



# *PotterShip*



**The Royal Lymington  
Yacht Club in 2007**

# From the Commodore

## Making The Club Work

This is the time of year when we see a new generation of faces on the Club's operational committees. In my Pottership piece last December, I expressed the Club's thanks to Gill Barron, the outgoing Rear Commodore Finance, and now I'm welcoming David da Cunha to the role. He brings to the job a good business brain, professional financial qualifications and a long interest in sailing in the Club. I'm looking forward to working with him, as I am to Neil Eccles, Mike Mayhew, Mike Urwin and Jenny Wilson, the newly elected members of the General Committee. My congratulations to them for their success in the election but also my thanks go to Peta Walmisly and David Wansbrough for agreeing to come forward to work for the Club.

This is the last Club publication before our Secretary, Ian Gawn, retires at the end of April. Members who attended the Club's AGM on February 2nd will have met his successor, Commander Kevin Podger RN, who takes over in mid-April. Elsewhere in this Pottership Phil Batten, the Vice Commodore, will be telling you more about our new Secretary.

When he came here twelve years ago, Ian brought a fresh, can-do attitude that he has maintained throughout his service with the Club. I can honestly say that it has been a pleasure working with him, right from my first term on the General Committee at the time of his arrival when we worked together on the first generation Club card system. He and Jane have been good friends to Marilyn and me and we wish them a long and happy retirement in what sounds like a perfect new home in France.



You will find in this mailing a letter from me inviting you to subscribe to a leaving fund for Ian, as we did when Michael Webb left the Club four years ago. I hope that you will be in the Club at 12.00 on April 26th in the Library for Ian's leaving party.

I wonder how many people are aware of some of the less visible things going on in the Club: here's my shot at lifting the covers on 'work in progress' among the Flag Officers. In the Vice Commodore's area, we are having a look at what at first glance may seem a dry old area. Over the years a file has been built up called 'Policy & Practices', or P&P for short. Each generation of General Committee Members is asked to read through it. P&P file entries are notes of significant decisions made from time to time about various issues. For example, the Club's longstanding charity policy is in there: that we support two charities as a Club, the RNLI and RYA Sailability. The P&P file is an attempt to record for posterity

what General Committees have decided, and why, in the hope that wheels will not unnecessarily or unknowingly be reinvented. Sadly, the P&P file has not stood the test of time as it should have done and it is being overhauled and reviewed. Unspectacular but important.

In the Rear Commodore Sailing's area, a working group is trying to set out in clear terms how we plan, organise and run our events. With the recruitment of Ben Mathews, our new sailing events manager, we want to build a clear set of office procedures that will make planning and running sailing events clearer and simpler. Although any one event is simple enough when seen on its own, when you look at the over four hundred events we run every year the scale of keeping track of everything is quite daunting. My own pet project (apart, of course, from the ever present ferry issue) is the improvements we are making to our back office IT systems. At the tail end of February we will be installing a new membership administration system, point-of-sale and office productivity software to make good the shortcomings of our present systems, many of which are getting on for six and in some cases nearly ten years old.

On February 9th I spoke to a meeting of flag officers and members of clubs belonging to the RYA Southern region to welcome them to our Club for their annual conference. I suggested to them that, as clubs, we have much that we can usefully do together: we all do our own thing but we could do better by collaboration. We've already begun a conversation with the Royal Southampton Yacht Club and though it's early days, I



have hopes that something worthwhile may come of it.

Here's a thought, in conclusion, that you might like to ponder. When Marilyn and I joined the Club over twenty-five years ago, we were proud to be part of a Club that had such a strong racing and cruising heritage, with the Royal Lympington Cup at the top of a list of major features in the Club's sailing pedigree. Sadly, that event came to an end some years ago but efforts are in place to give that hugely admired trophy, with some of the best names in sailing on it, a new life. During this time, our Wednesday Junior Sailing programme has been created and has risen to its present magnificent high level of achievement, training thousands of youngsters from all walks of life. Young sailors with their roots in the Club have been hitting the top of the sport increasingly throughout that twenty-five years and once again we have two young members – Ben Ainslie in the Finn, Nick Rogers in the 470 and Pippa Wilson in the Yngling – in Team GBR for the Beijing Olympics. On top of that, Ben Paton was 2007 World and European Laser Radial Champion, justly winning the Club's Jack In The Basket trophy. If the Royal Lympington Cup has taken a back seat in recent times, how good is it that the development and coaching of young sailors has taken its place at centre stage in the Club's life? Everyone who has played a part in coaching and running events for our young sailors can be really proud of their achievements. The rest of us can but applaud a great success for them and the Club.

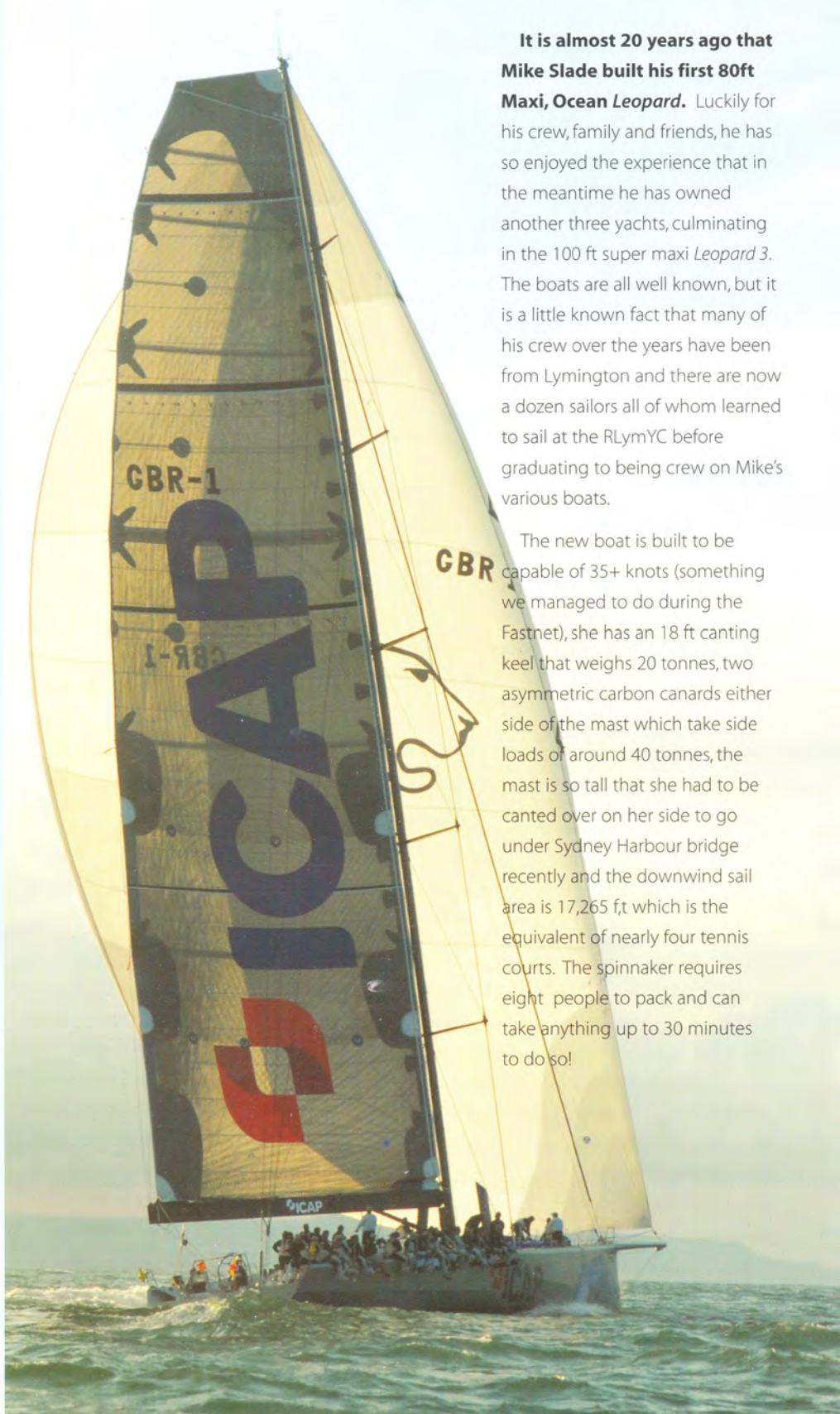
**Geoff Holmes Commodore**

## LEOPARD'S FASTNET

**It is almost 20 years ago that Mike Slade built his first 80ft Maxi, Ocean Leopard.**

Luckily for his crew, family and friends, he has so enjoyed the experience that in the meantime he has owned another three yachts, culminating in the 100 ft super maxi *Leopard 3*. The boats are all well known, but it is a little known fact that many of his crew over the years have been from Lympington and there are now a dozen sailors all of whom learned to sail at the RLYMJC before graduating to being crew on Mike's various boats.

The new boat is built to be capable of 35+ knots (something we managed to do during the Fastnet), she has an 18 ft canting keel that weighs 20 tonnes, two asymmetric carbon canards either side of the mast which take side loads of around 40 tonnes, the mast is so tall that she had to be canted over on her side to go under Sydney Harbour bridge recently and the downwind sail area is 17,265 ft<sup>2</sup> which is the equivalent of nearly four tennis courts. The spinnaker requires eight people to pack and can take anything up to 30 minutes to do so!





Despite having sailed on the boat throughout the summer, we had not raced her in over 12 knots of breeze. So, with the race delayed for 24 hours due to severe storm warnings, we were not sure what to expect! It is a well known fact that the first maxi to finish is normally the one that suffers the least breakages.

At last we got to race against the other maxis *Alfa Romeo* and *Rambler* in over 12 knots of breeze. And what a difference it made! After an equal start, we crossed tacks with the other two big boats before arriving at Hurst at exactly the same time as a couple of hundred much smaller boats. This is always rather nerve wracking, as the speed difference between us and the smaller boats is huge and this does sometimes cause a few brave (mad?) port tackers to mis-judge their crossing in front of us.

By 2 pm we had a good lead over both *Alfa Romeo* and *Rambler* and were revelling in 20+ knots. Unfortunately, just as we were getting into a good rhythm, our jib pulled out of the head foil, causing us to turn downwind and change sails. By the time we managed to turn back on course we were back alongside *Alfa Romeo* and continued to duel with her all the way up to Start Point, at which point Alpha pulled out with mainsail damage. As it got dark, the wind started to build to around 30 knots. This is the moment when all the Volvo sailors start to enjoy themselves, whilst I found myself muttering about the joys of land based hobbies.



Having never sailed on such a powerful boat in so much wind, it is certainly an awe inspiring and dramatic feeling. Even when sailing close to the wind, the boats go so fast that they really launch off waves. The sheer power of *Leopard* is like nothing I have ever experienced on a boat and for a very short period of time (it felt like ages to me) the wind grew to over 35 knots and it is during those moments that it is so impressive to see the best sailors in the world working as a team.

The solid wind did mean that we were quicker to the Lizard than any boat before, reaching that landmark in around 13 hours. We then fell into a minor wind hole and subsequently into a huge hole off the Scillies with the wind dropping to under 5 knots. We escaped this only to get a shark caught on the rudder and suffer from hydraulic failure at the same time! The shark was not a major problem as there were plenty of lunatic Australians keen to leap overboard and cut it off, but the hydraulics were a big

issue as all of *Leopard's* systems rely on this.

With the hydraulics finally mended we knew that we had a real race to the Rock, with *Rambler* much better positioned. As we neared the Rock it was obvious that it was going to be close, but it was amazing (and very depressing) to round the rock just 5 seconds behind *Rambler* after 30 hours of racing.

However, with the Fastnet Rock behind us, *Leopard* showed us all why there has been so much excitement about her performance. We bore away, popped up the asymmetric and just unleashed the *Leopard*. The wind direction and waves were just perfect and we were sailing *Leopard* down waves just as you would on a dinghy. With the keel fully canted and the stern full of water ballast, the whole crew stood on the back of the boat and we just flew!! It was quite incredible to see the B&G repeaters flicking up from 18, 20, 24, 28 to 32+ knots as we charged down the waves. An amazing experience and one that the whole crew had been waiting for all summer.

Sadly though, the fun had to stop, as we reached Plymouth by 8 am on Wednesday morning. It had taken us just over 40 hours and we had beaten the previous record by 9 hours.

Now that is the way to do the Fastnet!!

**Rory Heron**



# Changes and new faces



**F**irstly, many thanks to all those of you who attended the AGM on 2nd February, giving us the authority for the necessary alterations to our Articles caused by recent changes to Company Law. Those of you unable to attend should note that the no-smoking ban is now extended to the new balcony, however smoking is still allowed on the upper (2nd floor) balcony. I take this opportunity also to thank you for your patience during the construction works for the balcony and the new bar. I am sure you will agree that the inconvenience has been well worth the effort. We offer our congratulations to the Rear Commodore House and to all the House Committee for these splendid projects.

When, sadly, Ian Gawn announced his wish to leave his post six months early to set up home in France, this set in train an extended period of advertising and interviews to find his replacement. This appointment, so vitally important to the Club, requires such a diverse mix of experience and skills that selection was no easy task, and I pay tribute to all those Committee Members who gave up their time to achieve our successful result. Commander Kevin Podger has been appointed as Club Secretary, to take over from Ian on April 14th. Kevin is aged 52 and a marine engineer. He has served as Head of the Nuclear Propulsion Project

Electrical Department, responsible for the electrical and propulsion systems of all Royal Navy nuclear submarines.

Kevin is an active RS 400 dinghy racer, RYA Yachtmaster Offshore, RYA dinghy instructor and Club Racing coach. He has been a member of a number of yacht clubs and held the post of Rear Commodore Dinghies RNSA. For the previous three years he has been Youth Co-ordinator at Chew Valley Lake Sailing Club. Kevin has already attended a meeting of the General Committee and it was our pleasure, at the AGM, to welcome him and his wife Lindsay to the Club.



Commander Kevin Podger is the Club's new Secretary

Club membership, as with that in many other clubs, continues to show a small net loss, some 33 Members since October 2006. However as I write, one third of the way through this Club year, we show an increase of joiners over leavers of some 23 Members. The answer lies in the hands of all of us. Please, whenever you meet likely people, encourage them by extolling the advantages of belonging to the RLymYC. You will have found in this mailing, with Pottership, three copies of our 'Welcome' booklet to hand to likely candidates. Please recommend them to visit our recently revised and updated website at [www.rlymyc.org.uk](http://www.rlymyc.org.uk). Finally, I would like to say that it has been a pleasure to serve for the previous twelve months in such a lively, friendly and successful Club.

**Phil Batten Vice-Commodore**

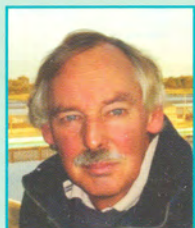


**David da Cunha**

The newly elected Rear Commodore

Finance is David da Cunha. David qualified as a Chartered Accountant with KPMG in Manchester then London. He spent a short time in the City before starting his commercial career in general management in a number of sectors. David now works from home as property investor and developer. David has been married to Mel for 35 years, and they have three adult children. They have lived in Boldre since 1987.

David started sailing in a GP14 aged 12 at Trearddur Bay Sailing Club, where he was Sailing Secretary 1979-83 and Commodore 1987-88, and has raced dinghies and dayboats ever since. David has owned and raced an XOD in Lymington since 1988 and was XOD Divisional Class Captain in 2005-6.



**Mike Urwin**

is 55 and has been a Member of the club

since 1983. He is an ISAF International Judge, and International Measurer, and currently and at various previous times has been a member of various Club, RYA, RORC and other national committees. Currently, Mike races a Lymington Scow, but has competed inshore & offshore in numerous boats up to world championship level. His family all sail, and he is involved with junior sailing.

Mike believes that the great strength of the Royal Lymington YC is its diversity, from juniors to Olympic medallists, and potters to world girdling cruisers, and that nothing must be allowed to threaten that diversity.



**Jenny Wilson**

Jenny Wilson is 55, and has been a

Member since 1990. Jenny sailed Enterprises and Wayfarers before joining the Club, and subsequently has raced XODs and Scows and presently a Tasar. She owned an XOD until this winter. She enjoys cruising chartered yachts in Greece and Croatia.

Jenny is an RYA Regional Race Officer, a regular PRO for Thursday Evenings, Spring Series, Junior Regatta and Club Open Meetings and a regular race team member of the RORC. Jenny has co-ordinated a number of Club events. She was Captain of Juniors in 2002, and has been a member of the Racing Sub-Committee since 2004.

Jenny has helped at Wednesday Junior Sailing since 1990 and has run it for past 7 years, as a qualified Senior Instructor.



**Mike MAYHEW**

is 46, and has been a Member since 2004.

A semi-retired IT consultant, Mike raced Cadets and Fireflies to Nationals level in both fleet and team racing. He raced IOR in ISORA 1979-85, and was a member of the British One Ton Cup team in 1981. Latterly Mike raced his own and chartered IRC yachts in numerous regattas including Cowes, Cork and Antigua Weeks. He has blue-water cruised Eastern USA, Caribbean and French Polynesia. At the Club he has raced Thursday night keelboats since 2001, and assisted as mark layer or safety boat driver for Wednesday Junior Sailing, Youth Week and occasional regattas. Mike is a power boat instructor, and recently volunteered to coordinate the Winter Training Program and the WJS Rib Rota.



