - RLymYC secured six of the top twelve places



2011 is the XOD's - 21 foot classic keelboat - centenary year of racing. The amount of sailing done in 2010 shows the class to be in great shape.

2010 had a record number of races – 76 starts with only two Saturday races lost due to too much wind and a complete compliment of Wednesday Races. On light wind days the Race Officers set inshore courses using *We're Here* as the Committee Boat. These may have been short races but at least we got a race in, although at times it looked unlikely that we would be able to sail down the River. The early season saw a lot of tricky easterly winds which were testing for both Race Officers and sailors, with big wind shifts and large holes, some boats were going from 'hero' to 'zero' at times. July saw more consistent weather with good SW sea breezes in the afternoon.

Cowes Week was again a great success, Lymington securing six of the top twelve places, with Ben Paton 2nd overall and winning the Under 25 Trophy. Ado and Stuart Jardine took 4th and 5th place respectively more than 50 years after they first won the Captains Cup – so it goes to show that all ages can successfully sail Xs. The Captain's Cup is awarded to the winner of the Cowes Week series of eight races and is generally regarded as probably the hardest trophy to win across all classes competing. Essentially this is because of the extraordinarily high quality of the competition, which includes weekend sailors at one end and ex-Olympians and world champions at the other, with a strong tradition of families competing at all levels.

Eighty-eight boats competed at Cowes; the XOD's were, yet again, by far the biggest single fleet in the regatta – they make up 25% of all the White Group entries. In 2011 there is likely to be an entry of well over 100 – a testament to the enduring popularity of a design. Lymington beat the other five Divisions to win the Philipson Shield and also had a resounding victory in the Team Racing, winning all six races.

### 2011 Centenary Events

In 2011 there will be a number of Centenary Events and Lymington hope to have over 40 boats competing for the Alastair Easton Trophy in May. On 3rd June there will be a Commemorative Race of the first XOD Race which took place in Southampton Water, when I understand everyone entered a Sweep Stake before the start!

Derf Paton will be much missed. He was always a tremendous strength behind the

Division, a very active Member, and we have him to thank for his diplomatic negotiations in securing the 34 XOD Heritage Moorings. Wouldn't he have been proud of his grandson – Ben – sailing in his boat *XL* this year at Cowes .

It was sad to lose Ray Williams earlier in 2010 - a tremendous supporter of XODs and a very active member in the Lymington Division. He won the Captain's Cup in 1967 and 1976, and many other Cowes Week Trophies. He would have been very proud of Eric, who won the Dragon fleet at Cowes against many professional crews.

### Saturday Results

1st <i>Lone Star</i>	Stuart Jardine
2nd <i>Diana</i>	Eric Williams & Rory Paton
3rd <i>Lucrezia</i>	Ado Jardine
4th <i>Beatrix</i>	William Norris & Bill Dunsdon
5th <i>X-Ray</i>	Robin Balme
6th <i>Persephone</i>	Richard Field

### Wednesday Results

1st <i>Lucrezia</i>	Ado Jardine
2nd <i>Lone Star</i>	Stuart Jardine
3rd <i>Diana</i>	Eric Williams & Rory Paton
4th <i>X-Ray</i>	Robin Balme
5th <i>Beatrix</i>	William Norris & Bill Dunsdon
6th <i>May Day</i>	David da Cunha

FENELLA LEES



view from the starting box on a windy day in July, a close start as ever

## Club classes - Scow



one Monday evening saw a remarkable turnout of no less than twenty-eight boats

The Lymington River Scow is unique. It is the one class boat that is sailed by people of all ages, ranging from young Wednesday Junior Sailors to the not so young. Each year the pleasure that crews enjoy from their Scows is immense and this year has proved no exception. Our Lymington Division maintains a full programme throughout the year, even outside the sailing season.

### Thursday Potterers

Last winter saw our Thursday Potterers walking for an hour or two before lunching in some convenient hostelry. The walks, arranged by different Members of the division, ranged from along the sea wall, down the Beaulieu River, to all over the Forest and even overseas to the South Island.

The winter season also saw our three lectures very well supported, as were the Christmas Cheer and Spring Back to Scowing suppers.

Sailing itself got underway at the beginning of April with the first of the Monday night early series followed by the Thursday Potter to meet three brave Members of Keyhaven who had sailed up to join us for lunch. Throughout both the early

and late Monday series the Scow class was extremely well supported. One evening saw a remarkable turnout of no less than twenty-eight boats out of the thirty-eight entries. Racing was extremely competitive with the usual names coming to the fore.

### The Alexina, Hinxman and Beazley trophies

As well as the Monday night series, the division's own series were all completed successfully. The Alexina, Hinxman and Beazley trophies all entail a race from the Club out to the race area, two trapezoid courses and then a race back to the Club.

### the Scow the one class boat that is sailed by people of all ages



They were thoroughly enjoyed by all. The Figure of Eight is a race around the Oxye and Pylewell marsh islands. It was not necessarily quite so enjoyed by the more faint hearted but a huge achievement by those who completed the course in extremely tough conditions. Gybing between two passing ferries is not to be recommended on such an occasion!

For new Scow owners and those not so keen on racing, Thursday Potterers, with their wonderful support boats, are an excellent introduction to the joys of sailing in and around the Lymington River. In which other club are you given sweets (Werther Originals) when it is time to sail back to the Club for lunch? As I write this we approach our last Potter on the last Thursday of October. We do not, however, hang around. Our first walk is on the following Thursday and once again it is time for us to explore the Forest and check out its public houses.

The Division has enjoyed a particularly sunny and successful year and welcomes Members, both new and old, to more of the same next year.

**SEBASTIAN CHAMBERLAIN**

# ROYAL LYMINGTON OPTIMIST FLOTILLA



our first international regatta in Le Havre - we were expecting it to be difficult, with lack of sleep, language difficulties, big ships and huge waves

## Winter training

Our winter training comprised senior children in National squads traveling around the country, South Zone squads around the south, and non Zone squaddies at Spinnaker Lake near Ringwood.

We were having lots of fun off the water too. Several of the Lymington Oppies took part in the climbing festival at Calshot, accumulating points for speed, difficulty, dyno and bouldering. Based on their performance here, many of them were subsequently invited to join the Competition Climbing Squad based at Calshot.



For the second year running we were blessed with a freeze sufficient to enable ice hockey matches on the frozen Forest ponds. It's amazing how a wobbly skater grows wings as soon as they're chasing a puck!

Our first regatta of 2010 was at Burghfield.

To cries of "Give the boys a chance" the girls took 1st, 2nd, 3rd and 4th places in their fleet. At the close of the winter training series they had done a similar thing at Spinnaker, taking 8 of the top 12 places. Millie Boyle was taking on all comers and we were so proud of them all.

## Almost spring!

We then went to the first IOCA event of the year, the Spring Championships in Cardiff. There was a good chance that, as this was still early February, we would repeat the nightmare we had suffered at the Winter Championships just a few months previously at Datchet where it hailed so hard for 40 minutes that the children had to bail out buckets of hailstones. But Cardiff is a much more sailor friendly location, and again the young Lymington sailors all punched well above their weight.

By Easter the fleet was burgeoning; lots of new sailors were keen to get going and many sailors from other Clubs were attracted to Lymington by our enviable training programme and results.

On Easter day, grey skies, drizzle and 19 knots was not enough to deter a large number of our fleet from biking along the sea wall, running the length of Hurst spit and sailing, 2 up, back to Lymington. If anyone has ever deserved a hot chocolate.....

At the beginning of May we were invited by Vita Heathcote's godmother Corinne Migraine – President of the Societe Regattes du Havre, to our first international regatta, in Le Havre. We were expecting it to be difficult, with lack of sleep, language difficulties big ships and huge waves. In the event we were welcomed with open arms and showered with prizes. Up against 7 other nations, Ella Bennett made the Gold Fleet and the girls took 1st, 2nd, 3rd and 4th in the U12 Benjamin.

In the middle of May, we travelled to Grafham Water for the Inland Championship. The girls were moving up and diving into the 240 strong main fleet. Seven year old William Heathcote and some of the fledglings were going to give it a go too, in the regatta fleet. They had been training all winter and felt ready for the cut and thrust of a major Championship.

Our more experienced mainfleet sailors were starting to move up the ranks too, with Ryan Orr coming in 25th and Max Moyles shooting up through the fleet to 60th. Vita had a great regatta too, coming in half way up the fleet. And William posted some terrific results – including one bullet.

In June we hosted the Harken Royal



Lymington Optimist Open. This event attracted all the top sailors from around the country and from France – 15 of their finest came to do battle with our finest, and if it wasn't for Scott Wallis and his astonishing skills, Thibault Cour might have made off across the Channel with all the loot! Throughout the course of the weekend the sailors experienced a full range of conditions, from which only the very best emerged unscathed. Of the 116 sailors (22 from Lymington), Jenny Cropley (8th) was first girl and our top sailor, followed by Ryan Orr (18th) and Hugo Andrews (21st).

Next we were off to Hayling Island, to be spoilt rotten in tropical sailing conditions all weekend – fine sand, clear water, blue skies, and a steady blast-furnace breeze 8-12kn. We might as well have been in the Caribbean.

Back at the Club, Monday evening usually sees around 12 of the stronger sailors take on anything the Solent can throw at them, whilst the Wednesday evening training fleet is growing and becoming stronger by the week. George Smith, Jude Massey and Jonny Tait were amongst the many new river fleet sailors who were making great strides.

July was another busy month for the Oppies, beginning with an eventful weekend at the Warsash Oppie Open. Gusts of 28 knots gave the fleet some great sport and for many the aim became just to survive until

racing was abandoned and the sailors could claim unlimited ice creams or hot chocolates, or both! Sarah Jarman and Max Moyles have developed into reliable, consistently strong sailors and it is in testing conditions such as these that they really prove themselves.

Our next date was the Haybale Olympics at Warborne Farm where Oppie sailors dominated the medal table, including Frey Hopkinson becoming the Ram Riding World and Olympic Champion.

#### Destination Weymouth

Early the following morning 8 Lymington Oppies, along with 2 from the Societe Regattes du Havre, started on the Club line for a rather longer race than normal; their destination being Weymouth, for the Optimist National Championships. It took them 5 days, 1000 tacks, 3 capsizes, 70 nM, 14 mackerel, 5 large crabs, (0 lobsters), 1 dolphin on the bow, 16 races and a new World record before the 10 battle hardened Oppies surfed across Weymouth Bay and into the Sailing Academy.

Forty- four sailors from the Lymington Optimist flotilla took part in the Championships, and all were able to enjoy unbelievably good sailing conditions for the entire week – plus terrific racing, plenty of great results and lots and lots of fun. In the Seniors Josh Atherton took 3rd place in the Silver Fleet. 12 of our sailors made the cut for

the Gold Fleet in the Juniors, with Jenny Cropley (16th) the first UK girl, and Sophie Heritage (28th) the second. Vita won the National U10 Trophy and Ella 1st UK in Silver Fleet. Our sailors made up 20% of the Junior Fleet.



James Eales and Huckle sailing back from Hurst

#### Hurst Castle Triathlon

Lymington Oppies dominated the inaugural Hurst Castle Triathlon. Ella Bennett, sailing *Tic Tac* read the changing tide lines perfectly to sail and swim 5nM from Lymington to Hurst Castle ahead of the pack. Meanwhile her team mate Jonah Rogers biked 10.5km from the same slipway at Lymington, along the sea wall to Hurst Spit, whereupon he ran 2.5km along the shingle spit to the lighthouse at Hurst Castle.

After the changeover Jonah hopped into *Tic Tac* and sped back across the Solent to Lymington ahead of a gathering storm. Meanwhile Ella raced back down the Spit to

**5 days, 1000 tacks, 3 capsizes, 70 nM..... but this was playtime at Durdle Door before the Oppies final push to Weymouth**



the crabbing bridge, hopped onto Jonah's bike and arrived at the slipway at almost exactly the same time as her team mate.

### Welsh Optimist Championships

At the end of August the Welsh Optimist Championships were hosted by Cardiff Bay Yacht Club, to which 18 Lymington Oppies made the journey. 180 degree windshifts and 29 knot squalls kept the fleet on its toes, and tested our young sailors to the limit. Half the Lymington sailors made the Gold Fleet, with outstanding results by Ross Mackley (8th), Mimi El-Khazindar (12th), Jenny Cropley (18th) and in particular Millie Boyle (28th), who at only 9 yrs old is showing exceptional promise. Meanwhile some of the Daddies were tested to the limits white water kayaking! CBYC made us very welcome, and we all had lots of fun on and off the water, with swimming, barbeques and ice skating.

September spoiled us yet again with a choice of small local regattas and excellent training opportunities.

By now the Yacht Club was having another surge in applications for membership, due to our enviable results at regattas around the country.

September was a busy month for the Oppies, with more regattas and training than any other time of year. Fortunately it was terrific sailing weather, and the water has been almost bath-temperature!

For example, whilst Will Heritage was cleaning up at the first Bosham Oppie Open, with 3 bullets from 3 races, and the following day exactly the same again at Chichester, 7 of the girls were up at Cardiff being coached by Alan Williams, the National team coach. Meanwhile 40 sailors took full advantage of the first of 7 weekends which will be run through the winter by Ben Muskett and his team from the Olympic Development Squad.

We then travelled to Datchett for the South Zone Indicator, this is an open meeting where the sailors are battling it out for a lot more than just their place on the day; they are aiming to win a place in the RYA's highly competitive South Zone winter training squad. Sixty eight sailors battle it out over three weekends to decide the twenty four squad places.



evening climbing on the cliffs at Portland

The competition included national squad and Worlds Team sailors and the time had come for our young sailors to square up at the top level. Fortunately they gave a very good account of themselves, with Vita Heathcote posting 4th, 5th, 3rd, 5th to claim 4th overall, closely followed by Millie Boyle and Hattie Rogers.

In rather too buoyant spirits we then went down to Weymouth for a full weekend of Zone Championships. It was a real buzz mixing in with literally hundreds of other sailors – windsurfers, laser 4.7s, toppers and mirrors, all having their own trials and tribulations on their journey for a place in the RYA squad. And in amongst it all an Ironman (1900 metre swim, 60 mile bike, 13.5 mile run) was taking place, which some of the dads (not this one!) bravely – or perhaps rashly, had a crack at. Perhaps next year.

A harsh northerly wind kicked up some confused waves which the square bowed Oppies struggled to deal with, but the weekend ended well with the first 18 of the squad places being snaffled up by 14 of our own. After an evening spent climbing on the sea cliffs of Portland we trundled back to Lymington with a Land Rover full of exhausted but very happy sailors.

First up in October was the final South

zone qualifier at Spinnaker. Yet again the podium was hogged by the Lymington girls; 1st Millie Boyle, 2nd Hattie Rogers and 3rd Pippa Cropley. As one of parents noted "This is starting to get embarrassing!"

### End of Season Championships

Exactly 50 Oppies travelled from Lymington to a glorious Rutland for the End of Season Championships, where they achieved some astonishing results. The main area of our success is the junior girls, that is 12 years and under, in the main fleet. Seven of the top 9 junior girls are our own Jenny Cropley (top 12), Milly Boyle and Hattie Rogers (1st and 2nd 10 year olds), Vita Heathcote (top 9), Pippa Cropley (top 11). Sarah Jarman and Charlotte Boyle were also within the top 9 junior girls.

Ryan Orr (14th) achieved our best result, and the regatta ends a terrific season for this effusive young sailor.

More than 30 Lymington sailors have been selected for various winter training squads which began in November – all good character building stuff! It has been a tremendously satisfying season, with almost too much fun and too many good results. Can there be such a thing?

# 2010 POTTERSHP WON BY ZARAFÁ SAILED BY PETER SCHOLFIELD AND CREW



**After some atrocious weather in the week leading up to the Potter Ship Race on Saturday 2nd October the day dawned bright and clear.** A large entry of 64 boats, the most since 2004, came out to race in this longstanding annual Club event. On his retirement after thirteen years as the Founder Commodore, Major Cyril Potter in 1937 presented the Club with a beautiful silver wine-coaster, fashioned as a model of a royal sailing galley, called the Pottership. This trophy was donated as first prize for the winner of a mixed-up race, for boats helmed by Members: the start line of the annual Potter Ship would gladden the heart of our first Commodore were he alive today. Major Potter also donated an endowment to provide prizes for three other classes.

It was decided as an experiment to use an average lap system to ensure that everyone raced over the same

tidal and wind conditions. This would mean that everyone would be able to finish with a chance to win the prestigious Potter Ship trophy and get back to the bar for the prize-giving.