**Neil Eccles**

Neil is 60 and his working

career was with the BBC, principally in live outside broadcasts of every genre. He discovered sailing at the BBC Yacht Club and with his wife, Bron, bought his first boat in 1995, joining the Moody Owners Association the year after. Neil is now their webmaster and Vice Commodore.

Neil is a Yachtmaster Offshore, and he is a safety boat driver for the club. Neil and Bron's current yacht is berthed in L'Orient, from where they cruise the Atlantic coasts of France extensively, and Spain occasionally.

Neil volunteers to help the Club whenever possible, and is currently involved in overseeing the website.



Above: Rear Commodore Finance Gill Barron hands over to the new Rear Commodore Finance David da Cunha and below, our new Secretary Kevin with his wife Lindsay at the AGM



## RACING

**What a strange year for racing we had in 2007. It seems for most of the year we had either too much wind or too little.**

We lost two weekends in the Henri Lloyd Spring Series for lack of wind, and then had the 6 Metre regatta in May blown out! Even in mid summer we lost all but 2 races during Lymington Week as the wind constantly held above 25 knots for most of the week!

Lets hope for a bit of meteorological sanity in 2008.

Despite the weather we still managed some great sailing. At the Club level, the Henri Lloyd Spring Series was well supported, we had fleets of over 75 boats in the Thursday evening series, X boats continued to turn out in force, Nordic Folkboats are growing in numbers. I hear John Claridge is still building new Scows, and our other dinghies have been enjoying Monday evening races.

Despite the cancellation of the 6 Metres, HODs and X332s, we still ran excellent racing for the Wayfarer Nationals, Tasar Nationals and RS500 Nationals. In addition we ran events for the SB3 Grand Prix, Contessa 32s, Nordic Folkboat Southern, a leg of the SCRA Solent Series and starts for the WSCRA. A busy year indeed, but even more so when you consider the Optimist events, Youth Regattas and Youth and Family week.

Which brings me round to two points:

Firstly a huge thank you to all the volunteers and staff, both afloat and on shore, without whom none of the racing would be possible. We really are fortunate in being blessed with some excellent helpers, and their expertise is undoubtedly reflected in the quality of the events we have run in often difficult circumstances in 2007.

And secondly, we need more volunteers! The Club runs courses in race management for those who are interested in helping to run the races. There are tasks for all levels of



expertise, from course setting, flags, timing and sail number spotting. So, if you fancy a day on the water, or the platform, lending a hand, we would love to hear from you. In addition, we need RIB drivers to lay marks and

act as safety boats, and we are always in need of Committee Boats and Motherships, so if you think you could lend your boat and time, again, please let us know.

Last year we had problems administering the Volunteer information. I think we all recognise that the green form in January is not the best solution, especially if you hear nothing until September! For 2008 we are going to try and use a monthly email where possible (hard copies to those without email). We hope to be able to give timely reminders of the duties, and ask for regular information on volunteer availability. Inevitably there will be teething problems, so I would ask for your forbearance.

For 2008, we have retained all the popular Club events and we are intending to run a number of new events such as a dinghy series on Bank Holiday week-ends in conjunction with the LTSC.

Lastly, congratulations to all the Club event winners in 2007. Full results for the 2007 events can be found on the Club website: [www.rlymyc.org.uk/racing/default.asp?page\\_id=712](http://www.rlymyc.org.uk/racing/default.asp?page_id=712)

### Chris Baldwick Captain of Racing

<b>MID-WEEK DINNER</b> (Tues-Thurs) <b>1 COURSE</b> <b>£12.95</b>	 <b>Splinters</b> <b>restaurant</b>	<b>PRIVATE DINING &amp; BUSINESS MEETING ROOMS</b>
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<small>Sunday Lunch with Classic British Puddings</small>		
<small>Wine Tasting Lunch and Fine Dine and Wine Evening</small>		
<b>SEE PROGRAMME FOR FULL DETAILS</b>		
<b>AA for culinary excellence</b>		
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## RESULTS

### Henri Lloyd Spring Series 2007

Class 1	<i>Zarafa</i>	Peter Scholfield
Class 2	<i>Philippides 2</i>	R E Baulding
Class 3	<i>Roller Coaster</i>	Denis Bates
Folkboats	<i>Tak</i>	Jeremy Austin

### Keelboat Thursday evening Early Series 2007

Class 1 IRC	<i>No Doubt</i>	Chris & Hannah Neve
Class 1 TCF	<i>Boomerang</i>	Mike Beggs
Class 2 IRC	<i>White Mischief</i>	Andy Hind
Class 2 TCF	<i>Simplicity</i>	Rory Fitzwilliams
Class 3 TCF	<i>Breeze</i>	Nigel Walbank
Class 4 TCF	<i>Charmina</i>	Richard Rouse
XOD	<i>Zest</i>	Michael White & Roger Wilson
Folkboats	<i>Tak</i>	Jeremy Austin/Ado Jardine

### Keelboat Thursday evening Late Series 2007

Class 1 IRC	<i>Boomerang</i>	Mike Beggs
Class 1 TCF	<i>Boomerang</i>	Mike Beggs
Class 2 IRC	<i>White Mischief</i>	Andy Hind
Class 2 TCF	<i>Strega</i>	Sandy Fielding
Class 3 TCF	<i>Marge</i>	Gill Thomas/E Nabney
Class 4 TCF	<i>Nightjar</i>	Sylvia Pepin
XOD	<i>Mersa</i>	K.Thorne + C.Driscoll
Folkboats	<i>Crackerjack</i>	Matthew Jones/Stuart Watson

### Monday Evening Dinghy Early Series 2007

Class 1	<i>Toony</i>	Nigel Walbank
Class 2	<i>Wave Rider V</i>	Richard Russell
Class 3	<i>Sky</i>	Jayne/Peter Burchell
Class 4	<i>Forty-Two</i>	Charlie Davis & Will Davis

### Monday Evening Dinghy Late Series 2007

Class 1	<i>Toony</i>	Nigel Walbank
Class 2	<i>Wave Rider V</i>	Richard Russell
Class 3	<i>Daffy Duck</i>	Jane Pitt-Pitts
Class 4	<i>Phenomenae de Vitesse</i>	Elaine Bell

### Lymington Keelboat Weekend, IRC Solent Series 2

Class 1 (1,2 & 3)	<i>Extra Djinn</i>	Neville Hodkin
Class 2 (4 & 5)	<i>The Flying Fish</i>	Kathy Smalley

## THE CRUISING YEAR 2007

**Do you remember April, or was it May when the sun shone and we thought how lucky we were to live in such a lovely part of the country?** We launched our boats and then, well, it was the summer that never was, wasn't it, with strong winds and heavy rain for weeks and weeks. Many boats which ventured west or south had to abandon their plans and return, often by ferry or train. On the other hand I have been told that those who went north to Scandinavia or the Baltic had a lovely summer of light winds and sunshine. Weren't they fortunate?



Back home our summer meet programme was strangely and very fortunately not that badly affected. Let me remind you.

At the Spring Cowes meet the highlight was 74 members from 26 boats sitting down to dinner at the RYS, but don't forget how the strong easterly wind and rain stopped just in time for the drinks on Friday by the Folly Inn. We even were able to have aperitif outside before dinner on Saturday as well.



For the Spring Anchor we went to Chichester. Often we have to abandon Chichester for bad weather but not this year as the wind abated to a westerly F6 so that 8 boats and 22 people arrived and enjoyed an afternoon of sunshine. A raft of boats was formed and we all enjoyed Alice's excellent curry for dinner. And then, if I remember correctly, the wind changed to our advantage and made the trip home enjoyable as well. A good weekend.

The Long Distance meet was quite an undertaking in view of the usual bad weather with many wondering that if they crossed the Channel they might not get back. Yachts started crossing whenever they perceived a window and by Wednesday 11 boats and 26 members were enjoying the customary pontoon party in the Sablon Marina by St Malo. Minutes after the party was over the heavens opened and those walking shore for supper were soaked. More of this from John and Sylvia Cobring.

We were due in Dinan on Sunday and yachts left over the next day or two to negotiate the big sea lock and up the River Rance. Thundery squalls made anchoring difficult and dinghy trips inadvisable for the overnight stops but by Sunday 9 yachts were moored in the river at Dinan. More people came by car or taxi from St Malo and 22 of us had an excellent lunch at Le Cottage by the quay.

In the crowded sea lock in the way down four RLymYC yacht's crews sang Happy Birthday to John Bence on Chatterbox to the utter confusion of the locals.

St Peter Port seemed to be one place many yachts holed up to avoid adverse weather on the way home. We spent three days there and enjoyed the break getting back eventually without any problems as did

most people (one yacht is still in the Rance).

The Family meet was fun as always and we managed to picnic and treasure hunt without getting wet.

The Cross Channel this year was held at Carantan and for one reason or another not many boats braved the Channel again. Only four boats arrived but the lack of numbers did not mean a good time was not had by all. Perhaps it was too far from St Vaast where we normally go; perhaps the gales eventually put people off. A pity but next year we are going to St Vaast so you all must



be there to make up for this year's disappointment.

The Autumn Anchor meet was held in Poole by Green Island, (more on that from David Houlton). Alice and John McNamara had planned to be away so the Club provided us with supper instead. In the event they turned up and I expect enjoyed not having had to cook for a change. Alice says she will keep up the good work for next year; thank you Alice.

And then to Gin's Farm. We have enjoyed summer a bit late this year but accept nice weather when it comes. The Gin's Farm meet had good weather and we started with a reception on the Commodore's brand new boat on the Friday evening. The timing for Saturday's events had to be changed as





nearly everybody wanted to watch England beating France so the customary drinks party started early on the lawn in warm evening sunshine and we ate at 1830 to be ready for the 2000 kick-off. As usual the meal was excellent and the atmosphere electric with 79 members from 21 yachts, and some who bravely tried to beat the tide in Scows, cheering the players. A memorable evening.

So it has been a good year in spite of the weather. 106 yachts with a crew of 268 Members have been on this summer's meets. Some yachts and people go on more than one of course, but the numbers still look impressive.

Finally, our thanks are due to the Members of the Cruising Sub-Committee who do all the hard work of organising the meets. I think they have done an excellent job. I've



enjoyed the meets very much and I hope you all have as well. Now to look forward to next year with wall-to-wall sunshine!

**Duncan MacAlister**  
Captain of Cruising



and England beat France!

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## POOLE ANCHOR MEET

**15/16 September 2007**

After a somewhat slow initial response we ended up with what maybe a bit of a record as far as numbers are concerned. Sixteen boats and some 33 people attended. This may of course have had something to do with the weather which was forecast to be sunny and relatively warm with lightish and favourable winds; it was in stark contrast to the windy and rain soaked summer!

The meet took place just south of Green Island beyond Goathorn Point; some boats spent a night or two there before the weekend - no doubt taking in the beauty of the spot. Most however set off on the ebb leaving Lymington at around noon on the

Saturday. Initially there was little wind and the iron spinnaker was the order of the day for the sailors; however a light breeze then sprang up from the South and most achieved a sail in lovely sunny weather. By 1800 the fleet had arrived and dropped anchor having negotiated the entrance to Poole Harbour - despite the antics of some motor boats who seem to enjoy going as close as they can to any sailing boat at speeds of around ten knots - not I hasten to add that any Members of the Club were involved in this activity!! Chartwell, Mary Louise and Otter very kindly acted as mother ships for the social activities which were to follow. A big thank you to them for all their help and hospitality, and in particular to Richard Elliot for providing these very artistic pictures.

Shortly after arrival wine was taken on the

mother ships - but unfortunately this was soon disposed of - whether this was due to the thirst or lack of quantity was unclear - probably a combination of both. Next time we will have to ensure a larger ration is available. This was followed by supper which had been produced by the Club and consisted of an excellent all-in stew (sorry chef casserole!) and copious quantities of delicious chocolate pud and cream. A big thank you to the staff at the Club for their efforts.

It was a glorious evening with a spectacular sunset captured on camera, and then most turned in early for a good night's sleep.

**David Houlton**

## A SEASON OF MEDALS AND SUCCESS FOR LYMINGTON YOUTH SAILORS

### January 2007 found Sophie Weguelin & Sophie Ainsworth in Buenos Aires

competing in the 29er World Championships where they started the 2007 Lymington Medal collection by winning double Gold as Ladies & Under 19 World Champions.

Back in the UK the season started quietly in April with light winds dominating proceedings at the RYA National Youth Championships at Hayling Island. Sophie Weguelin & Sophie Ainsworth overcame the difficult conditions to finish 2nd in the 29er class with James Rusden placed 5th. In the 420 class Ben Muskett sailing with Jonny Moss was a very credible 3rd.

Based on their results at the Youth Nationals and the World Championship, our

two Sophies were selected to represent Great Britain at the ISAF World Sailing Championships in Canada in July in the Ladies 29er class, where they added a silver medal to their collection. In September they were invited to join the GBR Olympic development squad in the 470 class.

In April & May our 420 sailors competed in the selection trials for teams to represent Great Britain at the European & Junior European Championships. Ben Muskett continued his excellent start to the season by finishing 2nd, James & Will Rusden were 3rd and Jasmine Husband sailing with Claire Walsh was 5th.

The medals continued in July when Jasmine Husband won the Gold Medal at

the Ladies 420 European Championships in Turkey. Jasmine has now joined the Sophies in the 470 GBR Olympic Development Squad. James & Will Rusden were a credible 8th in the Open Fleet.

August saw more success for Ben Muskett competing in the 420 Junior European Championships in Holland where he won the Silver Medal in the Open Fleet.

Finally James & Will Rusden won the 420 National Championships in Hayling Island from a very competitive fleet of 77 boats. Jasmine Husband was 4th and young Phil Sparks in his first season of 420 racing, was an excellent 5th showing the promise of more success for Lymington sailors in 2008.

**Phil Lawrence**

## Lymington Optimist Flotilla - 2007



Challenging conditions for Olivia Burt at the Harken Lymington Open  
photo courtesy of ibisailing.co.uk

For the Optimists, 2007 was a year of change with a number of the most experienced sailors moving on to other classes. However, there were many notable successes. Robbie Urwin and Tom Britz represented the GBR team at the French Championships, and Calum Murdock was selected for the team that sailed in the European Championships in Athens. Phil Sparks underlined his position as the UK's number one Optimist sailor finishing as top British sailor (30th) in the World Championships in Sardinia.

Not to be outdone, the juniors also enjoyed success at the Irish Nationals. Josh Sparks and Sasha Bruml represented The GBR Junior team scoring great results, Josh finishing in sixth place and second junior and Sasha in 9th place and third junior.

Demonstrating the benefits of specific team race training, Lymington were selected as GBR representatives for the European Inter-Club Team Racing Event at Ledro, Italy with a team comprising Andrew Wishart, Josh Sparks, Misha Bruml, Karen Thomas and Sasha Bruml

Meanwhile, the Optimist flotilla was sailing well in the national ranking events - Tom Britz finishing in 2nd was the top Lymington sailor. As a result, 16 sailors were offered places in the IOCA national training squads and RYA South zone squad, more than any other club in the country. So, 2008 looks like being another successful year for the young sailors.

**Nigel Burt**

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## Wednesday Junior Sailing



The capsize test at Wednesday Junior Sailing

### Sailing or in this case rowing

As part of the card system that children work their way through on Wednesday afternoons, they are required to take a rowing test to prove a level of basic competence. Some juniors take to rowing quite naturally and so readily pass this test. Others, either because they lack confidence on the water or self-belief, need a great deal of encouragement.

Trying to balance your boat, hang on to your oars, develop a rhythm, avoid other craft and take account of the wind and current, all while rowing backwards can, for some, present quite a challenge. Once mastered however the inevitable clamour comes – what next?

After popular demand, a separate rowing card has been introduced and now there are increased opportunities for fun as well as mastering additional skills. For the most timid children a simple course across the river, picking up a mooring and securing themselves with a round turn and two half hitches before returning to the pontoon safely can feel a real achievement.

Two of the elements to be tackled are man overboard drill and rowing a river course double handed. Both of these provide a perfect opportunity for teamwork. There is an enormous sense of satisfaction watching an unlikely pairing practice together for the first time, find their rhythm and complete their course without incident, sometimes having to contend with a strong current and a gusty breeze.

Another discipline is to skull a short course. This is proving hugely popular with all the children but is the subject of much debate as to which is the correct technique. There has been some heat generated on this topic. If there are any members keen to offer advice and indeed help on the water, please do contact me.

With a pontoon full of expectant faces at the start of each session, a strong team of helpers is needed so that we can accommodate as many children as possible during the afternoon. We are extremely lucky to have some stalwart helpers who join us each week through the summer and others who help when time allows; we are equally grateful to both. An offer of help does not mean a full time commitment, but if you would like to visit the pontoon to see what goes on, please

do. Wednesday Junior Sailing (incorporating rowing) offers a wonderful opportunity for new Members to make friends within the Club and for existing Members to support this amazing community programme and whilst I cannot guarantee the weather, I can guarantee tea and doughnuts, and a very warm welcome from other volunteers and particularly the children.

We aim to teach the children to row safely and with confidence, but also to develop their social skills. So if on approaching your mooring, you have to pause momentarily or alter course for one of our rowers, be assured you can expect a cheery wave, a broad smile and a loud thank you.

Jayne Burchell



### Prizegiving



Maybeth Pardey – Winner of the Jolly Rogers Trophy (awarded to the best all-rounder, a good sailor, always cheerful and always prepared to help others).



Carina Stainton was awarded the Kilgour Trophy for the junior having the most serious fun! Presented to her by Pippa Wilson



## Lymington Race Team on tour!

**In the last week of July 2007 over 200 International Cadets from 10 countries.**

each crewed by two children from 7 to 17 years of age, all came together for two weeks racing and socialising at Pwllheli Sailing Club, a superb sailing venue on the north shore of Cardigan Bay. The warm up event was the Cadet Nationals, sailed in flights, with 26 one hour races over 5 days. This was followed by the Cadet World Championships for 70 boats with a mere 12 more races!

The RLymYC was asked to provide the

main race team, including marklayers, and a team of eight people and three ribs made the long journey north.

Jenny and Roger Wilson, Ali Husband, Jane Clegg and Jane Corden were the committee boat team. Robin Marks, David Thompson and John Husband laid the marks.

Pwllheli Sailing Club had arranged for a local Committee Boat, which belonged to one Richard Smith, whom many members will know from his time as International Measurer and as a race officer at Cork Week.

The boat and its owner's hospitality were outstanding!

The team all stayed in a B&B nearby which was great fun especially as it allowed us to have barbeques in the garden. The resident ginger kitten also provided much amusement!

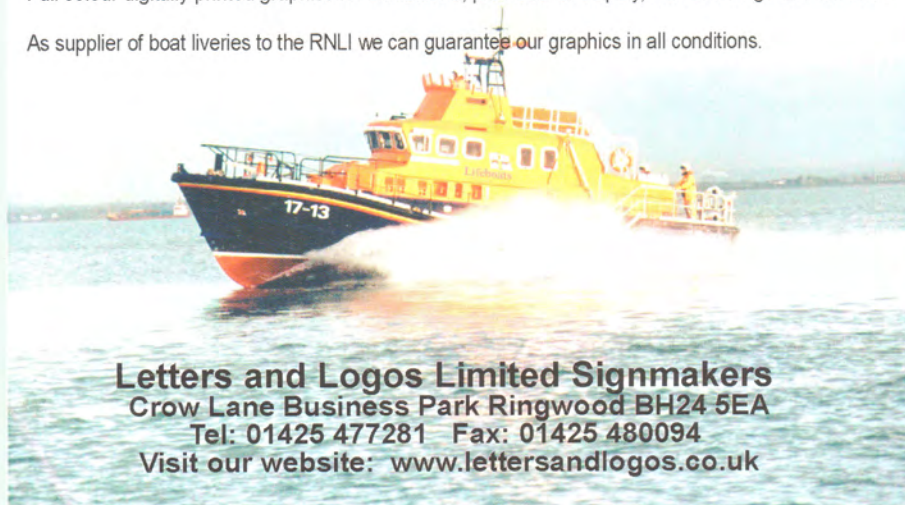
Strong winds, poor visibility, lashing rain and heavy seas forced the cancellation of all racing on the Worlds practice day and the next day too. The practice race was foregone and the lost races were all made up over four

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days of racing without having to sail on the designated mid-championships lay day.

The lay day was, fortuitously, a lovely day. In the morning the race team conquered a local peak, enjoying panoramic views from Anglesey in the north via the mountains of Snowdonia to St Davids some sixty miles away to the south.

The weather was very variable, generally light and shifty, but we managed to get all the racing in and the winners of both events were decided in the last races! The standard of sailing was excellent, especially the Argentinean and Polish sailors. At the prize giving the new Argentinean World Champion thanked us for our efforts and said that the Race Management was the best he had ever seen!

The most memorable event was having to disqualify 48 boats on two successive black flag starts after several recalls, only to find out later that only one top boat had been disqualified, all the rest had kept out of trouble! Even more surprisingly, some of the foreign boats that had been black-flagged in



the first flight's start were recorded again in the subsequent flight's start!

On one occasion, the leeward gate of the course was laid in such a position that the peak of Snowdon lay exactly between them in the distance. It was a fine sight to see scores of brightly coloured spinnakers heading down the run with such a backdrop.

The Argentinian crews came 1st 2nd and 3rd in the Worlds. They sailed beautifully, roll-tacking especially well, and were never OCS

or Black Flagged, yet were always right there on the start line.

As race officers it was a joy to have a team of people who knew exactly what to do and were always in the right place at the right time. It made the whole experience very rewarding and enjoyable and it was a superb advertisement for the professionalism of the RLYMJC's race team.

## The Race Team





## SCOW DIVISION 2007

**In spite of the poor weather we managed a full racing programme and sailed all but four of our Thursday Potters.**

All nine races were sailed in the Early Series of the Monday Evening racing. Jayne and Peter Burchell in *Sky* tied on points with Dubbie Robinson and Carolyn Searson in *Clarissa*. *Sky* took the honours after applying the best results rule.

Only six races were possible in the Late Series. The clear winner was Jane Pitt-Pitts sailing *Daffy Duck*. The two Short Series were dominated by *Splinters*, helmed by Catherine Putt. The Figure of 8 race around Pylewell and Oxey Islands took place on a fine Sunday just before the summer finally expired. Mel and Jane Clegg in *Imp* were first home and won the double-handed prize...Jeremy Austin in *Boo* was second home and took the single-handed honours.

The Lymington River Scow Class Association Nationals took place in windy and choppy conditions off Oxey. For the final race the course was reset in the shelter of Oxey Lake, but your Division Captain still managed to dump himself and his crew into the water at the gybe mark. With a first place and two seconds Jane Pitt-Pitts in *Daffy Duck* was the outstanding single hander. Even more dominant with two firsts and a second were Sarah Fraser and crew sailing *Ping Pong* in the double-handers.

The allotted day for the Alexina Trophy Series was also windy and after our dusting at the Nationals there was unanimous relief when Vince Sutherland as PRO abandoned racing for the day. The reserve day was far more benign and was made memorable by the presence of a very inquisitive dolphin. *Splinters* was again the victor, this time with Lauren Morrison and Agnes Putt.

Twelve Scows took part in a series of six short training races on a beautiful September evening. The courses were set by Vince Sutherland and our efforts were filmed and commented on by Catherine Putt. We hope the lessons learned will improve our racing this coming season.

The racing season ended with a match in which twelve of our Scows competed against twelve Scows from Keyhaven Yacht Club. The individual prize was won by Christine and David Hughes in *The Saucy Mrs Flobster* and the team trophy was won by the RLYMVC with 44 points against Keyhaven's 53 points.

The Thursday Potters on the water and the Thursday winter walks have been well attended, and there is a continuing programme of walks as we head into Spring.

Our thanks go to all the dedicated volunteers: the event organisers, the race teams, RIB drivers and crews and shore based helpers who made our year so enjoyable.

**Tony Miles Captain of Scows**

### RESULTS

#### Monday Evening Dinghies Early Series

- |                         |   |
|-------------------------|---|
| 1 LR420 <i>Sky</i>      | Jayne & Peter Burchell                    |
| 2 LR300 <i>Clarissa</i> | Dubbie Robinson, Carolyn Howden (Searson) |
| 3 LR337 <i>Jemima</i>   | Jo Mooring-Aldridge, Tony Stickland       |

#### Monday Evening Dinghies Late Series

- |                           |                              |
|---------------------------|------------------------------|
| 1 LR318 <i>Daffy Duck</i> | Jane Pitt-Pitts              |
| 2 LR420 <i>Sky</i>        | Jayne & Peter Burchell       |
| 3 LR430 <i>Mine</i>       | Midori Claridge, Jane Corden |



**Short Series 1 12/06/2007**

- |                          |  |
|--------------------------|--|
| 1 LR433 <i>Splinters</i> | Catherine Putt & crew                        |
| 2 LR430 <i>Mine</i>      | Midori Claridge, Jane Corden                 |
| 3 LR300 <i>Clarissa</i>  | Dubbie Robinson,<br>Carolyn Howden (Searson) |
| 3 LR420 <i>Sky</i>       | Jayne & Peter Burchell                       |
| 3 LR431 <i>Mytilus</i>   | Clare Carden, Steph Glen                     |

**Figure of 8 17/06/2007****Single handed**

- |                               |                |
|-------------------------------|----------------|
| 1 LR324 <i>Boo</i>            | Jeremy Austin  |
| 2 LR426 <i>Clementine Bea</i> | David Hayles   |
| 3 LR300 <i>Clarissa</i>       | ubbie Robinson |

**Double handed**

- |                           |                          |
|---------------------------|--------------------------|
| 1 LR285 <i>Imp</i>        | Melanie & Jane Clegg     |
| 2 LR381 <i>Solace</i>     | Kate & Tony Miles        |
| 3 LR373 <i>Blue Angel</i> | Liz Watson & Biddy Brown |

**Short Series 2 10/07/2007**

- |                          |                               |
|--------------------------|-------------------------------|
| 1 LR433 <i>Splinters</i> | Catherine & Agnes Putt        |
| 2 LR337 <i>Jemima</i>    | Jo Mooring Aldridge, M Newman |
| 3 LR285 <i>Imp</i>       | Melanie & Jane Clegg          |

**LRSCA Nationals 21/07/2007****Class 1 (single handed)**

- |                           |                  |
|---------------------------|------------------|
| 1 LR318 <i>Daffy Duck</i> | Jane Pittt-Pitts |
| 2 LR324 <i>Boo</i>        | Jeremy Austin    |
| 3 LR278 <i>Owl</i>        | Philip Gossage   |

**Class 2 (double handed)**

- |                          |                              |
|--------------------------|------------------------------|
| 1 LR307 <i>Ping Pong</i> | Sarah Fraser and crew        |
| 2 LR431 <i>Mine</i>      | Midori Claridge, Jane Corden |
| 3 LR420 <i>Sky</i>       | Jayne and Peter Burchell     |

**Alexina Trophy 21/08/2007**

- |                          |                              |
|--------------------------|------------------------------|
| 1 LR433 <i>Splinters</i> | Lauren Morrison, Agnes Putt, |
|--------------------------|------------------------------|

**Scow match vs Keyhaven Yacht club  
29/09/2007**

- |                   |  |
|-------------------|--|
| Team Trophy       | RLymYC   |
| Individual Winner | LR275 The Saucy Mrs Flobster<br>Christine & David Hughes |

## Training - Winter 2007/08

**Training is an integral part of the Club's activity**, providing an increase in members' knowledge, a pool of willing volunteers and a great introduction for newer members to the Club and its members. It re-enforces the RYA mantra - 'Educate, don't legislate'.

Over 100 members responded to the offer of training on RYA approved courses at the Club since September 2007, with 65 having already successfully passed and at least another 25 more to be trained before sailing starts again earnest in April. Members and non-members have enjoyed courses on RYA PowerBoat Level 2, RYA Safety Boat and RYA 1st Aid in the Club Sailloft & RIB Fleet, and RYA GMDSS (Marine VHF) at the Lymington Community Centre. Further courses on RYA PowerBoat Level 2 and RYA Safety Boat will be run before Easter, with an RYA Dinghy Instructor's course being run in early April and an RYA Day Skipper/Yacht Master Theory 'Supper Club' running mid-February to late-March. There are also dates for Keelboat Race Training during Spring Series and a one-off Race Day with Jim Saltonstall in April, as well as plans for a Club Race Officers and a Racing Rules Advisers Course in the near future.

All courses are arranged to meet



members' demand. During Winter 2008/09, we would like to run all the above courses again, plus RYA Intermediate Power Boat, RYA Advanced Power Boat, RYA Day Skipper/Yacht Master Practical. If you have any ideas as to other courses you would like to see, please do not hesitate to get in touch.

Full details of each course is available on the Club website [www.rlymyc.org.uk/training/](http://www.rlymyc.org.uk/training/) and requests for places/payment can be made at the Club Office or by emailing [training@rlymyc.org.uk](mailto:training@rlymyc.org.uk).

To all those who have taken training, well done, and all those who have given up their time to be instructors and helpers, many thanks for a great job well done.

**Mike Mayhew**

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prior to the Championships. For many it was tempting to wait until the last minute before sailing across Christchurch Bay. Alas the gales did not abate so those who made the crossing had a big sail in 40 knots. This was a memorable sail that the Nordics, albeit in racing trim, handled brilliantly. It was worth the effort as the Nationals were well organised and raced in a variety of conditions in Poole Bay. Stuart Watson with Mathew Jones and Caroline Watson sailing *Crackerjack* became the National Champions.

## FOLKBOATS 2007 SEASON

**The 2007 season has been a good year for the RLymYC Nordic Folkboat Fleet with increased entries and keen competition throughout the fleet.**

The Thursday evening racing has as always been well attended with *Tak* sailed by Jeremy Austin & Ado Jardine taking the early series and *Crackerjack* sailed by Stuart Watson & Mathew Jones taking the Late Series.

The Saturday Early and Late Series raced in the western Solent on longer, often quite testing courses, attracts varied wind conditions and is also proving popular. The weekend racing is often slightly more relaxed and gives newcomers a chance to experience racing longer courses.

The 2007 National Championships were hosted by Parkstone Yacht Club. Many Nordics had problems sailing through to Poole due to gales each day during the week

*Tak* sailed by Jeremy Austin & Ado Jardine won the early series



Folkboat Week in Yarmouth is always a must attend event as it is such a friendly social venue. Sailed on a selection of different courses and over a week the conditions always provide some interesting and very close racing. This is followed by a variety of evening social events.

The Nordic fleet put 23 boats on the start line; thus the massed running start on the Prince Consort Race was certainly a test of nerve with so many other boats, some with menacing bow sprits, all parked on the line,

The Christchurch Ledge race, our chance to escape out into the Bay, was a bit of a light wind event when each boat at some stage during the race led the fleet. After frustrating drifting out through Hurst into the Bay, not necessarily in the right direction, the fleet found the Ledge Buoy and the wind did eventually fill in for a short while. Back to North Head then the wind turned off again when Brian Appleyard helming Nordic Bear took the lead back through Hurst and held on to finish first.

The Southern Area Championships in September. Ed Donald in *Madelaine*, the Round the Island Race winner, led at the end of the first day. The fifth and final race was sailed in an increasing wind which saw the first six boats finishing within a minute of each other. Great one design racing. Ed Donald held on to his lead to finish first overall, with Richard Webb in

*Milly Too* second and Chris Hills, *Padfoot*, third.

Looking forward to the 2008 season. We are often racing this year with our friends from the Royal Solent YC who have just started a Nordic fleet so the extra boats will increase the competition. The Nationals this year are being run jointly by the western Solent clubs and we are hoping to race as much as possible out in Christchurch Bay.

Would any yachtsmen considering a Nordic please feel free to contact us and we will be pleased to advise or assist as appropriate. Finally thank you to Richard Webb for his skill in organising the Nordics into the racing fleet that now exists at the RLymYC.

**Stuart Watson**



*Crackerjack* sailed by Stuart and Carolyn Watson and Mathew Jones won the Late Series.

## FOLKBOAT RESULTS 2007

### Early Series

- 1 *Crackerjack* Stuart Watson & Mathew Jones
- 2 *Bonnie* Chris & Gill Baldwick
- 3 *So* Simon Osgood

### Late Series

- 1 *Crackerjack* Stuart Watson & Mathew Jones
- 2 *Chavala* Pete Rose
- 3 *Milly Too* Richard Webb

### National Championships Poole

- 1 *Crackerjack* Stuart Watson & Mathew Jones
- 2 *Svenja* Michael Stoner
- 3 *Madelaine* Ed Donald



# THE TOUAREG SB3 GRAND PRIX IN LYMINGTON

## The final event of the Laser SB3

**Volkswagen Touareg Grand Prix series** took place in Lymington over the weekend of the 7th and 8th July. Hosted by the RLYMYC, the conditions were almost perfect: 15 – 20 knots of breeze, sunshine and 120 keen sailors all trying to stop the winning streak of the European champion Geoff Carveth sailing *Palava*. But to no avail, Geoff won four of the six races.

Champagne sailing conditions greeted the competitors on Saturday morning and Principal Race Officer Roger Wilson sent them off on a two lap 1.2 mile course. A big wind-shift when the boats were coming into the first mark kept everyone on their toes, but Toby Litton sailing *Speed* stayed in front to take the first line honours of the day.

The RLYMYC's new committee boat had its first encounter with an SB3 on the second race, but that didn't stop Geoff taking his first win of the weekend. Another wind-shift after the second race saw the committee boat



moving further inshore and the entire course relayed in a very respectable 20 minutes. Race three once again saw Geoff Carveth in the lead, hotly pursued by Catherine Summerhayes and the all-girl crew in *Team Maclaren*.

Sunday brought more sunshine but for the first time in what seemed like weeks, no wind. After an hour's postponement, the fourth race had the fleet champing at the bit and consequently there was a general recall. They all behaved with the black flag hoisted and a tactical race with the tide split the fleet in two. Once again *Carveth* led them

around the course, again with *Team Maclaren* in hot pursuit.

John Outhwaite in *Baloo* notched up his best score of the weekend for race five which once again saw the fleet taking different sides of the course. The black flag rule was still in place for race six and saw Dominic Akers-Douglas in *Sybarite* and Rory Barr in *Silverback* taking an early bath. Geoff again led the pack with Catherine snapping at his heels.