The race officer, Jane Pitt-Pitts, had a tricky job in laying a start line in the fickle, oscillating, predominantly easterly breeze; the line had to be long enough to give space to all the boats, both for the experienced racers and the many cruising boats that took part. The course was set with a Platform start, Pylewell to starboard, a moveable buoy set south of Yacht Haven to starboard, Oxy to starboard and back through the gate. Three boats were OCS, with many boats bunching up at the platform end. Bob Baker's *Brightwork* chose the pin end and, while not having the best start, rounded Pylewell in first place. Peter Scholfield's *Zarafa* overhauled *Brightwork* on the reach to the moveable

and then with a gybe to Oxy and a beat back to the gate, completing the first lap with only one boat in the fleet missing the gate.

After about 1½ hours the wind veered to a more southerly direction and what had been a beat became a reach and what had been a reach became a run. After about 1¾ hours racing Jane P-P decided to start finishing the fleet and the boats were timed in after mostly 2 or 3 laps. A large majority of the boats were finished in a dying breeze on the run, whereas *Zarafa*, while having continued on a fourth lap, had much better breeze on the far side of the course.

Back in the bar the overall feedback seemed to suggest that everyone was very happy with the different format, with the results being kept a close secret until 14.45. To his evident surprise, Peter Scholfield's *Zarafa* won the Potter Ship Race by a margin of only 25 seconds. Winner of the Hong Kong Junk was Jeremy Austin's Folkboat *Tak* and the Duncan Hall Trophy was won by Rory Paton's XOD *Diana*.

## Results

Class 1: 1st *Zarafa*, Peter Schofield, 2nd *Kandoo III*, Crauford McKeon, 3rd *Islay*, Richard Down. Class 2: 1st *Tak*, Jeremy Austin, 2nd *Crackerjack*, Stuart Watson, 3rd *Moonraker*, Mark Crader. Class 3: 1st *Diana*, Rory Paton, 2nd *Mayday*, David da Cunha, 3rd *Zanthus*, William Westmacott.



64 boats, the most since 2004, came out to race in this longstanding annual Club event



The fleet assembled in Plymouth before the start - that is before thirteen and a half sailing days and a couple of thousand miles

Co-skipper and fellow RLYM Member Steve Homewood and I left Lymington for Plymouth on 2nd June for the start of the RBL on Sunday 6th June, finishing the race thirteen and a half sailing days (and four 48 hour stop-overs) later after a couple of thousand miles.

These few highlights of the race come from conversation with Steve as we beat into the finish at twelve o'clock at night when I told him I couldn't remember very much of the last 2,000 miles!

I am sure our daily lunchtime dose of gin was not responsible!

### Leg 1 – Plymouth to Kinsale

We had an indifferent fetch/beat to Bishop Rock followed by a splendid blast across most of the Irish Sea, apart from 30 knot plus puffs with the big kite up, which resulted in rather pathetic cries of help from me to get said kite down before it broke.

### Leg 2 – Kinsale to Barra.

We had a very light start followed by a screaming spinnaker run to the Fastnet, and

then a lovely dawn off South West Ireland. A bit of a breezy beat up the Irish coast and then match raced the J122 *J'bellino* into Barra, finishing three minutes behind them after 700 miles – towed in – no engine – water in fuel.

### Leg 3 – Barra to Lerwick

Apparently we carried a spinnaker from St Kilda to Muckle Flugga but 300 miles of it is a complete blank for me. Muckle Flugga was lovely at midnight, as we had a dusk and dawn sky simultaneously. I lobbed one of my father's pipes off (he had always wanted his ashes scattered there, but they went off at the Needles).

### Leg 4 Lerwick to Lowestoft

Thirty knots out of the North rather hammered the fleet in Lerwick – they had to use the local pilot tug to extract the Class 40s (the race organizers were not charged for this either). This gave us a super scary first day 240 mile run, helped by a couple of high 22 knot surfs – and a two and a half hour lead on handicap over the whole IRC fleet. Towed into Lowestoft – no engine again.

### Leg 5 – Lowestoft to Plymouth

Left Lowestoft at five in the morning and ran out of wind twelve hours later and into a mega high pressure system just short of Dover. Eight hours to get past Dover and four lots of anchoring finally got us to the finish.

### Highlight 1

Fresh mackerel delivered by dinghy from a nearby multihull competitor when anchored – problem what to cook them in – engine oil



Sunday June 6.... and the race starts

or red wine. Thank you Steve for our one fresh meal aboard. Otherwise we heated up tins.

## Highlight 2

How can anyone hit Portland Bill. *Ding Dong* can – sorry Steve and it was only a little rock – sorry fisherman about your line you had to pull in!

## Finish

We were second conventional boat home to an Open 40 and the first in Class finishing by just 5 minutes ahead on corrected time. It was disappointing to tumble from 1st to 7th overall but there was a fabulous camaraderie amongst competitors as more and more followed us in – each boat receiving an increasingly more rapturous welcome from the crews who had all legged it up to the balcony of the nearby pub. This was reckoned by organizers and competitors alike to be the best RBL ever – pity it is all a bit hazy for me. Grateful thanks for putting up with me and my heating up cans for a month, Steve.

One of the very best features of the whole race was the hospitality shown to us at the four stopovers – witness the inshore lifeboat at Barra towing engineless competitors into the moorings, and the Royal Norfolk and Suffolk YC RIB on standby in case there were competitors needing assistance, towing us in at 5.30 in the morning at Lowestoft.

At Lerwick each boat had a host who did our washing and provided some crews with accommodation. Wonderful people!

There were three other RLYM YC boats who did the race – *Elixir* sailed by Roger Barber and Flic Gabbay who won Class two and beat us overall, Mary Falk on *QII* who was 4th in Class 1 and John Corden on *Kipper of London* who trundled in a week behind us and deserves a prize for perseverance having carried his spinnaker for only nine hours during the whole race.

And of course there is absolutely nothing like the camaraderie shown between short handed sailors, hotly competitive on the water and overwhelmingly supportive ashore.

**CHRIS RUSTOM**



**Ding Dong leaving the dock for the start**



**after the start we had an indifferent fetch/beat to Bishop Rock. Below: the class 40s in Barra**



## WEDNESDAY JUNIOR SAILING



a memorable visit from HMS Blazer, an Archer Class fast patrol boat

**Twenty-ten could have been a tricky year for Wednesday Junior Sailing with a change of helm after Jenny Wilson's triumphant 16 years. The quality and commitment of the vast team of WJS volunteers proved that the whole is far more important than the individual, and they pulled together as a well oiled machine and made 2010 one of the best years in my ten year association with it.**

We started the year with many new plans to excite and enthuse the Juniors, supported as ever by a generous donation from the Lymington Yacht Haven and a wonderful General Committee at the RLymYC. Over the winter Vince Sutherland had run an almost record number of Power Boat Level 2, Club Safety Boat courses and a Power Boat Instructor course in an effort to make WJS the most qualified team of volunteers in the business.

In the first few weeks of the season we ran Safety Briefings and Practice Sessions for the Volunteers with support from the Power Training section of the Club. This meant we could start the WJS season with our 'eye in' and the 12 – 14 RIB drivers and crews that we need each week could hone their skills on some willing adult and junior volunteers

before having to use them in anger.

When the children did arrive, they arrived in force! Our first few weeks brought the logistical challenge of registering hundreds of children – this year with the added red tape of photographing them as well (sorry ladies!) – which they handled with skill, efficiency and good grace, regardless of some of the parental grumblings. One of the early season afternoons saw what I believe was the record for WJS attendance when we accommodated some 209 children. This prompted me to start a debate on the maximum number of children we can allow per session – a figure still under discussion as none of us want to turn children away if they want to come and play boats on a Wednesday afternoon.

WJS continued, almost in spite of my logistical planning with a rota and calendar for every eventuality, to run smoothly and without incident, courtesy of the professionalism of the Lead Safety Coordinator David Gibbons. The team of senior instructors, without whom nothing would be able to take place under the RYA flag, were David Simpson, Ali Husband, Kristy Powell, Paul Stickley and Diane Batt. All these were supported wonderfully by the WJS

office team led by Marion Lewis, sadly in her last year, having performed many miracles in the office over a ten year period.

We introduced and carefully planned a series of racing weeks around the high tides for the area south of the wave barrier. These were run with great success by Ali Husband and David Thompson, and produced some excellent close quarters racing which gave the Juniors a great insight and encouraged some to compete successfully in both Youth and Family Week and the Scow National Championships hosted by Keyhaven Yacht Club, representing WJS in our Scows.