Whyte & Mackay Earls Court Boat Show generously sponsored bottles of whiskey for the first three in each race. *Carveth* and crew managed five, *Team Maclaren* had four and *Team Touareg* three!

Praise for the Race Committee came from many competitors at the prize giving. The entire race management was slick, with good start lines, marks moved when necessary and clear signaling giving the competitors fair and exciting racing. The presence of an on-the-water judge each day gave the competitors less time in the protest room and more time in the bar and thanks must go to the weather god who gave everyone such beautiful conditions.

Rachel Nuding

### Overall Results:

Pos	Sail No	Boat Name	Owner/Helm/Crew	R1	R2	R3	R4	R5	R6	Pts
1	3053	<i>Palava</i>	Geoff Carveth / Ben Oakley / Sarah Allan / Emma Clarke	3	1	1	1	4	1	7
2	3031	<i>Team Maclaren</i>	Catherine Summerhayes / Barbara Watson / Sacha Oswald / Christina Summerhayes	15	4	2	2	2	2	12
3	3200	<i>Team Touareg</i>	Crag Burlton / Adam Heeley							

Just for once during a very windy year our Race Officers were able to enjoy a peaceful sunny lunch break during a busy three day event L to R: Frances Evans, Jane Clegg PRO, Roger Wilson and Ali Husband





# JEBA Offshore Jubilee Challenge Trophy



**W**hen we took delivery of *JEBA* (John Elaine Ben and Amy) in August 2006 an offshore

**programme was far from our thoughts.** We just wanted to get a crew together and play with the other First 40.7s in the Solent. However 2007 was a Fastnet year, and we discovered that the people who wanted to sail with us wanted to do the Fastnet. That's when I started to get enthused. I had always been a bit secretly envious of friends who had done the Sydney Hobart, and my ambition suffered a sea-change, requiring me to convince the family to go along with a new dream – an offshore programme and the Fastnet in our own boat. Those are pearls that were his eyes.

The first race was the Myth of Malham from Cowes to St Quay Portreux. On board were four of the family, Dave and Claire Ayling from Lymington, a history undergraduate from St Andrews (George) and a medical student from Bristol University (Naomi). We were 4th in IRC1 and 8th in IRC overall, so started to get self-critical and expect more.

IRC1 is an interesting band in the RORC programme. It contains the 38 to 40-footer cruiser racers, consisting mainly of J122s, IMX40s, Prima 38s, Reflex 38s and First 40.7s. It is a very exciting bunch of boats to play with.

Over the next three races, Round Eddystone (round Eddystone), the Morgan Cup (Cowes to St Helier) and the Channel Race (an extended Round the Island via Weymouth) we developed, mostly from the RORC website, a crew list of people of whom Ben, myself and our friend Tim Knight formed the 'Royal' core. We sailed well most of the time in all these races, and found ourselves on the verge of a medal position in the overall results for IRC1.

This brought us to Cowes Week. Our Cowes Week crew consisted of six family members, our daughter Amy and her partner Paul having joined us from Melbourne, and an assortment of other friends and inductees off the dock, plus three of our offshore crew, George, Andrew (a PhD Engineering student from Cambridge U) and Dave the Seadog

(navigator and cook). Dave was on board for the Thursday and Friday of Cowes Week and actually cooked up meals for Fastnet in *JEBA's* galley while we were racing.

On Friday night the rest of the Fastnet crew arrived in Cowes and we went to the pub to do the race briefing, work out the 3-watch system, the emergency roster and the P\*\*\*ing Rules. These last were:

1. In light airs, p\*\*\* over the transom, hooked on;
2. In medium airs, p\*\*\* over the leeward coaming, hooked on;
3. In heavy airs, p\*\*\* in the cockpit;
4. In a hurricane, p\*\*\* in your saloppes.

The Vomiting Rules were the same as 1 to 3 above, with the added proviso that anyone who vomited on Simon would get punched.

We took the Saturday off from racing to prepare the boat. During the afternoon briefing we heard officially that the race had been postponed by 25 hours because

of Force 8 predicted winds for the Monday night. The RORC Race Officer felt that it would be preferable for the fleet to experience the blow off the Channel Coast, rather than the middle of the Celtic Sea, so that boats could retire to safe ports easily. We got an extra day of boat preparation as a result.

At midday on Monday we started in 16+ knots of breeze with our No. 3 jib up, and had a brilliant race out of the Solent and out into Poole Bay. Elaine, Amy and Paul were on the parapet of Hurst Castle, and we tacked so close in that we were able to shout to each other. Awesome!

The 25 hour postponement had the desired effect as far as RORC was concerned. 51 boats finished of the 271 (out of 300) entries that started the race. *JEBA* was one of the finishers. Having experienced the first blow on Monday night as we bashed down the Channel, many boats had problems confronting the prospect of the second forecast blow, for Tuesday night, a swift veer to a northerly at Force 8 and accompanying cross seas in the middle of the Celtic Sea. Most ducked into Plymouth.

Of the ten boats that finished in IRC1, *JEBA* finished 4th, one of 5 of the Beneteau First 40.7s to complete the race. The leading 40.7 was *Philosophie IV*, who finished 37 minutes ahead of us, and was third on corrected time.

After a good start, we went in out of the tide and overstood the first mark, Gurnards, and had to reach back from the shore. Two boats skipped Gurnard's entirely and had their photos taken by a RORC rib.



*JEBA* can be seen clearly in this shot behind the boat passing the buoy. Overstanding had not done us any harm, we had *TFS*, *Philosophie IV*, with *Incognito* ahead of her and *Manhattan Furniture Playing Around* to windward of *Incognito*. This was the setup for a 40.7 battle that had *TFS* rounding the Fastnet Rock first by two and a half hours, followed by *Incognito*, *JEBA* an hour behind *Incognito*, *Manhattan Furniture Playing Around* and *Keel Over*, *Jaguar Logic* and *Scarlet Oyster* had rounded about half an hour ahead of *TFS*. *TFS* started home without rounding Pantaneuos (a wing mark 5 miles south of the Rock) then doubled back to round it, adding two miles to her race. This brought us closer.

The weather was 'challenging' rather than horrendous, although there were times when a heading of 090 degrees to Poole Harbour would have been a more pleasant course to steer! We suffered from lack of a second mainsail reef, which meant we had to go to trysail early each time, and back to mainsail late. I was down below in the first blow when Ben was up steering and the boat was rattling like crazy from the flogging of the reefed main. When all went silent, as the main was taken down, I felt relieved, as the major source of concern about rig and sails disappeared. Back to sleep.

While we held out against *Manhattan Furniture Playing Around* on the slog out to the rock, *TFS Philosophie IV* and *Incognito* had the measure of us particularly on the Lizard to Fastnet leg. They drove upwind harder than we did. We sailed well in the last couple of hours up to the Rock, tacking on good shifts and sailing out to some new breeze under a nice-looking cloud. Ben commented that every time he came up on deck there were different sails up.

What really got us back in contention was the downwind ride. The decision to gybe at the Pantaneuos buoy was definitely right, and based on a correct assessment that the wind would back during the leg to the Scillies. We had the

Code 4 (1.5 oz) symmetrical spinnaker up all through the night and yet again a broach or three showed what a tough and fast spinnaker it is.

The gybe on to starboard after we had been lifted for a while was perfectly timed. It was about 2:00 am. It was pretty windy and dark so we did a chicken gybe. We hoisted the No. 4 headsail to prevent wraps, doused the kite, gybed the boat while Simon re-packed, and then re-launched it. As usual, the foredeck was screaming for the new spinnaker in their impatience to get the boat moving again, but it was all done pretty quickly. During a quiet spell from the Lizard home the next day we put up the Code 2 symmetrical (3/4 oz). This had two effects. It sped up the boat a bit and also ushered in an increase in wind speed to 25 knots true, so down it came and back up with the Code 4.

So we sailed by far the shortest downwind leg of the 40.7s, even taking a big chunk out of *TFS*'s lead, and passing *Incognito* by enough to take her on handicap by 19 minutes.

The slowest part of the run to the Scillies was hitting the whale. (It woke me up, and I couldn't work out what a sand bank was doing out in the middle of the Celtic Sea.) The fastest was Simon's *JEBA* World Speed Record of 22.8 knots, achieved down an exceptional wave and almost in the correct direction. We hope the whale is OK.

The crew: John, Ben, Tim, Simon, George, Andrew, Pete, Jon, Dave and Jim.

And thanks to Elaine and Nick for a fantastic reception as we arrived on the dock at two o'clock in the morning. Champagne of course! Then lots of beer in the tent.

*JEBA* was beautiful, and looked after us well, allowing us to take her on one of the most memorable Fastnet Races ever.

I thank the Club for the award of the Jubilee Challenge trophy. As new members it is a huge thrill.

# Lymington X Class Yachts

## 80 Years and Going Strong

Anyone who has anything to do with messing around in boats knows that the X One Design is THE yachtsman's yacht. There is much wisdom in the old saw 'Anyone can sail an X boat, but it takes great skill to win in one.' In a way, that's the best thing about these lovely little yachts – they are just so easy to sail. Newcomers to the class are able to leap straight into the fleet, and be able to finish within a minute or few of wise old sea-dogs who have been at it for years. This classic Westmacott design is utterly forgiving, and sails with such little effort that the Ladies love'em too.

After 80 years in Lymington, 2007 was yet another vintage year for the local fleet. Hotly contested as always, unpredictable as always, glorious racing in deep waters of the West Solent as always, marvellous fun as always.

The wind did strange things this year. Actually, I think we say that every year. It blew hard, and then it stopped altogether. On some days we shook ourselves like Labrador dogs, and wrung ourselves out, after being whisked around in twenty knots of breeze; and on others we admired our deepening tans, having been rafted together in the blazing sun whilst whistling for the



lost wind. It's all part of the game.

The 'Cock Boat' was won by Stuart Jardine. Second was William Norris, who sailed like a demon all year, yet managed to affect a certain pleasing modesty. Ado Jardine was third. Our Autumn Series was well supported and was won by Ado Jardine.

Cowes Week – there were 71 entries - Lymington is used to sweeping away most of the silverware at this important regatta. Sadly, it wasn't quite one of those years. Stuart Jardine (who has won the 'National' so many times he should probably be awarded some sort of Lonsdale Belt) was 3rd, Robin Balme was 4th, Ado Jardine 8th, Rory Paton 14th, Fenella Lees 17th and Adrian Summers

19th. Fenella, who is perfectly capable of beating anyone man-to-man, as it were, won the Ladies cup yet again. There was better news in the team racing, where Stuart and Ado Jardine, Rory Paton and Bill Dunsdon, scored a comprehensive victory over all the other XOD Divisions.

In another highlight of the season, Eric Williams took Diana to Poole for their week-long regatta, and was undiplomatic enough to win overall against all the local experts. Eric wastes quite a lot of his season sailing Dragons, but when he sails his X he is frighteningly fast.

Team racing against the other divisions is always great fun. It's not meant to be too



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serious, although it seems to most of us that the competitors are trying damned hard, under their welcoming smiles. We won against Poole (our arch rivals) and against Itchenor. We lost to Yarmouth, for some unaccountable reason. The lunches after racing were full of fun and badinage. A wonderful camaraderie exists among the nearly two hundred XODs along the south coast. It's all part of the class magic.

Nigel Thomas once again organised a team of exceptional race officers. Our thanks go to them, and to all who have made 2007 such a hugely enjoyable year.

Yes, 2007 was hugely enjoyable. But then perhaps not so exceptional. XODs are such wonderful little yachts, every year is just as joyful.

Anyone interested in sailing in X boats should get in touch with Robin Balme. We are a welcoming bunch.

The season concluded with the XOD annual dinner/prize giving celebrating 80 years of racing Xs from the Lymington River. The Rev Peter Salisbury opened the proceedings with Grace that celebrated the importance of XODs in the Lymington River

There's only one designer:

The Lord in heaven above.

There's only one design  
for the boat that we all love.

The best that we can say of it

- so cold and wet and hard to sit -

makes absolutely anywhere

seem warm and soft and fair.

So let's give thanks for comfort

for a meal out of the breeze;

and thank the Lord for winter

and our laid-up XODs!

Amen.

William Norris QC made a brilliant after dinner speech.

The XODs are the only One Design Class that regularly sees up to 25 boats on the start line.

## ROBIN BALME CAPTAIN OF X BOATS

## VINTAGE YEAR FOR STUART JARDINE IN THE J24CLASS

**Stuart Jardine has had a remarkable 2007 in the J24 Class, winning five major events, three outside the UK.**

In late April, Stuart was invited over to Bermuda to compete in their International Race Week, which although the racing was close he won comfortably with 7 firsts and 3 seconds.

He next teamed up with the International Chairman of the Class to compete for the Fowey Gallant Trophy in steadily worsening weather, winning by 2pts, after four races only could be completed.

This was followed in September by the UK J24 National Championships at Poole where he teamed up with his son Mark to reasonably comfortably win the Championships by 5 pts taking 3 bullets out

of the 8 races. This was Stuart's seventh Nationals win in the Class and was the more pleasing as it came after a gap of five years.

Stuart was then, in October, invited over to Crete primarily to measure all the Greek J24's and to do this he took out a team of three other international measurers from Sweden, Denmark and the UK. The measuring was timed to link in with the Greek National and the South European Championships. Stuart and his team were loaned a Club boat which although looking a bit scruffy turned out to be very competitive and this international team came away with both Trophies.

As Stuart said, I just cannot remember when, if ever, I have won so many major events in one year, my only disappointment was not to win the XOD Captains Cup at Cowes Week.



## QII CHALLENGE - 2007 SEASON

**In 2006, shortly after completion of her treatment for breast cancer, Mary Falk took part in the Petit Bateau Solo Race Week to raise funds for The Institute of Cancer Research.** Spurred on by the success in raising over £40,000 for the ICR and in coming 2nd in the Race Week she has continued her *QII* Challenge.

The 2007 Race was more demanding. Again all skippers were singlehanded. The course comprised five races: Falmouth to Kinsale, three day races along the south and west coast of Ireland and a final long race non-stop from Dingle, outside the Scillies and back to Falmouth. The total mileage was over 600nm in contrast with the 260 nm in 2006.

I also teamed up with fellow Lymington sailor Mike Jones, who was treated successfully for skin cancer last year, to do the Island Double as the Double Challenge extension of my *QII* Challenge. By way of practice Mike and I took part in the Weymouth Double, from Southampton Water to Weymouth and back, in early May.

On the outward leg the wind was light and we won our class but the weather broke overnight and by the start of the return leg the wind was F6 from the southwest. We decided to sail a conservative race and started under plain sail. But when some of our competitors who had set spinnakers started to overtake us we just had to hoist *QII's* spinnaker. The effect was dramatic: our speed increased to 13 or 14 knots. At Anvil Point we needed to gybe. We put a reef in *QII's* enormous mainsail to make the gybe more controllable and waited until we were past the worst seas off the headland. Then, on the point of gybing with the spinnaker flying on both poles and with the mainsail sheeted in, *QII* rounded up on the old gybe and the compression of the new spinnaker pole on the mast, with one end in the water, broke the mast.

This had never happened to me before in all my miles of sailing and it took a little time before I could believe what my eyes were telling me. *QII* is exceptionally strongly built

with the express purpose of avoiding breakages. Retrieving the broken section of the mast and sorting out the tangle of rigging and halyards was far from easy in the nasty quartering seas and the wind which had not moderated, but we managed to complete the operation in not much more than half an hour and with no damage to the hull. We motored sadly back to Lymington with my plans for the *QII* Challenge in disarray.

Mercifully it turned out that the mast, which had broken in just one place, could be repaired. But I compounded my problems by slipping when jumping on to a wet pontoon when the mast was being craned out for repair and damaged a ligament in my knee. Time was running out if the mast was to be repaired, ligament mended and an exploratory cruise of the area of the Petit Bateau race completed in time to reach the Island Double start line off Cowes in early July and the Petit Bateau start line off Falmouth a week later. Somehow I managed it. In mid June, between gales, I sailed 900 nm singlehanded from the Solent to Dingle (the furthest point of the Petit Bateau Race) and back in time for the Island Double where Mike and I came second in our class and third on handicap.

After a 24 hour turnaround to put *QII* back into singlehanded mode I set off for the West Country again for the start of the Petit Bateau Race.

The first leg, 287 nm from Falmouth to Kinsale, started in a F5 from the east which suited *QII* perfectly and she took the lead soon after the start and led until more than



halfway across the Celtic Sea. I was overtaken in the night by Paul Peggs in *Audacious*, a water ballasted JOD 35 and the winner of the 2006 event. Although I chased hard during the morning I was unable to catch him and *Audacious* finished first with *QII* second, some ten minutes behind.

The second leg from Kinsale to Baltimore started in light headwinds which *QII* and I did not enjoy. But as the wind filled in we steadily overhauled a number of boats to finish third, only a few seconds behind *Outlandish*, another water ballasted JOD. *Audacious* was again the winner.

The next day we raced in very light airs from Baltimore around the Fastnet Rock and back to Baltimore and finished a disappointing 7th.

At the start of the following day's race, from Baltimore to Dingle, there was no wind at all. The fleet all set out together for Dingle under

motor. When we still had about 35 nm to go to Dingle the wind at last filled in. Engines were turned off and we started our race. The initial lightish headwinds did not suit *QII* but as we rounded Bray Head at the entrance to Dingle Bay the wind increased and freed us. Soon the only boats ahead of *QII* were Audacious and Outlandish and *QII* was gaining on both of them; but not fast enough. Again Audacious won and Outlandish beat *QII* by a boat length.

Before the start of the final leg Audacious was standing first, Outlandish second and *QII* third in Class. I would have to beat Outlandish by two places in the final race if *QII* was to regain her second place. This probably meant beating Audacious on that leg – a tall order.

The final leg was 290 nm, longer than the whole of the 2006 Race Week. We left Dingle under spinnaker in a F5 from the NE. The wind followed our course so that we were able to fly spinnakers the whole way. The wind increased to F6 as we sailed down the west coast of Ireland and *QII* revelled in the conditions, regularly surfing at 14 knots.

Most of the fleet experienced spinnaker problems at some point, but without any lasting damage. I had a spinnaker wrap but by letting off the halyard and swinging on the spinnaker was eventually able to sort it out. The wind died down to F4 for much of the night which pleased me as I was not going to take my spinnaker down for the night and risk being overtaken.

*QII* had been leading the fleet all the way from Bray Head, or so I thought. Then, when I was ten minutes off the finish line I heard another competitor, Rod, on Juliette, a J105, announce over the radio that he had finished. I could not believe it. I had not seen Juliette since leaving her behind at Bray Head. Chris Rustom who had been following on Draig o'Mor about five miles behind *QII*, neck and neck with Audacious, echoed my amazement when he spoke on the radio to Rod. He went on to say that the only boat who had got away, and I thought also finished, was Audacious. I was desperately disappointed. My first place had changed in just a few minutes to third.

When I tied *QII* up in Falmouth I asked Paul

about his and Juliette's finishing times. He did not know Juliette's but gave his as eleven minutes after *QII*'s. so at least I was back to second. Just as I was climbing into my bunk my mobile phone went and Paul said 'Congratulations on winning'. It turned out that Rod had misread the sailing instructions and, instead of rounding the Bishop Rock had sailed in between the Scillies and Land's End.

As a result of her win on that leg *QII* regained her position as second, both in class and in the fleet. I was delighted. I was even more delighted to learn when I was back in Lymington that the total I had raised for the ICR was then over £60,000.

## MARY FALK

For further information on Mary's *QII* Challenge and to donate please visit [www.justgiving.com/maryfalk](http://www.justgiving.com/maryfalk) or send cheques made payable to

The Institute of Cancer Research,  
123 Old Brompton Rd., London SW7 3RP  
quoting reference *QII*, Mary Falk

## The Jubilee Challenge Trophy

This was presented to The Club by Mrs P Hammond in 1972, and history relates that Harry Blackstaffe, a long standing member of The Vesta Rowing Club on the Tideway at Putney, sold it to the Royal Lymington that year. Originally presented to Harry by his colleagues in recognition of his winning the gold medal in sculling at the 1908 Olympic Games.

In 1972 it was renamed the Jubilee Challenge Trophy and awarded to the RLYMJC Member gaining the highest place overall in the RORC Spanish Race.

In 1982 it was re-allocated for the RORC Restricted Division, and finally in 1992 it was awarded for a Member's outstanding offshore performance, and still is to date.





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# PIONEER Last of the Skillingers

**In September I took part in a voyage far removed from my normal singlehanded ocean racing.**

This was as one of a crew of 13 from Brightlingsea to Terschelling on board *Pioneer*. She was built on the upper reaches of the Colne River in 1864 for Charles Bishop, a master mariner from the Isle of Wight, as one of the large fleet of Essex smacks which at that time dredged for oysters and scallops in the North Sea and English Channel.

Originally she was cutter rigged and measured 59 feet in length. In 1889 she was lengthened to 70 feet and changed to ketch rig. As part of the lengthening process a wet well was installed for her catch amidships to increase the length of time her catch could be kept alive and consequently her range of operation.

Although the fishery trade of the large Essex smacks declined from the latter part of C19 onwards, *Pioneer* continued to ply her trade until the late 1920s. She was then laid up and became a house boat in East Mersea. In 1942 she was towed round to West Mersea where she was moored on the mud and left to decay.

The *Pioneer* Sailing Trust, a registered charity of which I am one of the trustees, was formed in 1998 to recover what was left of *Pioneer* and to set about an intensive restoration. The restoration was completed in 2003 and *Pioneer* now works as a sail training vessel.

The voyage on which I joined *Pioneer*

last September was an epic 180 mile voyage from her Brightlingsea berth to Terschelling, an island off the north Dutch coast, where she was to take part in a sea festival. It was off Terschelling that *Pioneer* used to dredge for oysters back in the 19th century. She and the other Essex smacks which used to make

the sometimes treacherous journey across the North Sea to dredge for oysters there were known as 'skillingers' – a corruption of 'Terschellinger'. A fleet of up to 150 large Colchester registered smacks

used to dredge the Terschelling bank for oysters and *Pioneer* is the only remaining example.

I was somewhat concerned on arriving on board to be told that I was to be navigator. The direct course would take us over shallow sandbanks and through large oilfields and it was not an area with which I was familiar. But I was glad to be more than just a passenger and my task was made lighter by the fact that *Pioneer's* navigational equipment was infinitely superior to what the nineteenth century fishermen would have used.



We left Brightlingsea early in the morning in a Force 4. The wind direction was just west of north, just forward of the beam, giving us a fast reach across the North Sea. As we left the shelter of the English coast the wind increased to Force 5 and *Pioneer* maintained a steady speed of over 8 knots. A number of the crew regretted that they had not taken anti-seasickness pills before setting off! However, as we approached the Dutch coast early the next morning the wind moderated. By the time we sailed into Terschelling everyone had recovered and was in excellent spirits.

The next day, with the help of a local fisherman, we went dredging for oysters. We deployed a replica of a nineteenth century oyster dredge and dredged for two hours, to the great interest of all other boats in the area.

A great deal of interest was shown in *Pioneer* during the visit and the Trust is hoping that links can be re-established between Terschelling and the Colne. Another trip is already being planned for next year when it is hoped that a group of local youngsters will join the crew.

You can find out more about *Pioneer* at [www.pioneersailingtrust.org.uk](http://www.pioneersailingtrust.org.uk).



# Is it Really Twelve Years?



their confidence enhanced by the vision that produced Wednesday Junior Sailing and Youth/Family week, and the efforts of so many helpers.

It has been exciting to work with such outstanding Committee members and Flag Officers. Members owe them all a huge debt of gratitude, because it is they who make and execute plans to ensure that you all have such a wonderful Club to enjoy, with a stimulating programme of sailing and social events.

And the staff – what a fantastic bunch of people. All are committed, professional and have only the best interests of the Club and the Members at heart. Many have been here all their working lives, some for a much shorter time. Without exception, they work together as a team to provide the best possible service to Members.

Lastly, I must thank Jane: I really could not have done the job without her interest and support. She has turned up at dinners, cocktail parties, helped at regattas, and been a sympathetic ear for staff and Members (and occasionally for me), whilst running her own business. Will has also been more help than hindrance, and enjoyed working in the restaurant for a couple of years but also provided the odd humorous episode – Jane Clegg will remember the bedraggled head that appeared in the water just below her feet, after Will stepped backwards off the pontoon (he was only 8). Later, it was with some pride that I saw him in a twin-screw power cruiser hitched to the pontoon, taking his motor yacht day-skipper ticket at 17.

I would not have missed this job for anything. It has been a pleasure and a privilege to be your Secretary. and. I will miss the job, which I have described as ‘tap dancing on razor blades in bare feet’. As my Mum taught me to write - Thank you so very much for having me, it has been tremendous fun. Happy sailing to you all.

**IAN GAWN SECRETARY 1998-2008**

**I**t is 12 1/2 years since I was interviewed by Chalky White, Gordon Simpson and Jonathan Hutchinson for the post of Administration Manager. The Library now seems much smaller than it did as I walked from one end to the other to reach the interview table. I was not sure what to expect – we had an old Heron dinghy, I sailed a bit when I could blag a Victoria 34 from the Joint Services Centre at Gosport, and I had been Commodore of the RAF Sailing Centre at Grafham Water, but ‘The Royal Lymington’ had a bit of a reputation. Even a non-racer had heard of the Royal Lymington Cup, and sailors talked of the Club with the hushed tones reserved for the ‘posh’ clubs in Kensington and Cowes.

Lunch with the Flag Officers (lots of hilarious stories from Malcolm McKeag,) followed, and then a call offering me the job. Sharp intake of breath, a walk round the block, and the die was cast. Jonathan Hutchinson gave me a good introduction to the Club –with lunch at The Chequers, and we moved to a house with a striking resemblance to the River Room (our thanks to Malcolm MacDonald, who has just given me a painting of Slate Cottage as a leaving present).

Within just a few weeks I had negotiated the rent for the mud under the pontoon and for the dinghy park played Father Christmas at the children’s party and the Turkey Dinner, and leapt into a mini-racing boat (a 2.4m) to race in the river with boats borrowed from the RYA for the Peter Andrea Trophy. Since then I think I have done every job in the place, from arranging Patron’s visits to rodding the drains.

I can’t have upset too many people, because 18 months later I was invited to succeed Joff as Secretary. How glad I was to have had a long handover! As Stephen Carden-Noad said to me after six months as Secretary at Itchenor – there is a world of difference between being deputy and being ‘the boss’.

It would be potentially libellous to recount many stories of the last ten years, the time has been marked more by people than events, although the Royal Lymington Cup, the Etchell’s Worlds and Junior Regattas and Youth Weeks are very memorable. The Club as essentially catholic, from beginners on Wednesdays to Olympic medallists; 8 years olds to active sailors ten times their age, potterers to Newtown to world girdling cruisers. There are those who give freely of their time, from race officials to slipway marshals. Members who sluice the loos after kids’ regattas to Judy and her predecessors who have edited the Club’s publications. And never forget the ‘flower ladies’ who do such a super job with the flowers in the Club, and the ‘Willing Weeders’ who look after the gardens outside.

I must mention the Youth Programme; first there is a personal ‘thank you’ – Will enjoyed ten years of WJS and regattas, from cabin-boy to helper. Jane and I have enjoyed helping, cooking barbecues, mother-shiping and RIB driving. The youth programme here is one of the jewels, not only in the Club’s crown but in the wider Lymington community. There are countless kids who have gone on to enjoy a better, more fulfilling life because their horizons have been broadened and

# TASAR NATIONAL CHAMPIONSHIPS

New location, new names on trophies and 46 Tasars at the RLymYC. Race officer Roger Wilson managed an exciting series of eight races in three days.

Friday saw 20-25 knots and a one hour postponement. The first new names on a trophy David Gamble and Adam Buglass from Rock SC powered their way up wind and held on downwind to win from Kevan Gibb and Alex Burgess from Scotland with Constantine Udo and Jan Slotemaker from Holland in third. The rest of the day was postponed as winds built and the competitors and volunteers returned ashore for champagne and story telling.

Saturday brought a gentle 5 knots that built during the day to a 12 knot final race. Three race winners, Pete Ellis and Charlotte Birbeck, Malcolm and Fiona Davies and reigning champions Ben Nicolas and Lucy Montgomery started to raise their game



with two wins. Still-warm pasties were handed out at the finish of race two by John Chittock and Steve Baker.

Sunday brought back the wind and three close races were completed, won by Ben and Lucy, Pete and Charlotte and David and Adam. The final race win by Ben and Lucy created a tie on points after 2 discards. A count back enabled Ben and Lucy to retain their title.

Connie Stock at 14 won the Junior prize and the Lady helm trophy in 15th place, and together with the Knights and Ben and Lucy took the team trophy for the RLymYC. Kevin Baker was the first youth in 18th place. Tim and Mayumi Knight in 5th won the Masters and Richard Russell and Pete Conway in 7th the Grandmasters.

Thanks to sponsors White and McKay Earls Court Boat show, Harken and Signal Locker for the prizes and to the volunteers who made the event a success.

## TIM KNIGHT

## DO YOU KNOW WHO THIS MAN IS?

On Friday 21st of September Jan Slotemaker from Holland was competing at the Tasar UK Championships at the RLymYC. When the day's racing was postponed Jan's helmsman Constantine Udo suggested that he, Jan and Mirjan, Constantine's girlfriend, go back to the house where they were staying in Silver Street, Hordle, as he had left his lifejacket and the string for his glasses behind earlier in the morning.

Constantine and Miriam went into the house leaving Jan in the car and searched upstairs for the missing items. On returning to the car they drove to the High Street where Constantine dropped Miryan off to shop and called out to Jan that they had better get back to the Club and go racing. But there was no answer....

Jan had decided to avail himself of the downstairs bathroom while they were searching. When he had finished he found himself locked in the house and his friends had left. He managed to get out and told local builder Pete Allen that if his friends returned to tell them he was making his own way back. Standing in Silver Street Jan flagged down the first car that came along and explained in his best English that he had to get back to the RLymYC urgently. The driver took him to the door of the Club and left him.

Jan would like to thank the anonymous driver of the Rolls Royce that came to his rescue, as would all his fellow competitors who enjoyed his story.



# CRUISING DENMARK and SWEDEN



**O**ur cruise this summer was from Lymington to Harwich on *Oestara*, a Sweden Yacht 42 which we collected from Sweden in 2005. We did the crossing from Harwich to Western Sweden in one leg. We then cruised on the west coast of Sweden, in the northern archipelago, around Gothenburg and then south to Denmark. In Denmark we covered most of the major islands as well as part of eastern Jutland. We then returned to Lymington via the Kiel Canal. The approximate total distance was 2,000 miles. Most of this cruise we did just the two of us but were joined by friends at times and in particular to help with the two major crossings.

The only part of Denmark that is joined to mainland Europe is Jutland. There are more than 400 islands of which approximately 90 are inhabited. The inhabited islands, some of them quite

small, are usually linked to other (larger) islands by a frequent ferry service, which then gives good access to other major centres in poor weather. Thus it represents an easy and relatively accessible cruising ground with many harbours and anchorages available. Many of these havens are close together so sailing amongst the islands can be done without undue exposure to the weather. In our experience the country is relatively undiscovered by British yachts – we saw no more than half a dozen during the time that we were there.

We would thoroughly recommend going to both Denmark and the Gothenburg archipelago and going back to Denmark is certainly in our long-term cruising plan. The population is just below 5 million living on 42,394 sq km compared with Great Britain of just under 59 million people living on 241,590 sq km.

The crossing from Harwich to Stenungsund, north of Gothenburg in Sweden (508 nm) took 79 hours at an average speed of 6.4 knots: Celia drove home. Richard left with a crew of four. Having studied the synoptic charts in some detail, Richard used the 'Speak to a Forecaster' service based at the Marine Forecasting Centre of Excellence in

Aberdeen. They interpret raw computer data from the Met Office's Exeter headquarters, giving the most likely conditions for the crossing.

The approach to the Swedish coast is complicated by the fact that there are several islands which all merge together to form what appears to be the mainland. We motored into Åstol (pronounced 'orstel'), some 12 miles short of Stenungsund at 1800 hours after a near miss with the local ferry. This is a very pretty small island with no cars and the harbour is a long water-finger in the middle, with boats moored on each side.

Having spent some time weather-bound and celebrating Midsummer's Eve in Stenungsund (home of Sweden Yachts) we cruised the northern archipelago. We visited Klådesholmen, a pretty island attached to the mainland by a bridge; it was once a great herring centre. Also

GO





Käringön (pronounced Sheringen); this island is a great favourite for many Swedes.

After a short trip back home and more time being weatherbound, we finally departed southwards: our route took us out past Marstrand and on southwards, negotiating our way through an inland channel. Near our destination the channel narrowed considerably (as with all northern Sweden there were rocks on either side, so there was no margin for error). The harbour at Hyppeln was tiny and had plenty of water despite the depth varying from 2.5m to 5m. Hyppeln has few houses which appear to be mostly summer houses. Despite nothing much there it has a character all of its own and has an excellent local cafe.

In Donsö the weather changed again for the worse and so we decided to stop for 3 nights. It was a most unusual summer in the whole of northern Europe. There was a series of lows streaming through, showing weather patterns which were much more akin to April or October. The west coast of Sweden is an uncomfortable place in strong westerly winds in spite of the fact that there are off-lying islands. Most of the harbours do not provide shelter under such conditions.

We then spent 4 nights in Varberg. The

first two were planned as there is plenty to do there, but then the wind increased from the South West. We were rafted up against a wall in a most uncomfortable position outside the inner harbour. Varberg is a small holiday town with an interesting medieval castle. It has a museum housing the remains of 14th century Bocksten man

dug out of a peat bog in 1936 and the

Kallbadhuset, a Moorish-style outdoor bathhouse built on stilts.

Then on to Torekov, a small, very pretty, summer holiday, old fishing harbour where the harbour festival was in full swing, with stalls, live music, etc. From here we departed to Denmark for another 6 weeks of cruising.

We started in Gilleleje (North East Zealand), which was also in full swing with a harbour festival. Gilleleje was used as a jumping-off point for getting Danish Jews to the safety of neutral Sweden. The Jews were hidden in the roof of the church before being ferried across. In 1943 they were betrayed by a waitress in the town, who it is believed was later shot.