Our second regular innovation was the use of the Club's RS Elite keelboat, *Freebie*, as an extension of the Keelboat Academy being spearheaded by Roger and Jenny Wilson. We were able to use this boat – organised by the Captain of Elites, David Wansbrough – to take the Juniors out of the River for the first time during Wednesday sessions, accompanied by our very own bright yellow *Golden Havens* RIB. We were even able to persuade a few other members of the RS Elite fleet, which is now firmly established in Lymington, to bring their boats out to play with us for some one-on-one fun racing in the Solent. The Juniors loved these sessions, and always came in with wide grins across their faces. This has been an experience which has introduced many of them to a world they had not before experienced and will hopefully produce more keen crews to race keelboats and strengthen the numbers of regular family sailors in Lymington. It will, ultimately, prove to be the lifeblood of our Club in the next generation of boat owners and family sailors.

We have also been able to encourage some very interesting guests to WJS this year. Some were planned and others came about as a result of opportunism! One memorable visit was that of the Royal Navy in the form of HMS *Blazer*, an Archer Class Fast Patrol Boat commanded by Lieutenant Tom Weaver, associated with Southampton University through the Universities Royal Naval Unit. During the afternoon the very accommodating crew hosted over 120 short tours on board with both Juniors and Adult Volunteers taking a great interest.

We have also had our annual visit from

local Olympians with both Ben Ainslie and Pippa Wilson sharing their valuable time with us. In fact my most lasting memory of the season was from the day Pippa spent with us. She appeared on the pontoon offering to help early in the season – what an offer – she should have known better! Of course I took her up on it straight away and put her in a boat with some Juniors, a brother and sister, on their first visit to WJS. They spent a good 40 minutes with Pippa in a Scow before she brought them back, both with wide grins and with one of the youngsters at the helm. That night I had a most wonderful phone call from the youngsters’ mum, who couldn’t quite believe that the children had their inaugural sail with an Olympic Gold Medallist – and all for the princely sum of a pound!!

The Rowing Faculty has not been neglected this year. They have had an Avon dinghy donated by a kind Member to enlarge their rowing fleet and provide extra experience. Two long distance oarsmen have also visited us. Firstly we hoped to see the end of the Round Britain Row For Heroes by army doctors Captains Hamish Reid and Nick Dennison. They were delayed and did not finish their record-breaking 50 day and 5 hour row during WJS but Nick visited us shortly afterwards, enthraling the Juniors with tales and pictures of his adventure and



one of the afternoons saw a record 209 children accomodated for WJS

spending some time on the water with them. Our second long distance rowing fanatic, this time with a cross Atlantic Single Handed challenge in his sights, local adventurer Mark Delstanche brought his boat to WJS in September and allowed the children – and some adults – to row his boat all afternoon. Some of those pictures are the most memorable of the year.

All season we have been trialling new boats for WJS. Manufacturers have been keen to lend us boats to try, which has kept the children enthused and interested as to what

delights may be along the following week. They have tried about a dozen different designs with the aim firmly set on finding a simple boat that provides the most fun for them during WJS. RS and the Salterns Sailing Club loaned us a whole fleet of new boats for Youth and Family Week. These boats, the RS Tera, proved a big hit and are certainly on the agenda for next year. Our other choices remain a closely guarded secret for now, but the favourite Scows and Oppies will continue to be very much the mainstay of WJS for 2011. This year saw the newest Lymington Scow, *Thank Havens*, arrive in August, just in time to take part in Youth Week. Most of you will have seen her lovely bright green sails! Thanks do indeed go to our generous supporters at Lymington Yacht Haven for the financial support that allows us to continue to improve and increase our fleet of boats.

By the time this article is published – I am sure with much editorial culling – we will have had prizegiving. In fact I have been working on the 40 odd prizes that we give out each year only today. We will also have finished the season off with the first ever combined Helpers and Parents Supper – so far over 120 tickets have been sold – this year being held at the Club. We will also have had our annual Wash Up meeting and I will go away with a whole bookful of wonderful ideas to make happen for next season!!

This year we have run over 3500 child sessions, trained countless children to sail

we have been trialling new boats but Scows and Oppies will be the mainstay of WJS for 2011



from scratch, and developed hundreds more in their skills on the water. This winter we plan to train another 6 Assistant Instructors to go with the ones already trained this year, and, rather more ambitiously, hope to train 12 new Dinghy Instructors and 2 Senior Instructors before the start of WJS 2011. This is alongside a whole program of Powerboat training which this year has seen the Club's first ever all-junior Powerboat Level 2 course.

All the 2010 innovations, trials, changes and systems have been accepted by the Team of WJS volunteers with very few shaking heads or quiet 'tut - tuts'. The resources have at times been stretched but we have, I believe, taken WJS to a new level which we aim to improve on 2010.

And on top of all that we have, at the request of the Juniors, added Hot Chocolate to our 'Tea and Doughnuts' menu! So if you like the sound of all this fun, excitement, planning, hard work, training, and above all rewarding Project that is Wednesday Junior Sailing, then please contact me as I will never turn away help - you never know, in a few years you may be writing this article!

Thanks to the 'WJS Team' for making 2010 so easy and enjoyable, including the man who writes the weekly emails.....and warm thanks to the Children of WJS who inspire us to turn up each week and without whom our lives would be far less rewarding.

**EDWARD HARRISON**



high jinks at WJS



we plan to train 6 Assistant Instructors . .12 Dinghy Instructors . . 2 Senior Instructors for WJS2011  
below: the rowing faculty has not been neglected this year



below: Mark Delstanche brought his boat to WJS and allowed the children - and adults - to row his boat all afternoon





# CRUISER RACER ROUND-UP

## Spring Series

Easter was late in 2010 so the Spring Series did not start until 11th April, giving crews more time to get their boats ready. Prior to this, the IRC/Cruiser-racer class again arranged a very successful on-the-water race training day coached by the inimitable Jim Saltonstall; this helped to prepare crews who entered the Spring Series and RORC's Easter Challenge. Jenny Wilson kindly stepped in at the last moment to act as chief PRO, with Tony Blachford and Jane Pitt-Pitts each running one day's racing; a big thank you to them and all the race team volunteers. We were unusually lucky with the weather, perhaps because of the late start, with all ten races being run over five Sundays.

On 11th April, with seven boats entered in IRC Class 1, both races were won by Chris and Hannah Neve's new Beneteau First 35 *No Chance*, with the much improved J109 *Jibe* of Robin Taunt 2nd and then 3rd, and Peter Scholfield's HOD35 *Zarafa* 3rd and then 2nd. The strong crew on *No Chance*, including Rear Commodore Sailing Phil Lawrence, did not do any more Spring Series as they were preparing for the Commodores' Cup trials.

On the 25th April the first race for Class 1 had to be abandoned because of a missing mark near Yarmouth. The 2nd race was won by *Jibe*, with William Newton's J105 *Jelly Baby* 2nd and the Archambault Grand Surprise *Flying Boat* of Stuart Duffin 3rd. *Zarafa* had to retire from this race but on the next day Peter Scholfield scored a first and a second and went on to win IRC One overall with 13 points from *Jelly Baby* on 14 and *Jibe* on 16.

IRC Class 2 had very close racing with Race 1 won by the Adam 10 *Boomerang* helmed by LTSC's Ray Crouch, with David Lees in his High Tension 36 *Hephzibah* second and the Swan 411 *Accomplice* of Ray Mitchell 3rd. The second race of the day was again won by *Boomerang* with Stephen James' Swan 38 *Jacobite* second and David Lees in *Hephzibah*

third. *Boomerang* again won both IRC Class 2 races with *Hephzibah* second and *Jacobite* third in race one. Bob Baker's *Brightwork* was second in race two, with *Accomplice* 3rd. Overall winner of the series in IRC Class 2 was *Boomerang*, with *Hephzibah* second and *Jacobite* third.

Class 3 and 4 were combined into a single Club Handicap class of 10 boats which included both Cruiser Racers and SB3 Sports Boats - a difficult combination! Race one was won by Roger Harford's SB3 *Red Kite* with *Team Sailtime*, the SB3 of Richard Pierpoint 2nd and the Dehler 28 *Ok Yah* of Robert Young 3rd. *Red Kite* again won race two with *Roller Coaster*, Denis Bates's, Beneteau 32.5 second and Royal Solent's George Thompson in his Dehler 29 *Chablis* of *Wight* 3rd.

The SB3s did not do so well on the second day with *Contessa Catherine* (Robin Milledge, LTSC) first, *Roller Coaster* 2nd and *Red Kite* 3rd in the first race. Things changed again in the 2nd race with *Touraine* the First 31.7 of Sandy Glen ahead of *Contessa Catherine* 2nd, and *Growler*, Charles Robert's *Contessa* 26 third.