Next stop was Vedbæk with a small, quiet, local marina with few guest spaces. The train station leading directly to Copenhagen and the airport is about 15 minutes walk away from the marina. We left the boat here for a short while to go to

Porto for a wedding.

Then on to the island of Ven, belonging to Sweden, which was the home of Tycho Brahe (1546-1601). He was a Danish nobleman who became the pre-eminent observational astronomer of the pre-telescope period. He had an observatory on the island for some years, which still stands today and can be visited as part of a museum visit in the centre of the island.

Then to Langelinie Yacht Harbour in the centre of Copenhagen, just near the Little Mermaid, and on to Møn, visiting Rødvig, a fishing harbour and transit harbour for yachts travelling both north and south.



We took a detour to Præstø, a very pretty old fishing village. It is very much off the beaten track from passing traffic, mostly visited by Danes but with a sprinkling of other nationalities and in our view well worth a visit.

We went to Stubbekøbing on Falster,

where there is a lovely large church, the origins of which date back to the 12th century.

Because of the weather we then went inland to Skælskør, a pretty town with lots of historic buildings, including an attractive Radhus (Council chamber) and a large church. The channel was very narrow, and you realise how shallow this is when we passed within 20 yards of people who were standing in the water fishing and digging for bait.

We then went on to Funen visiting Nyborg a town that most yachtsmen pass by. It features strongly in Danish history and it was the place where King Eric was made to sign Denmark's first royal charter in 1281

Svendborg was a must, an attractive, busy sailing town, the commercial centre of south Funen. There is everything available that one might want. Given the inclement weather we took the opportunity to stay for a few days 'R and R'.

Celia's highlight was Ærøskøbing, a very picturesque little town with cobbled streets and many old buildings. There is an interesting museum in the old poorhouse of ships in bottles and models, all made by one man, known as Bottle Peter. The island of Ærø is only 30 kilometres long and no more than 9 km at its widest point so is an easy island to negotiate by bike.

On to Faarborg, where we found a box available in a 'prime' position. It turned out this was a timely manoeuvre as the harbour filled up (mostly with German boats on their way South at the end of the summer holiday) and even more so the next day, because of the windy conditions. The barometer had dropped 11 mbs to 1004 in the preceding 24 hours.

Still on Funen, we stopped in Assens and Middlefart on our way to Bogense, where there was a marina or a narrow cut housing the old fishing harbour (which we chose) and which is no more than 60 feet wide for most of its length. The town was a short walk away and was a bustling, vibrant town with a lot of visitors.



Now to Jutland and to Juelsminde, where we were pleasantly surprised. When Celia looked through the bins and stated 'there doesn't look as if there's a lot of room!' we had our doubts. However, despite the deeper area of the harbour being small there was more than enough room to turn around and plenty of space for larger yachts

Another gusty, north-westerly wind (hitting 30+ knots at times) blew us the thirty miles up the coast of Jutland to Marselisborg south of Århus. Marselisborg is a large modern marina, surrounded by a residential/retail area with not a vast amount of space for visitors.

#### **Skipper writes:**

Leaving the Elbe in those relatively shallow waters there was more than usual chaos with short steep seas and the yacht pitched and rolled badly. I have the

bruises to verify that statement. At one point, I went below to check that all was well. Not really... at some stage the washing up liquid had opened up and spread over large parts of the galley area. From there, inexorably, it travelled down the vertical surface to the cabin sole. The sole then became like a skating rink, making it impossible to stand up. How did I know it was washing up liquid? My socks were wet and left a trail of foam wherever I went.

I went forward to the heads. In order to avoid injury, I braced myself with arms outstretched and knees bent as the yacht pitched violently. The bow rose dramatically and then fell equally swiftly. At which point I was airborne. The yacht then hit a trough and pitched violently upwards just as I was still coming down to meet it. As my knees were bent, my legs buckled underneath me and I found my head making close contact with the bowl. I hurried back on deck and was sick – most unusual for me.

After a night in Ramsgate, having been blown away for most of the summer, the weather's final insult was a dying breeze that forced us to motor for most of the way back to Lymington.

**RICHARD AND CELIA LASSEN**

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# Circumnavigating for Beginners



**In June 2003, Luke and Emma McEwen set off from Lymington in their Tradewind 35 *Eagle Wing***

to fulfil their ambition “to sail to beautiful places”. Four-and-a-half years and 43,000 miles later they returned to the Club pontoon. This is a snippet of their story

Before we set off we’d done a little bit of pottering about in *Alice II*, a 23-foot gaff cutter. Our longest passage had been a three-day circumnavigation of the Isle of Wight so we could hardly claim to be experienced yachtsmen, though we’d both spent most of our lives messing about in dinghies. We took *Eagle Wing* for a couple of shake-down sails up and down the Solent and had a go at anchoring, then hauled her out for a three-month fettle before we felt she was ready to take us cruising.



Emma was an old hand at night watches having done one with the Ocean Youth Club but Luke had never spent a night at sea, so by way of practice we sailed non-stop from Lymington to Falmouth. That overnighter went fine but to say that we looked forward to crossing

the Bay of Biscay with confidence would be overstating it somewhat.

After we’d waited two weeks in Falmouth for a weather window, the Biscay crossing went very smoothly, but for a broken spinnaker pole and a bit of sea sickness. Our decision to learn our cruising skills “on the job” was vindicated when we discovered the delights of sailing in the beautiful Galician Rias; with lots of good anchorages they made the perfect training ground.

Our first Atlantic crossing was a slow passage by anyone’s standards. After a fortnight of light headwinds we’d only made it about one third of the way to the Caribbean. Eventually we found the trade winds; in the end the voyage took us 28 days, including Christmas and New Year, so we were very pleased to drop anchor in the lee of Marie Galante, the pancake shaped island south-east of Guadeloupe, and pop open the long-awaited bottle of bubbly.

Cruising the Caribbean was a colourful introduction to tropical life, hopping between islands that seemed exotic to us yet still had food shops and chandleries. At this point we had to decide whether to sail back to England across the Atlantic or carry on through the Panama Canal, committing ourselves to a circumnavigation. Our decision to carry on down wind was rewarded almost immediately en route to Panama by the beauty and tranquillity of the San Blas islands, a tropical paradise described by some as “more Pacific than the Pacific”.

If you ever get the chance to go through the Panama Canal, we would thoroughly recommend it, especially if you can do it on someone else’s boat. With some of the World’s biggest ships manoeuvring within

hailing distance of you in concrete-walled canal locks that offer them only four feet of room each side, you feel pretty vulnerable, but it makes for an exciting day and the canal is truly an amazing feat of engineering.

Our route across the Pacific followed the classic “coconut milk run”: Galapagos, Marquesas, Tuamotus, Societies, Cook Islands, Tonga, New Caledonia and on to Australia. As we discovered, the route is popular for good reasons.

We were overwhelmed by the fabulous and unique wildlife of the Galapagos. If you are prepared to brave the icy waters, snorkelling with the playful sea lions is fantastic fun.

The next passage was the longest of our trip so far: nearly 3,000 miles of perfect broad reaching. We had 23 days of glorious sailing but during the second week we found weevils in our lockers. This was more than a mild irritation as we had stocked up with six months’ worth of food, hoping it would last us all the way to Australia. To stop the bugs from breeding we decided to bake all of our dry food stores in the oven, so we spent three days and nights juggling trays of oats, rice and instant noodles and skating around on grains of couscous like ball bearings on the cabin sole.

Fatu Hiva in the Marquesas was our first taste of Polynesian island life, with genuinely friendly, welcoming locals and a fabulous volcanic landscape. At the opposite end of the geological spectrum the low, sandy, palm-clad Tuamotus blew us away with their beauty, both above and below the water. We spent two weeks in a magical, uncharted corner of a remote atoll and found it almost impossible to tear ourselves away.

Luke's company had just opened an engineering office in Sydney so we stopped there to work for three months. We had a very warm welcome from the Australians living around the Pittwater: arriving without any introduction we collected three dinner invitations in the first week. We flew the Club burgee proudly until a sulphur-crested cockatoo ate all the blue bits – the creatures in Australia seem to be larger than life and twice as hungry.

Having spent so long enjoying French Polynesia the previous year we'd had to hurry through most of the Western Pacific islands, so we decided to extend our voyage by a year. The trip across the Tasman Sea to New Zealand was one of our toughest passages but we were rewarded by a wonderful season in the islands of Tonga, Fiji, Vanuatu and New Caledonia. In New Zealand we'd installed a big new solar panel and an LED masthead light so it was a delight to find we could live indefinitely without having to run the engine to charge the batteries, even with the fridge running 24 hours a day.

The island of Tanna in Vanuatu was a real highlight: never before had we dangled our feet into the crater of an active volcano, with lumps of lava being spat up above our heads, and prudence suggests we probably never will again. The islanders were immensely courteous and a real inspiration to us, with their basic but comfortable way of life and very refined social structure.

On the way into New Caledonia, Emma caught our biggest fish ever, a Dorado which measured in at five feet and one inch, only two inches shorter than Emma. The fish was enough for forty generous servings including a very big curry for our friends when we arrived in Noumea.

After another three months work in Sydney, avoiding the cyclone season and



recharging the bank account, we sailed up Australia's beautiful East Coast to Darwin then off across the Indian Ocean. The South Indian Ocean islands are less numerous than those in the South Pacific but every bit as fascinating. Christmas Island is famous for its millions of land crabs that rule the rain forest. Cocos Keeling Islands are perfectly "tropical islandish" yet fully part of Australia; you can make cheap calls home and buy all the usual foods, albeit air-freighted in. We bought \$97 of fresh vegetables and transported them three miles by sail in Feather, our dinghy, as we knew there would be no shops for the next three months: we were off to Chagos, the ultimate tropical island paradise.

Salomon Atoll in the Chagos Archipelago is uninhabited and utterly beautiful. We spent five fabulous weeks there, revelling in the perfection of the place and snorkelling with turtles, lionfish and rays. We were very glad of Feather's sailing rig as our friends, who relied on their outboards, ran out of petrol.

Madagascar was equally stunning but in a different way, with very diverse landscapes. The more remote villagers have little opportunity to shop for clothing, oil or sugar so we traded almost all our remaining clothes and food stocks for the lobster, fish and beautiful carvings they brought out to us in their (very fast) sailing canoes.

Emma laboured for many hours as we crossed the Indian Ocean making a storm drogue. This was in preparation for our passage through the Agulhas current, which runs down the East coast of South Africa: in a SW gale the current generates so-called "freak" waves that can swallow ships whole. Thankfully we managed to dodge the gales and the drogue stayed dry; it was certainly a relief to round the Cape of Good Hope in a Force 2 and sunshine.



For the return trip up the Atlantic we decided to go via the Caribbean instead of straight up the middle. This added 2,000 sea miles but gave us an easier trip: *Eagle Wing* is no windward machine and nor are we. *Eagle Wing* obviously concurred: after our fastest passage yet, covering 189 miles in 24 hours, she arrived in time for us to do Antigua Race Week on a friend's Swan 46.

Last stop was the Azores, a great way to finish our cruise and a gentle re-introduction to Europe. The people there were as welcoming as any we had met on our travels, with the same friendly, island-living philosophy that we had grown to love. On the passage back to England we encountered the worst weather we were to see on the whole circumnavigation: a Force 9 for just two hours. *Eagle Wing* took it in her stride (more than can be said for Luke's stomach), with her original 21-year-old sails standing up bravely to the wind and rain. Arriving back in Lymington, we were met at Hurst by our parents in their respective boats, followed by a very warm welcome on the Club pontoon. Our thanks go out to all the staff who made us feel at home again and our friends and family who came down to see us in.

Much more detail of the trip is given in our newsletters, which will be up on the Club website soon.

**LUKE AND EMMA MCEWEN**

## HALLBERG RASSY OWNERS' ASSOCIATION RALLY 2007

I am writing to tell you how successful our Lymington Rally 2007 has been. It is always the most popular rally of the year and was very well attended. This was the third year that we have held our dinner at the RLymYC and we would like to thank the Club for the very friendly welcome they gave us once again. Your catering staff under Mark and Peter helped us with the arrangements in such a relaxed but efficient manner that for Graham and me, organisers for the second time, it was stress free. Even your office took over the problem of inevitable last minute changes to the table plan without hesitation on Saturday afternoon. As always the meal was excellent and beautifully served and we were inundated with favourable comments from members. It was good to have one of your Members join us on Sunday morning to hear Rosemary Joy, from the Classic Boat Museum at Newport, talking about her fascinating film of the J Class racing in 1934. After the film, a number of us were able to stay on to enjoy a sandwich on the clubhouse balcony in glorious autumn sunshine. A pleasant way to end a very enjoyable weekend.

We were particularly grateful to the Club for allowing us to use the shower facilities. That, combined with having all our boats (18 this year) together on the new Harbour Commissioners' pontoon and our events in the clubhouse, made a perfect venue for a rally. We have handed over our responsibilities to Andy and Kate du Port for next year's rally and I know he is already in touch with the Club in the hope that you will let us repeat all the arrangements.

Please pass our thanks to the Committee. I should add that in earlier sailing days with my father, the RLymYC had the reputation of being very stuffy and not in the least welcoming to non-members. Not any more!

With kind regards

JOANNA MOORE

# CANAL DU MIDI



**A**bout two and a half years ago John joined me on watch at 0600 as we sailed back from the Azores. He announced that he had just had 'a bright idea', which considering he is not exactly a morning person was going to be interesting.

So I said 'yes???' to which he replied he thought we should have a little boat on the Canal du Midi.

At that moment a turtle passed us by, flapping a flipper as they sometimes do, so I asked John what is the name of a turtle in French. The answer was "Tortue d'Eau". So there we were with the name of a boat we had yet to find.

In fact finding a boat was not quite as complicated as we initially thought. There is a marvellous magazine called 'Fluvial' which has in it just about every type of boat you might wish to buy from large to small peniches, large to small vedettes and sailing boats with or without masts located all over Europe.

We had a look on the Internet and made a date to go and meet up with Berend in Villeneuve les Beziers selling a selection of canal boats trucked down from Holland. And it was there we found our Tortue d'Eau.

Having a boat on the Canal du Midi led us to become more and more interested in both its construction and history.

The Canal was the brainchild of Paul Pierre Riquet born in Beziers about 1609. Apparently as early as six or seven years old he heard the idea put forward of joining the two seas – the Atlantic and Mediterranean – and the idea was one which stayed with him all his life.

By 1661 Riquet had become a very rich man and he proposed the idea of the Canal to Colbert, the Finance Minister under the reign of Louis XIV. At this time the river Garonne was navigable from Bordeaux to Toulouse, so the Canal needed to be built from Toulouse to the Etang de Thau and the small fishing village, Cette, near the channel into the Mediterranean needed to be enlarged. Finally Riquet was given the go-ahead.

One of the major problems Riquet had to solve was filling the Canal with water. It was when he was wandering around on the Narouze Plateau he noticed a stone had been washed down and created a dam where the stream naturally ran east and west. This observation gave him the idea using this area as the watershed and





creating the Lac St Ferreol as a large reservoir, fed by the streams and springs of the Montagne Noir, to supply the Canal with water. And from the Lac he created 'rigoles' to take the water down to the watershed.

Having solved these problems he started work on the Canal in 1667. Space here does not allow me to enumerate the many solutions he found to overcome the problems of terrain, but of note is the aqueduct over La Repudre, the Fonserranes Locks, a flight of 8 from canal height to the river, the Malpas Tunnel, which was a real innovation because no one had thought of going through rock to get to the other side, and the round lock at Agde which had three exit/entrances

The concept of lock gates had already been sketched by Leonardo da Vinci and used on the Briare Canal which was built in the first half of the 17th century, but it was putting the idea into use, the engineering skills and determination of



Riquet which created the 238 km of Canal from 187 m height to sea level. The locks themselves are curved in shape, not to look pretty, but because they couldn't figure out how to keep the sides straight and not have the pressure of the earth make them cave in.

Riquet was an unusual man in that he looked after his workers very well. There were 12,000 of them, 600 of whom were women. He not only housed them and gave them holidays and Sundays off, but if they were sick he went on paying them until they could return to work.

Paul Riquet died on October 1st in 1680 4 km and 6 months before the Canal was finished. He had become quite



impoverished having poured all his money into the project – but his legacy is still with us, fortunately protected by the Canal's becoming a UNESCO World Heritage site in the 1990s.

Today the Canal is not used commercially apart from the tourist boats and hotel barges. And of course there are many places (locations) where one can rent a boat for a week or two.

On the Canal du Midi all the locks are manned but normally the lock keepers are not there to help with ropes and nor do they expect tips. However they do like a bit of a chat and if your French isn't up to that then at least a cheery 'bonjour' and 'merci beaucoup'. If you step out of line they have ways of getting their own back. A friend of ours was slowly motoring towards open lock gates when a 'noddy boat' (ie rental) full of Spanish people zoomed past and ahead of him into the lock. When our friend had tied up his boat he went to the group and explained that that wasn't the way the system worked and that people took their turn going in. In response he was offered the ubiquitous one finger salute with a tirade of expletives. Our friend talked to the lock keeper and asked if he had seen and heard all that. The lock keeper said yes he had and please to make sure he left the lock first (he would make sure the other boat stayed behind). So our friend motored out of the lock and on towards the next. When he arrived he motored straight in at which point the lock gates shut immediately behind him – leaving the Spanish yelling and cursing but waiting outside.

If you should ever consider holidaying on the Canal be warned that July and August are very hot and very busy. Given a reasonably normal year weatherwise, April through June or September and October can be wonderful. It is worth getting hold of a Navicarte for the Canal and having a look at the options for renting a boat – whether you want to do a one way trip from Castelnaudary to Agde (or vice versa) or rent a boat somewhere in the middle which you would have to bring back to the place from which you started.

The Canal is beautiful and peaceful with its large shady plain trees, beautiful views across the landscape and it is also home to all sorts of wildlife – red squirrels, deer, coypu, a large assortment of birdlife and some rather odd looking ducks and geese. There are many more stories we could tell – we'll let you find them out for yourselves.

#### Cam aided and abetted by John

#### A quote from Riquet, 1665 after he had shown he could make the water system work and after he was given the go ahead:

"The ill-intentioned and the most incredulous will be forced to admit that what I will have done is a fine thing. Few had faith in its success and now that one sees it as no longer doubtful, most say that what I have done has something miraculous about it and that it was not possible without the aid of God or the participation of the Devil: I acknowledge the first, My Lord, and moreover justice will be done when it is said of me that I gave some rather considerable spirit, not artifice, and that I am not a magician"



# Mainframe's first trip

**T**wenty-two years ago, after a terrific party at Camper & Nicholson's we left Gosport on Monday October 14th 1985, four up, bound for Alderney. Within 24 hours I was up the mast fixing something, and shortly afterwards we discovered that Mainframe's freeboard was so much higher than her predecessor's that we couldn't pick up a buoy.

That won't happen this time. For one thing, the new *Mainframe* doesn't have a mast, and the freeboard is lower. There are just a few other differences between a Nicholson 476 and a Dale Nelson 38. We are about to learn them.

Almost twenty-two years after our first launch we have another *Mainframe* – no two, or too, or 2, just *MAINFRAME*. We couldn't think of anything better, and it saves embroidery costs.

She is a 38 ft semi displacement Nelson hull, originally designed by Peter Thorneycroft, finalised by Arthur Mursell of TT Yacht Designs in Ryde. She was built by Dale Sailing Ltd, a family firm based in Neyland, Milford Haven, in West Wales.

During the two years we have been without a boat we have had plenty of opportunity to think about changes to Dale's standard boat. They range from Kevlar in the hull to flowery curtains and include a Yeoman plotter, Mac Mini computer and a deep freeze.

On May 7th 2007 we slept on board for the first time. Very comfortable, but Willow put in a complaint – the bed is too high for her to jump up – more room for us. We cooked for the first time; no gas on board, and the oven and hob worked well..

On May 21st Dale's MD Mike Reynolds came on board and said 'Let's go for a trip'. We put the dogs in the car, the car in a shed out of the sun, and off we went



to Skomer. We had no paper charts and we are complete novices with electronic charts. But Mike's great grandmother was born on the adjacent island of Skokholm, and he and his family have been sailing all kinds of boats in these waters all their lives. Still do. We went through Jack Sound ('Just keep on a line between Tuskar in front and The Blackstones behind and you'll be fine') and into North Haven. Puffins, razor bills, guillemots, and Morlo, the Dale Nelson built two ahead of us. We took some pictures of them, which we subsequently emailed to them, and they sent us some of us. Then round the west of Skomer into South Haven – more birds, and grey seals, then west of the Skokholm light back to Neyland.

On this trip Mike gave us lessons in handling the boat at speed, including an amazing turning circle at 20 kt, and what trim tabs do.

At this time there were still minor things to be done to the boat, it didn't belong to us and we were driving on the

manufacturer's insurance, so I suppose it wasn't really our first cruise.

The next day we went up the Cleddau River for lessons in close quarters handling, the dogs coming for their first trip. Even without using the bow thrusters the boat will turn in its own length (with practice). But that still couldn't be classed as our first trip.

After a week at home on Club duties we returned to Pembrokeshire and I did some homework. After a couple of struggles with the electronic plotter (who says these things are intuitive?) I returned to paper charts and prepared a passage plan to Broad Sound, just south of Skomer, in the old-fashioned way, as we did before waypoints. I reproduce it here.

Initial position 510 42'23, 40 56'42

South through 2 off red-green pairs

South for 0.3 nm

West leaving Neyland Spit red to starboard

North-west leaving DYB4 green to port

West leaving North Cardinal to port

And Neyland Point South Cardinal to starboard  
 West leaving QG 2 green to port  
 West leaving Carr Spit green to port  
 SW for 0.6 nm leaving Wear Spit to starboard  
 West leaving North Cardingall outfall buoy to port  
 West leaving jetties to starboard  
 Can safely ignore N and S Cardinals (not for us)  
 NW leaving Thorn Rock West Cardingal to port  
 Handrail round St Ann's Head  
 NW between Skokholm (port) and Gateholm (starboard)  
 Head for Blackstones, leaving them to port  
 NE for Tuskar Rock on transit of Blackstones and Tuskar.

The weather having steadily improved, Mike suggested we go to Ireland. Wow! We bought the folio charts for the Irish south and east coasts, and I rapidly did some tidal stream calculations, which went something like:

In a 3 hour (sic) open sea trip, we get a 5.3 nm movement, giving about a 6° course offset.

We checked that we would be clear of the two traffic separation zones between

west Wales and southern Ireland, put in one waypoint (St Patrick's Bridge, just east of xxx Saltee) and set off at 1500 hrs for Kilmore Quay, 69???? miles away.

Engine hours at start Port 28.9 Starboard 29.6 Log: 152 nm

Time	Lat	Long	Position	comments
1510			Off Dale marina	
1555	51° 41' 29"	5° 09' 02"	W of St Ann's head	
1625	51° 44' 02"	5° 21' 14"	E of Grassholm	
1705	52° 08' 97"	6° 32' 60"	My first view of the South Bishop light	Log 178
1730	51° 53' 35"	5° 50' 72"	Dolphins – don't know what sort	Log 189.6
1800	51° 58' 98"	6° 07' 58"	Through St Patrick's Gate. New landfall buoy on leading line	
1900	Kilmore Quay	Kilmore Quay		Log 240 nm

Engine hours port 33.2 starboard 33.8

We had the dogs' passports but not our own! The log entries are reproduced here:

Geoff manoeuvred us into a very small space in Kilmore Quay. The wind was force 2-3 and the sea calm except for a few lumpy bits and swirls reminiscent of Hurst Narrows just north-west of Skokholm Island in the Wild Goose Race – lovely name but decidedly not a lovely piece of water.

For this trip we tied the dogs, in their harnesses, under our feet on deck. They weren't exactly happy but with a constant flow of encouraging talk and a few biscuits seemed contented enough.

Kilmore Quay is a fishing port with two resident seals and a small leisure boat marina. The Silver Fox restaurant did an excellent meal. Even better, the following morning the local shop opened early and provided hot bacon rolls and ingredients for a picnic lunch.

We left at 1100, circled off Grassholme to look at, hear and smell the gannet colony of some 40,000 breeding pairs, then dropped the hook (for the first time) in Skomer's South Haven for lunch. Puffins really

are such fun; they make me laugh, crash landing on the sea because their legs are set far back to give them good swimming ability.



This time we had Willow tied on deck and Quin in his beanbag on one of the seats below. He came on deck once – now we know we need a low washboard inside the companionway doors.

Throughout the journey Mike was checking systems and teaching us more about the boat; there is so much to learn.

We were back in Newland at 1730, a round trip of 139 miles.

This really was *Mainframe's* first cruise.

We waited two years for this boat, an anticipated waiting period which we would fill by chartering and doing some remedial work on the house and garden. It has been two years with frequent contact with the builders, developing our own ideas, listening to their thoughts and arriving at practical decisions.

MARILYN HOLMES

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Images courtesy of Mike Lucas Yachting

# Dolphin



On the long chair lift back up to the top of the mountain I chatted to the stranger sitting next to me

**I** was February about fifteen years ago and I was in the small mountain village of Obergurgle, in the Austrian Alps. It was one of those perfect days, the sky was a dark clear blue, and the fresh squeaky snow was very bright. I had skied in the morning with Sarah, and after lunch in a mountain restaurant I had left her to enjoy the sunshine while I skied some more. On the long chair lift back up to the top of the mountain I chatted to the stranger sitting next to me. He too was a sailor and came from Cowes. Some years ago his wife had died suddenly and he needed a project. He read about the new Trade 39 in a yachting magazine and ordered a bare hull and deck. He worked all hours, seven days a week, and a year later she was finished. He sailed away with no definite plans, to return to Cowes five years later having completed a circumnavigation, mainly single handed. Now he was enjoying the mountains before setting sail again. We reached the top of the lift and agreed to ski down in company. Once we were back on the chairlift again I asked if he had any special

memories from his voyage. 'Yes, many', he replied, 'but there is one I will always remember'.

I was sailing along the coast of New Zealand: it was calm, settled with just a gentle breeze. As night was approaching I had a good look round before going below to make my supper. Suddenly there was an almighty crash, the whole boat shuddered and shook. I leaped up into the cockpit fearing the worst, but could see nothing amiss. The boat was still sailing gently along. Then I saw something move on the foredeck. I switched on the deck flood light, grabbed my torch and went forward. The pulpit and stanchions on one side were bent flat, and a full sized dolphin, approx 8 ft long, was on the foredeck, thrashing around in a pool of blood. I sat on the deck, keeping well clear of its tail. I was frightened of being injured, or being knocked overboard. Being on my own I often talked to myself, and now I talked to the dolphin. I told him that unless he calmed down I could not help him, and by morning he would be dead. To my surprise he calmed down, so I cautiously sat on the deck beside him and put my hand on him. I kept two oars tied on the coachroof, and by using these I managed to lever the dolphin to the side of the boat. It was hard work, and as I paused for a moment to get my breath I looked out to sea. There were literally hundreds of dolphin circling the boat, I had never

seen so many. I then make a final effort and with a big splash he was over the side and gone. I sat down to rest, I was covered in blood and sweat. I again looked out at the sea and this time it was empty, not a single dolphin to be seen.'

We had once more reached the top of the chairlift. We shook hands and parted company.

One day this August I had a sail with Tony Mount in his Hallberg Rassy to Cowes for lunch. We tied up at the Marina and on the opposite side of the pontoon was a Tradewind 39, with a weather-beaten chap sitting in the cockpit. We started to chat and he invited us on board to see his boat. He had just arrived back from the Caribbean, had now completed the maintenance he need to do and would in a few days be off to the Canaries. As I started to go down the companionway I looked forward and saw that his pulpit had been repaired but was still slightly bent. The memory from 15 years ago, came flooding back. 'Did you happen to have a dolphin land on your deck many years ago, while sailing in New Zealand?' I asked. He stared at me in complete amazement, and asked how on earth I knew that. I explained. He looked at me hard. 'Yes', he said, 'I remember that day in the mountains, it was a beautiful day'.

It's a small world, isn't it...

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## BURGEES

There is a lot of history in the colourful collection of burgees adorning the walls of the River Room. These burgees could tell much of where Members have been and what they have done there and before it gets lost in the mists of time it would be nice to have some of the stories written down. Many of the burgees come from France, the United States, Canada and Australia, with a few other countries represented as well.

I knew there were lots of burgees up there but hadn't given them a lot of thought until Geoff Holmes suggested it would be good to have them catalogued and would like some help. So one morning I found myself in the River Room holding a ladder while Geoff passed down the burgees. The plan was to photograph each one and put it back; then identify them.

Quickly two things became apparent: first, there were a lot of burgees and it would take some time to photograph and catalogue them, and second, they were filthy. Years of cigarette smoke and ferry soot had taken their toll. Mark found me two large black bin liners to put them in and I took them home. As most of the burgees were firmly stitched to their very nicely varnished sticks, putting them into the washing machine was not an option, even if I had been prepared to risk some of the very fragile ones. I wasn't sure either that the colours wouldn't run in some cases. So on with the marigolds and to work.

129 flags and a lot of dirty later and they looked good enough for a washing powder advert. They are back up in the River Room, having all been photographed, and 83 have been identified, either from what's written on the burgee, by asking people or using the web. People say 'There must be a book on burgees'. Yes, there are several and there are some good websites, but ..... there are many hundreds of burgees even on the best website. Try looking for a burgee with a pelican flying across it, or a lighthouse with beams of light, on a site that only lists alphabetically by club, although it does have a separate section for 'Royal' yacht clubs.



There are at least 2,000 burgees on one site alone.

Sherlock Holmes might find it elementary, but there are about 40 burgees still to be identified. John McPhee told me about a particular burgee. One evening some Canadians came into the bar and when asked where they came from, said 'Squamish, BC and you won't have heard of it'. John said he had been there two weeks' earlier and he was only able to persuade them by relating the tale of two bears who had wandered into the area and been shot by locals with bows and arrows whilst he was staying. They went to sit down - under the Squamish burgee (which has a killer whale on it). Does anyone know of how this burgee was given to the Club in the first place?

Through publishing a few photographs in PotterNews we have found names for more. Shortly there will be a catalogue of the burgees in a folder in the Chart Room. If you can add to the history of these burgees, or name the club, please drop a note into the office or send me an email at [ann.brunskill@btopenworld.com](mailto:ann.brunskill@btopenworld.com).

Also the Club has received more burgees since we started the project. If anyone else wishes to give the Club one they have collected on their travels we should be delighted to receive it, preferably with details of how and where from.

Since I started this project I have become hooked on looking at burgees wherever I go. They tell you more about where a boat comes from, and it is interesting to see how many people aren't aware of the etiquette for flying one and any other flag they might have!

Finally, now the bar has been so beautifully renovated, there is a lovely new display area between the bar and the River Room. We're looking for burgees that have a special connection with the club or club members together with the history of how the burgee was presented to the club. Please can we have suggestions for which of our burgees should be displayed in this area and why.

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# STUCK UP THE RANCE!



**O**n 8th June 2007 *Jamaican Sun* set off for Cherbourg to join a number of other boats from the RLymYC headed for a meet at St. Malo and Dinan. The weather was fair, visibility 3 miles, but we knew there were fog patches about. We arrived at Pot Chantereyne three and a half hours later and enjoyed excellent Normandy cuisine that evening at a delightful restaurant called Faitout. After a lazy lunch the next day on *Jamaican Sun* with our Captain of Cruising and his wife Diana, John and I made the usual pilgrimage to our favourite classic brasserie on Quai Caligny, called La Regence.



On 10th June we set sail for St Helier – wind variable F2, three miles visibility. The sea was calm but bumpy across St. Aubin Bay. On arriving at the entrance to St. Helier we waited a short while outside for the green lights and then, checking with Port Control on Channel 14, entered la Collette Basin. After taking on fuel alongside the horrendous drop of the South Pier where incidentally it can dry out at low water, we went over the sill and into the St Helier Marina (HW plus/minus 3 hrs).

The following day we took a bus to Gorey, east Jersey. I looked over Mont Orgueil Castle, which is certainly worth a visit, then John and I enjoyed a fabulous lunch on the terrace of Suma's restaurant contemplating the thick sea fog!

The next morning, 12th June, visibility was mod/good so both Chartwell and ourselves left for St. Malo – wind westerly 2/3 variable and sea state slight. Averaging 20 knots and 46 miles later, we had a sunny arrival at Le Grand Jardin lighthouse. Looking out for the automatic depth gauge on the wall at Bas-Sablons

marine behind the cross channel ferry pier, we turned sharp starboard for the visitors' pontoon. That evening we enjoyed hospitality with Terry and Stella on board *Lodsen*. We rounded off the day watching the sunset over the marina from the terrace at the Cote Jardin restaurant in St Servan.

The rain was heavy the next morning, but brightened up for the Club's pontoon party that evening, expertly hosted by Peter Lowe and Duncan and Diana MacAllister. The next day the Club boats enjoyed hospitality and drinks at Caroll and John Hudson-Davis' apartment overlooking the estuary of the Rance and later we all ate at the Restaurant L'Atro, who made us very welcome.

On 15th June all the Club boats except for *Jamaican Sun* and *Chatterbox* set off up the Rance with plans to anchor at St. Suliac. The next couple of days the rain set in with a vengeance. However on Sunday 18th June we awoke to a glorious morning and decided that we would follow the rest of the boats up the Rance for the lunchtime rendezvous at Dinan.

We caught the 10.00 hrs lock at the barrage, where it's important to be waiting outside 20 minutes to the hour. About an hour later we arrived at Chatelier lock, where boats leave the tidal stretch of the Rance. Clutching our copy of the CEVENI regs, we started up the next stretch of the Rance, with one eye transfixed on the echo sounder, the channel barely 2 metres in depth in some parts! There were some strange black and white buoys nowhere to be found in the CEVENI book, so we deduced that they were starboard lateral marks!

We arrived at Port Dinan after a short beautiful stretch up the river just in time for lunch at the expertly chosen Le Cottage. It is situated at the foot of a 'Mount Everest' type cobbled street leading up to the old walled city of Dinan. Some boats left the next day for the homeward trip, but with the weather forecast deteriorating we decided to stay awhile.

With no let up in the weather in sight we decided, for the first time in our 20 years of boating, to leave *Jamaican Sun* in France. On 23rd June we caught the ferry to Portsmouth during a F9 gale and poor visibility.