The Overall Series winner of Class 3 was *Red Kite* with *Touraine* second and *Roller Coaster* 3rd.

## Thursday Evening - Early Series

The ever-popular early series started on 22nd April with the four cruiser racer classes having 68 entries.

IRC Class 1 had 16 entries, with on average ten boats each evening. The first race was won by Hannah and Chris Neve in their Beneteau First 35 *No Chance* and they went on to win Class 1, with 4 wins out of 7 entered. *Boomerang* from LTSC was second and Peter Scholfield's HOD35 *Zarafa* was third. Fourth overall was the Elan 37 *Fidelitas* of Mark Broadway.

In Class 2 (Lymington Handicap), with 31 entries, John Heffernan's Hanse 291 *Sea Horse* was 1st, Dehler 34 *Ocean Lore* owned by Malcolm Mitchell was 2nd and the J80 *Jane* of Nick Kirkham was 3rd. Ten Class 2 boats also raced under IRC where *Simplicity*, Rory Fitzwilliams, was first, followed by *Jane* and *Seahorse*.

There were 13 entries in Class 3; the overall places were Roger Breesse' *Sonata Impro* 1st, followed by the mini-tonner *Presto* of Tim Davies & A.Haines, and the First 25.7 *Tactile* owned by David Harmer.

In Class 4, the *Contessa* 26 *Growler* of Charles Roberts and *Scruffy* of Paul Kelly were first and second. Third was the Splinter *Nanook* of Stan Cockeram. 8 boats entered.

## Thursday Evening - Late Series

There were even more entries for the late series which started on 1st July; the four cruiser-racer classes had 79 entries.

There were 18 entries in IRC Class 1. First Overall was *Boomerang* owned by Mike Beggs. Second was a new boat to RLymYC, John Murray's J-95 *J-Fever*. Third was *Flawless J*, a J105 owned by James Heald of RORC.

36 boats entered Class 2 (Lymington Handicap): first overall was *Islay*, Richard Down's Scampi with *Crystal*, James Gill, 2nd, and *Gemstone* Clare & Neil Carden's First 31.7, 3rd.

In Class 2 IRC it was again *Islay* in first place followed by *Cloud Nine*, Martyn Wheatley's H-Boat, 2nd and *Restless*, Mike Saqui's Mustang 30, in 3rd place.

In Class 3 first overall of the 14 entries went to John Claridge sailing *Pathogem*. Second was *RedEye*, Edwin Nabney, and third was *Tactile*, David Harmer. In Class 4 there were 11 entries. The overall results were 1st *Growler*, Charles Roberts, 2nd *Sundowner* and 3rd *Scruffy*, Paul Kelly.

A big thankyou is due from all the competitors to the race officers and their race teams, who gave their time and expertise to provide us all with so much enjoyment this year.

## Royal Lymington Summer Regatta

For 2011 we will be running the Royal Lymington Summer Regatta over the weekend of 23rd and 24th July with Thursday night style racing; please put this date in your diaries.

# Tour du Finistere 2010

The format for the Tour du Finistere is unusual in that the race is to different ports most days and includes a 120 mile overnight race.

It takes place in Western Brittany, racing through the Chenal du Four and in and out of the Isles de Glenan. Having done this regatta in 2006 it did not take much for me to decide to repeat the experience in 2010. The event demands a considerable administrative effort and we were very fortunate to be joined by William and Caroline Newton, who organised our hotel accommodation in each port. Moreover Caroline drove from port to port with spare sails and unwanted crew gear.

some 35 miles. Unfortunately the wind was light and variable with frequent rain showers. We had to anchor just short of the last mark quite close to the finish in a fading breeze and a building foul tide, the leaders having rounded the mark and sailed in to the finish. To cap it all when the new breeze came we could not raise our kedge; after 45 minutes of trying we cut the line and, skirting around a formidable array of rocks, rounded the mark and finished. On examining the chart in some detail we found that we had anchored right over an explosive dumping ground! We now discovered just how good was the French hospitality and organisation. In nearly

all due in Douarnenez that night we motored in convoy following the committee boat to the south until the fog lifted and a gentle breeze filled in from the east. The start line was laid just south of Point de Saint-Mathieu and we set off for a 24 mile race, which looked as if it was going to take a very long time in the very light fading breeze. The *Zarafa* tactics team read the wind perfectly and we took full advantage of the last of the gradient wind and then timed our move to pick up the sea breeze to perfection. The sun was out, the breeze was in and we had our first win.

We stayed two nights in Douarnenez and



Day two, L' Aber Wrac to Lanildut - not enough breeze, and drizzle. However first class supper at Lanildut and .....

The racing started at Morlaix, a picturesque town in North West Brittany located some three miles up a river, which in *Zarafa's* case was only navigable one and half hours either side of high water with a lock into the harbour. We had a very warm reception from our French hosts, who were unbelievably helpful throughout. We found out that we were the only foreign boat and one of the smallest in the big class but did not have any guide as to who would be our main rivals. Needless to say the food and wine was excellent and we were ready to lock out in plenty of time to get to the start area at the river mouth.

From Morlaix we raced to L' Aber Wrac,

every port a buffet was laid on for all the crews with plenty of cheap but perfectly drinkable wine.

Day two saw race from L' Aber Wrac to Lanildut in conditions similar to the first race; not enough breeze, and drizzle. However we improved on our 12th in the first race and finished 7th in class. The parties ashore continued to such an extent that when one of the crew ventured into one of the local bars, instead of being thrown out, he was not allowed to leave until he had kissed the wife of one of the customers. He has now rather gone off garlic!

Our departure from Lanildut was marked by thick fog and very little wind. As we were

during the day we had two windward leeward races and we managed a first and a third. The skipper's dark past was revealed by the French press. Apparently he is married to a French lady and we all waited to be introduced and hoped that he might have some pretty daughters; we are still waiting. Meanwhile the submariner in the crew displayed his talents as a gardener in the early hours of the morning and despite all this we had a great day's racing.

The following day saw 22 to 25 knots of wind and the start of the 120 mile overnight race. The course took us to the Pointe du Raz and then south past the Baie de Audierne. During the afternoon the breeze faded to



the racing started at Morlaix, a picturesque town some three miles up a river



..the parties continued at Lanildut. Next day we left in fog and little wind below: Iles de Glenan during the last race



about 18 knots but we had a wonderful sail and at dusk we started a grand tour of the Isles de Glenan. The moon was out, there was intense phosphorescence and several dolphins playing around the yacht; this was truly champagne sailing. The wind gradually faded but there was just enough breeze to finish in plenty of time for pre lunch drinks. We came 4th, again beaten by the higher rating yachts.

The final day looked like more light weather sailing but sun factor 48 was essential. We had a good race and yet again came 4th, which was our final position in class. We had not been able to beat the bigger yachts with any consistency but we had the satisfaction of easily beating the other low rating yachts in our class.

We arrived in La Foret and it immediately started to rain, just what we really needed when the boat had to be made ready for the trip home. However, the 'Army' delivery crew was already on parade ready to depart first thing the next day. The prize giving took place outside in the marina boat park in dismal weather, so the party atmosphere was a bit lacking and the crew had to split up to make their separate ways home. Meanwhile we all argued over who was going to eat the last piece of fruitcake left on the boat!

However, we had a great week's racing in varied conditions and among some spectacular scenery.

**PETER SCHOLFIELD**

before the last race at Belon



# CRUISING NOTES

As always, the vagaries of the weather interfered with the best laid plans, but despite this the Cruising Division had another very successful year. A pleasing feature of the cruises has been the number of new faces at the meets, including several Members new to the Club. No doubt the new Members' evenings at the Club will be a further encouragement to becoming involved in the Division's programme.

## Winter Lectures

We have had a full and varied programme of Wednesday lectures, with excellent attendances. Sixteen lectures were held, over half of them given by Members of the Club, reflecting both the interesting subject matter and the care with which the lectures are prepared. So, my thanks to those Members who gave their time for our benefit. Let them be an encouragement to others to offer to inform and entertain us on a Wednesday evening.

Clive Sparrow (Vice-Captain of Cruising) has put together a full programme of lectures for winter 2010-2011

## Cruising Dinner

Mike Golding was the guest speaker at the well attended annual dinner held on 20 February. The following trophies were awarded at the dinner:

Cadiz cup	John and Sally Priestly
Quain's Cup	Richard Shaw
Senior Brownlow Cup	Jonathan Hutchinson
XII Bar Blues	Geoff and Marilyn Holmes
Seamanship Trophy	Allan Collison
John and Angie Bailey Trophy for Lifetime Achievement	John Pocock

## Cruising Safety Day

In March we again ran a Saturday morning session, following the success of last year's safety day. This year's programme considered various aspects of safety (with valuable input from Lymington RNLI who we thank for their support of this event), a life raft demonstration and failures in boat engines and how to avoid them. We intend to run another safety day in 2011, which will

probably include a repeat of some of the safety procedures previously covered - a useful reminder for those who have attended previously and could be an eye opener for those who have not.

## Chartroom

Peter Lowe has continued to update and improve the chartroom as well as working hard on the cruising website. The pilot books and charts have been completely listed and indexed, with dates of publication, and put on the cruising website under the chartroom section. The annual winter update of the pilot books and charts is currently being carried out in time for next season's passage planning. We would still like to see greater use made of the chartroom, so do have a look at it and let Peter have any thoughts on how it could better meet your needs.

## Winter Meets

Over the past couple of years we have introduced (or is it re-introduced?) a series of mid-week day meets between October and the start of the next cruising season in April. They are held at roughly monthly intervals, depending on tides and weather conditions, and are very popular. At the time of writing, for example, shortly before the October cruise to the Hamble, around 60 people and up to 18 boats are booked in.

The 2010 cruising season started in April with the traditional cruise to Cowes and then moved on to other familiar venues through the summer.

## Spring Cowes Meet

The meet, held on 16-18 April, was blessed with better weather than in the previous two years. Thirty of us enjoyed a great weekend,



with glorious warm sunny days although extremely cold, clear nights. It was good to welcome new Members in the thirteen boats present. Our traditional pontoon party at Folly Reach was a great success in the evening sunshine. Nobody would have known that the 'supply ship' with the nibbles and other cruising essentials had had to return to Lymington with engine failure. Acting beyond the call of duty, Seastart not only helped the ailing yacht (Tony Hughes' *Lutetia*), but delivered the solid and liquid essentials to Cowes in time for the party! And the crew of *Lutetia*, not wishing to miss out, in true cruising tradition travelled by ferry, car, taxi and water taxi to arrive at Folly Reach in time for the first drink!

Saturday morning was Cowes Marina, where we relaxed in the good weather before being welcomed at the Royal Corinthian Yacht Club for an excellent and convivial dinner. Thanks to the continuing good weather, the setting on Sunday morning could have been Cannes let alone Cowes! Most of the fleet took advantage, relaxing and socialising before returning to Lymington on the late morning tide.

## Spring Anchor Meet

This meet was in Poole Harbour on 14-16 May, with anchoring in various locations on the Friday and a more formal gathering south of Green Island on the Saturday evening. The weather was kind to us with a F3 SSW breeze on Friday providing a pleasant sail to Poole. Saturday brought a westerly F5 with sunny periods. Eleven boats gathered with 32 crew. After a few manoeuvres all managed to anchor and raft up safely on Saturday and, after drinks on the two rafts of boats, the crews joined the host boats for an excellent curry supper followed by strawberries and cream. Our grateful thanks, as always, go to Alice Macnamara for providing the food.

## June Meet

The weather was not so kind to us for this meet, held on 11-13 June. It took its toll of the 8 boats and crews who had intended to meet

in St Peter Port, Guernsey. Six boats made it, the other two had intended to overnight in Alderney but strong north-easterlies dictated otherwise. They did, however, have an enjoyable 'alternative' meet in Weymouth. For those who made it the weather in Guernsey was good, with crews of the six boats enjoying Friday evening together. On the Saturday evening we were very well looked after at dinner by the Guernsey Yacht Club. Three boats, *Sandpiper* (Ken Claydon), *Lutetia* and *Galene* (George Johnson) had sailed in company from Cherbourg to Guernsey and afterwards cruised to Carteret before returning to St Peter Port and going their separate ways.

### Solent Meet

For the last three or four years what was intended to be a family meet in July in Newtown Creek has not really worked, due largely to lack of children in the crews. So we decided to try a Solent meet, based on a shore activity. On 16-18 July we arranged a meet at East Cowes linked to an evening of open air opera at Osborne House. About thirty people and ten boats signed up for the meet. Having had weeks of sunshine and fair winds, the weather nosedived. Although we postponed sailing until Saturday morning, the Friday evening pontoon drinks went ahead as usual - at the Captain and Sue's base in Gosport Street! The group supper arranged for that night was also moved to the Club where, thanks to Mark and Peter, we enjoyed an excellent meal.

The winds had calmed down sufficiently on Saturday morning for everyone to make the trip. We took chairs and picnics to Osborne House and for a couple of hours listened to opera favourites, with a break to wander round the grounds and appreciate the views across the Solent. This was a successful innovation which we aim to repeat somewhere in the Solent in 2011.

### August Meet

We changed the venue from the originally published intention to go to Honfleur because, on reflection, it was felt that not many crews would be keen to cross the Channel by the longer route involved from the Solent and for the number of boats that might attend the facilities in Honfleur were lacking. We chose instead to go to Plymouth

on 20-22 August. Yet again the weather was against us and of the nine boats intending to join the meet, only three (*Sandpiper*, *Oyster Reach* (Alan Parker) and *Otter* (Richard Wood)) and Alan and Molly Knowles (by land) arrived in Plymouth, others having been deterred or prevented by bad weather. The westerly wind meant that the crossing of Lyme Bay seemed even longer than normal and rain and bad visibility greeted our arrival in Plymouth. For once the usual pontoon drinks were taken on board out of the rain, but we had a good dinner at the Royal West of England Yacht Club on Saturday evening.

### Cruising Forum

On Saturday 4 September we held a successful cruising forum at the Club, attended by about 80 Members, to review the cruising programme over the previous few years and to discuss suggestions for 2011 and ensuing years. Analysis showed that the most well attended are the Gins Farm and Spring Cowes meets, followed (generally) by the long distance meets. It also showed that the ratio of power boats to sail boats at meets is increasing, a factor we have to take on board in planning the cruising programme if it is to continue to meet the interests of the Cruising Division. In general the feedback was positive in that the programme does meet the Members' needs, but we need to cater for a wide range of requirements covering shallow and deep draft yachts as well as motor boats. The forum was constructive and helpful and it is intended to make it an annual event in the cruising calendar.

### Croatia Charter Cruise

The cruise, organised and co-ordinated by David Houlton, took place on 11-25 September. It was a great success and blessed with good weather, although lacking in wind for some of the time. Four charter boats took part, together with three boats owned by Members of the Club. Overall, 33 Members took part, either for a week or for the whole fortnight.

### Autumn Meet

Buckler's Hard was the venue for the autumn meet, held on 17-19 September. The tides were favourable and the weather fair for the 10 boats, 3 cars, 34 Members and 2 dogs taking part. On Friday evening three boats

had arrived and drinks were taken on board *Sheringham Lady* (Peter and Pam Upcher), with some Members eating at the Master Builder. On Saturday, the meet departed from the more customary arrangements and crews assembled ashore for sundowners on the green, whilst two BBQ oil drums provided by the Harbourmaster cooked the food everyone had brought with them.

The fine weather continued on Sunday and enabled those boats which departed on the mid-morning tide to have a pleasant return to Lymington.

The evening was declared a success and a format worth repeating in planning the future cruising calendar.

### Gins Farm Meet

Always a favourite, this meet, held on 8-10 October, at the Royal Southampton Yacht Club's Gins Farm, was well attended, and helped by clear blue skies breaking out by noon each day. The fresh easterly wind against the spring tide made the relatively short trips along the Solent lively at times.

Three boats, *Otter*, *Medley* (Peter Lowe) and *Sheringham Lady* arrived on Friday and we enjoyed supper on *Sheringham Lady*. On Saturday another 15 boats arrived, mostly on the morning tide. After the usual pre-dinner drinks on the Club veranda at Gins Farm, 57 of us sat down to an excellent buffet supper. Afterwards the Club boatman ferried those on the river pontoon back to their boats and the following morning the tide allowed for a leisurely breakfast before a sunny and unseasonably warm sail home.

### Conclusion

Cruising Division activities run through the whole year and range from the warm ambience of the Library at the Wednesday Winter Lectures to the sometimes 'why am I here? I do not like this' conditions going to or from a meet. The activities only happen through a lot of hard and persistent work from all the members of the Cruising Sub-Committee. They are a great and enjoyable team to work with. It almost goes without saying that it is all worthwhile with the support and friendship of the cruising fraternity in the Club.

# 62 YEARS AGO

photo of the *Farringford* courtesy St Barbe Museum



## One Way of Spending a Bank Holiday

Whit Monday 17th May 1948 started as a very ordinary day. The School of Infantry Sharpie, *Micawber* lay on her mooring just above the Club House. My then girlfriend, a 26 year old from London by the name of Pauline Clarke and me, s 27 year old stationed at the School of Infantry, decided to give *Micawber* and ourselves an airing on what promised to be a sparkling Solent.

After packing a sandwich lunch we set off down river. The wind was south westerly, about force 3 and gusting sufficient to sail the boat with eased sheets. The tide was low and had been on the flood for about an hour, so there wasn't much room for a stretch of the river. We tacked on towards Cocked Hat, with the *Farringford* quickly overhauling us. I was determined to get up to windward of her to retain the motive power of the wind. Peering under the boom I judged there was quite sufficient time to put in a short tack, instead of carrying right on to the leeward bank. At a point roughly midstream just beyond Cocked Hat I downed the helm and we started to go

about ... another quick peep under the boom and I decided that as we should have to point higher than previously the sheets should be pulled in. *Micawber* had a loose wire horse across the transom and when there was no tension on the main sheet it lay limp across the tiller. The tiller fitted through the rudder stock and projected an inch beyond the stock. As I tightened the main sheet a loop from the main sheet block accidentally caught under the after projection of the tiller. The wind filled the main and taking up the remainder of the slack the sheet, lifted the rudder neatly off its pintles. This left me with a tiller in my hand, no rudder, a 500 ton paddle steamer bearing down on us and my beloved girlfriend taking advantage of a somewhat unique opportunity to inform me that she couldn't swim. I replied in a somewhat irreverent form of Army language to the effect that it was of comparatively little importance, and that she needed to fly not swim

By this time the ferry was hooting with some justifiable concern, as she was clearly going too fast to stop in time. Just before the car ramp struck us I pushed Pauline overboard because, being a non-swimmer, I feared that if she was reluctant to leave the boat she would, in all probability, become enmeshed in the sails and rigging. I quickly followed her.

I remember the crunch of *Micawber* as she was rolling over the top of us. I remember the thousands of barnacles, seaweed and antifouling. The *Farringford*, in spite of reversing her paddles, still seemed to keep going, so I decided to swim downwards and towards its stern: this was really the start of my undoing. After what appeared to be an eternity and what, in fact, was probably only some 10 seconds or so, the boat's engines stopped. By this time there was rather a shortage of air around and I gave up my swim towards the stern and turning left broke surface about 20 feet outside the starboard paddlewheel, which by now was stationary. There was a fair old flap going on aboard. Crew were running in all directions with life belts, but no-one threw one! The hordes of

holidaymakers were obviously getting their money's worth, brandishing all manner of cameras and probably silently hoping for a glimpse of gore! I was feeling a soggy numbed mass, but happy still to contain enough air to float.

I saw someone (afterwards I learnt it was Mr Bernton Benjamin and Mr W. D. Blatch in his dinghy) starting to rescue Pauline from a point near the ferry's bow. Evidently, being unable to swim she had done nothing... the ferry just ran over her and then reversed off her... and up she bobbed... mercifully rescuers were near and she was lucky to escape - with only severe shock and no residual injuries. So perhaps, after all, there was an advantage in not being able to swim!

To return to my own plight ... water sodden and winded and floating only just to my plimsoll about 20 feet away from a stationary paddle wheel, I was utterly stupefied to see this monstrous wheel suddenly start to revolve in a forward motion. I screamed blue murder and waved frantically for someone to stop the engines but to no avail... the thrash produced a ghastly suction towards the revolving wheel. In any case I was incapable of swimming and couldn't have made an impression against that inrush of water. I remember being swept up against some metal rails, designed presumably to keep boats and things like me out of the wheels. I clung on for dear life whilst this juggernaut churned away rather too close for comfort. In what I thought were my last few seconds on earth my mind flashed back to my father's death in 1925 ... he was killed by his leather motoring coat catching in the large flywheel of the electricity generator in our garage at home, near Salisbury. I thought how odd that a wheel should undo son, just as it had father. I don't think I had time to think anything else, except that I was very frightened and wondered how much it would hurt, but there didn't seem to be much of an alternative right then

After what can only have been but a few seconds, the suction got too great and my legs went in under the rails. I remember receiving the most almighty thump across the top of my lumbar region

and in a flash being revolved upsidedown and thrown upwards and outwards against something rather solid, as the wheel continued upon its slow revolution. I was then under water all over again bumping along the after half of the vessel. I surfaced once more on the starboard quarter, with the ferry and myself being borne further apart, partly by the flooding tide and partly by the fact that the boat was stemming the tide with its engines to avoid going on the mud or fouling moored vessels. By now I was incapable of any movement below the waist and feeling terribly sick and rather second hand!

As the ferry receded, an immense anger filled me and I shook my fist at it: I felt I had suffered a quite unnecessary indignity and apparently with that last expression of defiance the water momentarily closed over my head and I descended the few feet to the muddy bottom. For the seconds I was under it was quite peaceful ... I remember no shortage of breath, whereas I had done so on my original immersion. After touching bottom I made no conscious effort, but rose again quite automatically. Looking back on it I sometimes wonder whether this was the initial stage of drowning. At this point I couldn't really have been capable of assessing depths or periods of time. Fortuitously I drifted quickly to within an arm's reach of any empty mooring buoy. I still, God alone knows why, had the mental capacity to say "hold on to it" I've often wondered from where the expression derives 'a drowning man clutches at a straw'. Anyway this buoy was my straw and I clutched ... till the welcoming arms of our rescuers somehow got me into their dinghy and took me to the Club, where a Club Member, Dr Johnson, attended me and arranged for my prompt evacuation to hospital.

Miraculously no bones were broken and apart from severe shock, odd cuts about the head and blackberry coloured bruise over my whole back, I really got away with it very lightly. It took a little time before one could get dream-free sleep.

**Gerry Richman**



## ROUND THE ISLAND CHALLENGE

*Friday 18th June 2010 very early in the morning, about sparrow's fart plus one, a light mist floating over the Lymington River, we slipped our lines. Gracefully we sailed down the river and out towards the RLymYC starting platform. Thus started the challenge.*

Some four weeks earlier a bright spark had suggested that we (Lymington Sailability) should hold our own Round the Island challenge as rules prevented us entering the official race. The object was to raise funds towards a new safety boat. The challenge was to be not only the circumnavigation of the Isle of Wight, but also between our esteemed chairperson Aly and me, ordinary seaman Tom. Aly had sailed around the island some years earlier, and therefore held the advantage of experience, which she used to great effect by trying to put me off.

Perhaps at this juncture I should point out that Aly is registered blind, and I am paraplegic. Aly was to have a spotter, so that she didn't endanger the local shipping. This thankless task was bravely undertaken by Tony (a RYA instructor). The boats are 17 foot Windrider trimarans, American built, and very safe and stable.

The scene is set. With some trepidation we approached the start line. It was to be a proper start with countdown hooters. By some extraordinary fluke I found myself on the start line for the last hooter and had a great start. Aly was little way behind. We had a reasonable northerly breeze F3 or so, this meant we could head straight for The Needles maintaining a good pace. Arriving at the Needles I had maintained my advantage, but as we came into the lee of the land Aly caught up. We drifted for a while, then as some black clouds loomed over the Island the wind filled in. Still a northerly, but it had increased to F4 gusting F5. I took a straight line route to St Catherine's point whilst Aly kept more inshore. We flew across the bay on what felt like a fairground ride with spray

## FROM GEOFF HOLT MBE PATRON OF LYMINGTON SAILABILITY

Whilst it has been a gloomy year economically, Lymington Sailability has provided many rays of sunshine which have touched people's lives locally, regionally and nationally.

At a local level, Lymington Town can be proud to have their very own Sailability group which gives so much to the community. I'm pleased to report that volunteer numbers have increased which is great news and, as any of our volunteers will tell you, it is tremendously rewarding.

Our sailors themselves have continued to enjoy sailing in this exceptional part of the world. However, earlier this year, chairman Aly Gunn and Tom Morton decided the constraints of sailing on the Lymington River were not enough and headed off for a jaunt around the IOW in two of the Club's boats. For Aly, it was the second time of sailing solo around the IOW (one more time and she beats my record) so she obviously hadn't learned her lesson from her previous experience.

Their efforts helped to raise the profile and much needed extra funds for the group. We are most grateful to the Royal Lymington Yacht Club who gave great support to this event. Talking of money, as

Patron of Lymington Sailability, I would like to personally thank all our fund-raisers and our sponsors for their continued support. We are in tough times and the group needs every penny we can to continue providing disabled sailing opportunities to disabled people in and around our area. We are always on the look out for new sponsors and exciting and innovative fund-raising ideas so please do contact us if you would like to help.

And finally, I mentioned earlier how Lymington Sailability has provided rays of sunshine that have touched people nationally. I'm proud to say that I was present at the RYA Community Awards in November in London when our chairman Aly Gunn and husband Keith received a joint award from the Royal Yachting Association giving national recognition for their contribution to furthering the sport of sailing. Well done to them both and it was wonderful to see their efforts and Lymington Sailability receive the recognition they deserve.

Lymington Sailability is part of the local community, please do your bit to support us so we may continue to provide these rays of sunshine.





..northerly, F4 gusting F5. I flew across the bay to St Catherine's

flying everywhere. At one point I was in danger of overtaking the safety boat, which was already on the plane. We made great time to St Catherine's point and I was beginning to think we would get round the island in no time at all.

I had a lead over Aly, but she was still within striking distance. However progress was slowing and it became a bit of a slog, and by the time we got to Ventnor it was becoming hard work. The wind had become unreliable and as we reached Ryde it had died completely. By some sort of magic yet to be explained Aly caught up to me, then ever so slowly overtook. I was gutted!! Over the next three hours we drifted with the tide, very slowly approaching Cowes. Aly had decided to drift across the Solent towards Southampton water. We both had our eyes glued to the smoke emanating from the chimney of Calshot power station willing it to change from the vertical. Finally it filled in, and started to build into a good F4 from the south west. Not the best angle for sailing up the Solent to Lymington.

I had lost sight of Aly amongst the throng of yachts that were racing off Cowes. But she was far better placed to tack up the Solent than I was. I had to tack into Osbourne bay, across the shipping lane into Southampton, then tack back to Gurnard, before I could

consider making progress up the Solent. I was devastated; I had lost the race on the last lap. Anyway in true Sailability form I ploughed ahead trying to minimize the distance by which I was going to lose.

Some time later, as I was getting to within sight of the finish line, I overheard a conversation on the VHF radio between the safety boats to the effect that Aly was off Lepe beach. How had this happened? To this day I don't know. I was jubilant. The finish line didn't seem so far away now. I crossed the line 11 hours 58 minutes after I had crossed it the first time. Aly crossed 20 minutes later. It was her turn to be gutted. She had no reason to be, as her achievement far outweighed my own.

Finally we made our way back up the Lymington River in the increasing gloom of the evening light to be met by a welcoming committee lining the slipway and the balcony of the RLymYC, comprising volunteers, Club Members, and well wishers. It was a lovely surprise and gave us a real lift. Much needed as a splendid reception had been laid on for us in the RLymYC. The Lady Mayor of Lymington was there to present the trophies and a donation to Lymington Sailability. Some embarrassment and a couple of drinks later the day was done.

It had been a great day and a very good challenge. Within minutes of finishing Aly was challenging me to a rematch the following year. So in 2011 we hope to repeat the challenge and intend to throw it open to all Sailability groups. I don't want to give back the trophy so I will be defending my title.

To conclude, this article needs to recognize the hard work put in by the volunteers who ran the shore base and manned the safety boats, without whom none of the above would have been possible. Also the assistance offered by the RLymYC, by letting us use their premises for our shore base and for lending us one of their safety boats. Looking forward to next years challenge? Definitely.

**TOM MORTON**

## SMILE YOU'RE ON CAMERA!

Audio Visual technology comes to  
Lymington RNLI Lifeboat



Many Club Members support the RNLI by buying Christmas cards, donating via collection boxes or attending events organised by Station, Branch and Guild members. Others take their surplus boating equipment to the Beaulieu Boat Jumble and the more energetic might even participate in the 10k run!

The service could not exist today without the support of the many businesses who allow their employees to be volunteers. The RLymYC is one such with a number of staff on the active crew list, which is why just occasionally the boatman are a bit scarce!

It would be inequitable for the crew members working nearest to the lifeboat station to be on every call, and untenable for local businesses if all their volunteer crew members disappeared for prolonged periods every time the pager sounded. The Lymington RNLI Station therefore runs a resource pool comprising helms, crew, tractor drivers, shore workers and prospective crew. It takes a minimum of 5 people (1 Helm, 2 Crew, 1 Tractor Driver and 1 traffic control / shore support) to launch the lifeboat safely.

Everyone enjoys the drama of a lifeboat launch and even more its return with a recognisable casualty in tow, hence I always thought it advisable to request delivery into a hidden berth far away from public gaze rather than be brought either past the clubs

**Editorial Note** RYA Sailability, within which Lymington Sailability is the local group, and the RNLI are the Club's supported charities. Alison and Keith Gunn were presented with the RYA Outstanding Contribution Award by HRH Princess Ann. Geoff Holt, who has tirelessly championed sailing for the disabled, was honoured with the MBE by The Queen.

to an up river mooring or alongside either the harbourmasters' or Club pontoons! However now there is no escape as our Lifeboat, like others in the fleet, has been fitted with an all weather video and audio recording system (which is live from the moment of launch to the time of boat recovery). In addition one of the crew will be wearing a helmet camera, as well as the waterproof stills camera which has been carried on the lifeboat for some time.

The RNLI is not aiming to turn the crews into marine photographers, but rather media gatherers to improve public awareness



which is seen as critical to the long term funding of the RNLI. A good example was the 'Spaniel over the cliff' incident at Beachy Head in the summer of 2010 which provoked an unbelievable number of donations to the RNLI from around the world, all because the lifeboats concerned had video cameras onboard and the crew member who carried the animal off the beach was wearing the head-cam. Without this technology the incident might have passed unnoticed.

RNLI release of recorded incidents is strictly controlled by a 'consent to release' process and although we download many gigabytes of footage after every call out, no release to the public domain that could identify you or your boat will be made without your permission. This consent is normally sought by either one of the crew or the press officer immediately on your recovery or return to shore. Our editing team are conscientious, and certainly will not

seek to embarrass you. They have been trained to edit available material to provide quality media footage that will hopefully be taken up by broadcast outlets enabling the RNLI to publicise its work. Footage that is not approved for public release can be deleted or maybe retained with the casualty's permission for training use only.

So if you ever need the Lymington RNLI lifeboat, you could fall into the welcoming arms of at least one of our staff and be the subject of a news article written by me! So remember to wear your lifejacket, 'strike the burgee, change the ensign, put a piece of sticky tape over the club identifying letters' and try not to look like you know the crew whilst above all remembering to;

**SMILE: You are on camera!**

Thank you and please keep supporting us.

**PETER MILLS**

Lymington RNLI Lifeboat Press Officer

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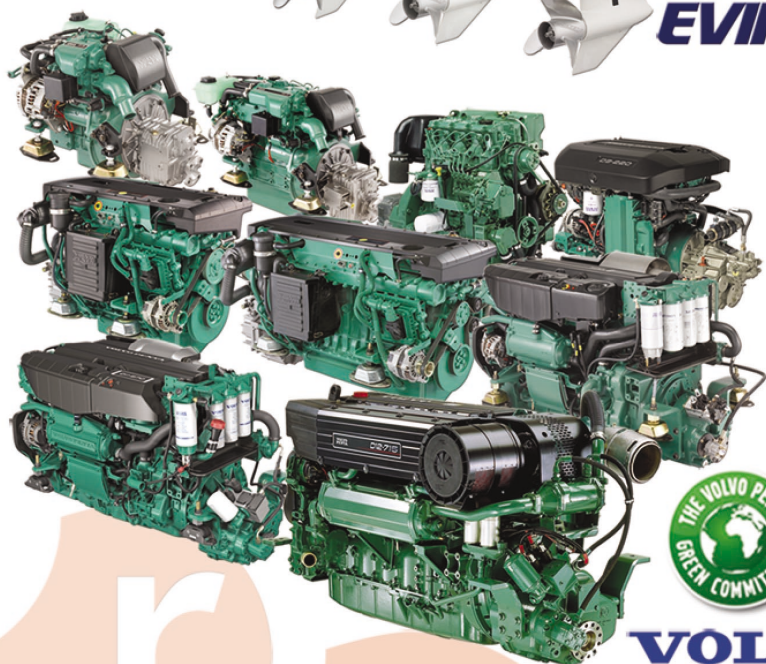
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