Following a disastrously wet summer, we returned to Dinan mid-August. Nine days later we were able to set off down stream. However, whilst hovering outside Chatelier Lock we lost reverse on one engine. Despite this and low tide, we managed to make it to Plouer, although one small day boat went aground in the mud (it is obviously vital to keep to the outside of the bends!).

At Plouer sur Rance the big-hearted Guardian de Port, Liliane, managed to find us a berth for the winter, despite the fact that they were very busy. To cut a long story short, being in such a beautiful spot and extremely reasonably priced, we decided to leave the boat in Brittany. Hopefully she will be fixed in the Spring and our adventures will begin again!

**SYLVIA COBRING**



The advertisement features a cartoon illustration of a young boy with spiky brown hair, wearing a yellow polo shirt with a red and blue logo on the chest. He is pointing directly at the viewer. The background is a blurred image of sailboats on the water. At the top, there is a logo consisting of two overlapping shapes, one red and one purple, with the name 'SANDERS' in blue capital letters below it. The main text of the ad is in large, bold, red and blue letters: 'YACHTS NEED SANDERS SAILS COVERS CUSHIONS'. Below this, the website 'www.sanders-sails.co.uk' is written in blue. At the bottom, in a dark blue banner, the contact information is provided in white text: 'SANDERS SAILS BATH ROAD LYMINGTON HAMPSHIRE SO41 3RU', 'Tel: 01590 673981 Fax: 01590 676026', and 'email: peter@sanders-sails.co.uk'.

# The highs and lows of Racing Around the World

**W**here does one begin when writing about some of the high lights and low lights of sailing around the world? Looking back, it was such an awesome privilege to take over a year away from the madness of corporate life, to sail on a brand new 68 ft Dubois open racing yacht, with sails that still bore the fold creases from being confined to sail bags, which were themselves squeaky clean and bulging with promise. With halyards that were slippery with newness and winches that just begged for someone to make them haul daunting loads and get their eager teeth whirring – *Jersey Clipper* was full of anticipation, immaculate and ready for adventure in September 2005 – itching to leave the chicken soup waters of the Mersey and to stretch her legs in over 30,000 miles of ocean.

*...There were so many highs. I would say that if you ever get the opportunity to sail across an ocean – do it.*

As a crew, we had long awaited the race start – for what turned out to be a plethora of different motivations. For some it was the dream of a lifetime; they were embarking on a journey; their experience would be their goal. For others it was a race and winning was everything, and there were those who were undecided, who would be passengers and who would migrate along the spectrum of competitiveness. Looking back now, with everything that we went through as a crew, there would be few who would not be challenged and changed in some way.

There were so many highs. I would say that if you ever get the opportunity to sail across an ocean – do it. The only person stopping you, when you look long and hard at it, is yourself. I would challenge you to find so many different colours of



living blue – everything from the greeny-glacier blue of the Southern Ocean, to the steel-hard grey-blue of the North Pacific, from the turquoise-tanzanite blue of the Indian Ocean to the deep azure of the Atlantic. Each ocean has its colours, each has its moods. Add to that the interaction of the sky – with huge clouds, with sunsets and sunrises, with moon-bows and stars, all working in combination with the water, it's some backdrop. Getting offshore changes the nature of the sea. The tiresome choppiness of frustrated waves, cramped into inshore waters is replaced with their awesome height and powerful strength. The only way I can convey their power is we were thigh deep in salt water regularly in the pit, we were being tipped to angles that require you to be Spiderman to move around and to liken the feeling of surfing waves to standing on the roof ridge of your house, you know you are going to ski down it, you don't have an option, you know that at the bottom you have to turn the right way – and it is fabulous.

There were moments that touched the soul. A cup of tea had never tasted so good on one watch, when too tired to stand I slumped on the floor and gratefully received a brew. When a team member gave me one of their gloves saying 'It is better that we both each have



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one warm hand, than I have 2 warm ones and you have 2 cold ones'. Watching whales play with the boat and dolphins wall to wall – leaving us standing at 20 knots as they hurried along in what must have been their equivalent of the M25 at rush hour. The welcome we received on arrival from other crews in port when we had endured frustrating kit failure and dreadful accidents on a race leg. The shared laughter when smothering food with Sweet Chilli Sauce and the delight of finding a packet of Hob Nobs! Perhaps most lovely was the song that the boat sang when she was trimmed, cutting through the miles, moving elegantly and with such sensitivity



at the helm; a beautiful resonating note that would have brought Dame Sutherland to her knees.

The tough times were many: leaving *Jersey Clipper* in Subic Bay, the Philippines, when all the Clipper yachts needed repair work to their keels, stripped down and naked. It was like leaving your best friend in intensive care, not knowing whether you would ever see her again. The relentless cold, really cold, bone-chilling-limb-debilitating-breath-stealing-eye-piercing cold of the North Pacific, who would not let *Jersey Clipper* go? The silence that choked everyone when a skipper announced he was quitting; the dreadful realisation that the crew had lost

confidence in another skipper. The relentless watch system. The maddening frustration of slipping 3 places in a race in the last 2 miles

**...on one watch, when too tired to stand I slumped on the floor and gratefully received a brew.**

because of a wind shift, when we had sailed for over 4,000 miles. I could go on.

Perhaps the hardest moment was standing on the jetty at St Helier watching *Jersey Clipper* slip away for the last time, not being part of her any more, helplessly waving a Jersey flag and shouting 'Take care of her, sail safe, sail fast'.

Would I do it again? In a word, no. I had a real roller-coaster time on *Jersey Clipper*, ranging from the fabulous to the dreadful. I learnt more about myself, I learnt more about sailing and experienced things that even now make my hair stand on end. I would not do it again because I am not the sort of person who lives in the past. I have a huge amount of memories to enjoy and, because I sailed on *Jersey Clipper*, I met my soul mate – who I am marrying in February 2008. I would encourage anyone to have a go, dare yourself to paint your life in colour and not black and white.

**KATE GREENWOOD**

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# A TASTE OF TUNISIA

*Neal and Miggy Flux set out from Lymington on the 6th April 2006 to cruise to the Mediterranean in their Jeanneau Sun Odyssey 35, Bella of Lymington. They spent the first season cruising the Atlantic coasts of France, Spain and Portugal and wintered in Rota near Cadiz. During the 2007 season they sailed into the Med, around the Balearic Islands and then Corsica and Sardinia to Tunisia where they are wintering now.*

**All in the Mediterranean agree that 2007 was an extraordinarily windy year, something to do with a wobble in the jet stream so the experts say.**

On passage from Cagliari to Tunisia during the night of the 12th September 2007 our log reads "Once again despite the forecast of light to moderate conditions, we encounter strong to near gale force winds and *Bella* romps along at 7 knots plus enjoying every minute. Spectacular stars shine out of a moonless sky and our wake echoes their brilliance with sparkling phosphorescence in islands the size of dinner plates". The wind and sea state eased as we threaded the uninhabited

Tabarka, our port of entry to Tunisia



Galite Islands some 25 miles north of Tabarka, our port of entry to Tunisia.

Tunisian weather is in fact moderate compared with that in the north of the western basin of the Mediterranean. In summer the predominantly W or NW winds keep temperatures down and in winter cruising in the south where the climate is warm can be pleasant. The storms from depressions sweeping through the Med tend to stay in the north and their effects do not generally reach the East coast with severity.

Entry formalities into Tunisia involve a lot of walking between the Offices of the Harbour Authority, Customs and a gallimaufry of Police forces but getting procedures right at the port of entry is essential as incorrect paperwork is an anathema to the officials and may take hours to sort out later. The RYA Foreign Cruising Handbook Vol2 and the popular Imray/RCC North African Pilot both give good advice, albeit sometimes contradictory, but one or two practical tips based on our experience may also be helpful:

- DO compile and give Customs (Douane) a full manifest of the yacht's equipment and your valuable personal possessions and make sure they stamp it. Any significant item discovered by Customs later not declared may attract import duty.
- DO have list available that gives names, addresses, passport numbers and issuing authority and nationality of skipper and crew.
- DO put the yacht under plombage (seal) and obtain a Demande D'immobilisation De Bateau from Customs when overwintering. The time the yacht remains under plombage does not count toward the 6 month cruising time permitted.
- DO be aware that you are personally allowed only 3 months in the Country without a Visa. At the end of the three months you can go to Sicily for a couple of days by ferry, sail to the Italian island of Lampedusa 90 miles away or do as we did and fly back to the UK. On your return the three months free period starts again. Alternatively you can pay for a visa for around £5 each per week for the remainder of your stay.

- DO be prepared to give bakhshish. It is common practice in this part of the world to supplement the low salaries of Officials. DON'T go over the top though; a small amount of money, a packet of cigarettes or two or a cheap bottle of scotch may oil the administrative wheels!

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Sailing south towards Tunis the coastal belt becomes increasingly developed, albeit sympathetically, with fashionable holiday resorts.

A walk uphill the 400 or so steps from the Sidi Bou Said Marina, said to be the most expensive in Tunisia at £16 per night all inclusive, takes you to the charming village of the same name with its whitewashed houses and blue mashrabiya shutters, balconies and doors. Take the Metro from a station not far from the marina and in very little time you will be in amongst the Roman history of Carthage and at the end of the line just half an hour away Tunis awaits you.

We experienced some of the best sailing of the season during the forty mile crossing from Sidi Bou Said past the Ras el Fartass (no joke) across the Bay of Tunis to Cap Bon averaging 8 knots under full sail with a fresh wind on the beam, flat seas and sunshine.

Our next port, Kelibia, on the east coast is a massive busy fishing harbour with little room for pleasure yachts. Mooring, water and electricity cost about £4 per night. We were berthed alongside four deep, but the harbour is well protected and devoid of swell apart from fishing boat movements evening and morning.

A short taxi ride away at Kerkouane is

GO  
➔

If the idea is abhorrent to you think of it as a tip for services rendered or a gift to someone who has helped you.

- DO stock up with your favourite tipples for the month of Ramadan as you will find nowhere selling alcohol except for the odd tourist restaurant where it may be pricey.

The coastline of the northern coast of Tunisia is hilly with isolated beautiful white sand beaches and dunes. The laurel, mimosa and herbal plants on the hillsides are surprisingly green. The valleys just to the south of the coastline are fertile with pine, cork oak, eucalyptus and oleander as well as fruit orchards. The region is known as 'Green Tunisia'.

The port of interest to yachtsmen along this coast is Bizerte which has the dubious claim to fame of being the last stronghold of French colonialism. Around 1600 Tunisians died in the battle here in 1961 when Bourghuiba finally ousted the

French. The harbour has been of strategic importance since the Phoenicians settled here around 800BC and has been fought over since by all and sundry including the Romans and Turks and it was settled by the Spanish Andalucian Moors in the 17th century. The old port area is attractive and the yacht moorings are secure and reasonably priced at around £9 per night inclusive of water and electricity during high season!

From Bizerte to the Bay of Tunis the coastal shrub clad hills progressively become scattered with a patchwork of cultivated fields. Once into the Bay of Tunis the fertile Oued Medjerda river delta and valley, once the granary of Phoenicia and Rome and still agriculturally important today, opens up to the west. The region owes much to those 17th century Andalucian immigrants. Besides cereals and vegetables they began to grow almonds, figs, citrus fruit and grapes.

...the coast is becoming developed, albeit sympathetically



Sidi Bou Said Marina... the most expensive in Tunisia at £16/night



across the Bay of Tunis to Cap Bon averaging 8 knots





Kelibia, on the east coast is a massive busy fishing harbour with little room for pleasure yachts.

the remains of a remarkably well preserved Punic town dating from the 4th century BC. The size of the houses, the wide streets, the town planning, architecture and the construction of the buildings suggests a sophisticated society with a high standard of living.

It wasn't the flies or the filth that drove us away from Kelibia and we did enjoy the authenticity of this wholly Tunisian fishing port and the lack of tourists but it was time to visit some of the sanitized Zones Touristique of Tunisia. These are areas

dedicated to the tourist where you can drink alcohol in a bar or restaurant on the street, at tourist prices mind you, without having to sit inside out of sight and where street cleaning and rubbish removal services do exist.

Our course along the relatively flat east coast took us past Hammamet town where I spent my first package holiday some forty years ago! How things have changed since then; the whole coastal strip has been developed with hotel complexes, albeit reasonably low rise. The

entire coastal strip from Hammamet to Monastir and beyond is devoted to tourism. Yachts tend not to cruise much further south than Monastir as not surprisingly; it is very shallow for a fair distance offshore.

Marina Hammamet Jasmine and its surrounding development was completed only five or so years ago and is the largest yacht harbour in Tunisia. It is spacious and the services are intact and well maintained. It was the first day of low season and the price per night was only £12. After the multitude of flies in Kelibia it was refreshing to find only the token fly to slaughter. It is clean here if not to say sterile and the Zone Touristique immediately around the Marina has unoccupied shops and restaurants and five storey Hotels and apartment blocks.

The next Marina, El Kantaoui, although a recent Zone Touristique development, has been nicely planned along the lines of an Andalucian village. Unlike Hammamet Jasmine it is not soulless and there is much activity in the bars and souvenir shops around the dock sides. The Marina has character but there is little here that is truly Tunisian.



## DOLPHIN - NOT QUITE THROUGH THE EYE OF THE NEEDLES

On the August Bank holiday weekend we set off on a weekend trip to Weymouth in our Contessa 26, Elinor. There was little wind and we slowly made our way tacking out to the Needles. When we half a mile or so off my two sons (Rupert and Justin) spotted a lone dolphin swimming alongside the boat just under the water. It stayed with us for about half an hour



Our winter berth in Marina Cap Monastir is only £550 for five months, inclusive of electricity and water. It is safe and sheltered and the staff are friendly and accommodating. It is also warm and in early January we are still eating lunch in the cockpit in 20°C.

The supply of fruit and vegetables in the market is seasonal with very few imported products. The quality is questionable on occasion and a wary eye is needed when the vendor serves. Fish is excellent and varied. The meat is 'halal', unhung and tough unless stored for a few days before cooking, marinated, bashed to within an inch of its life or cooked slowly in a casserole. There is, of course, no pork although the turkey or beef pâtés and salamis are sold as 'jambon'. Nuts are plentiful, diverse and magnificent.

The Tunisian produce some fine wine and so they should have been practising for 2000 years. Excellent red wines such as Chateau Saint Augustin and Vieux Magon are inexpensive at around £6 a bottle and thoroughly good quaffing wines come in at £1.50 or so. Wine, beer and spirits are available at supermarkets.

moving from side to side and seemed very friendly.

A passing motor boat who had also spotted the dolphin took some photographs and they very kindly emailed them to us a few days later. 🐬

I think this dolphin had been spotted all over the Western Solent during this period, once swimming up the river to Lymington. More recently a friendly dolphin has been seen off Plymouth and stroked by lifeboatmen – I wonder if it is the same one?

**David Houlton**



Eating out is inexpensive and one can expect to pay around £12 each for three courses either international or Tunisienne cuisine, inclusive of a bottle of wine, at a good restaurant and as little as £1.60 for a three course Tunisienne 'Menu du Jour' in a local's restaurant. All in all we reckon the cost of living here is Tunisian dinar per pound sterling or, in other words, less than half the price of living in Lymington.

Tunisia may not possess the stunning anchorages found in the Greek Islands, Croatia or Turkey but it is an agreeable cruising ground and the remarkable history of this crossroads of civilisation and the myriad of spectacular sights make the Country a most stimulating place to explore.

For the sightseers here are our top ten tips in no particular order:

1. Great Souk at Tunis
2. Bardo Museum at Tunis full of the most extraordinary Roman mosaics.
3. Antonine Baths and Forum at Carthage.
4. Roman remains at *Dougga*
5. *Le Lezard Rouge* train journey through the 9km long Seldja Gorge
6. Roman Coliseum at El Gem
7. *Chott El Jerid* salt lake
8. Mountain Oasis of *Chebika*

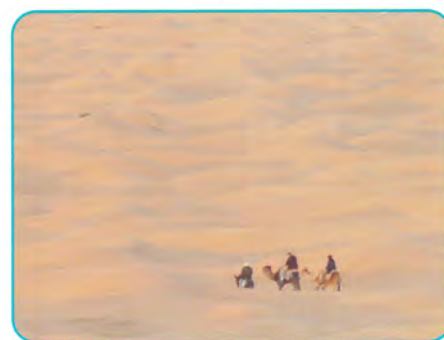


9. Troglodyte dwellings of *Matmata*

10. *Kerkuane* Punic settlement

And then there is the pearl of all, the Sahara Desert, but that's another story!

**NEIL AND MIGGY FLUX**



Should anyone like further information about Tunisia please feel free to email us [migglyandneil@hotmail.co.uk](mailto:migglyandneil@hotmail.co.uk)

## “...the new balcony and bar has transformed the Club”

**The transformation created by the new balcony and bar has changed the feel of the Club, creating a revitalised and fresh ambiance, which has been very well received by Members.**

We hope that this new ambiance will encourage Members to take advantage of the new facilities and make the Club even more welcoming to Members, guests and visitors.

The next step by the House Committee is to refurbish the Bar seating area which has been budgeted for this year.

With spring in the air, there will also be a new menu. The new menu aims to meet the Members needs and tastes across a range of appetites not necessarily catered for previously. This includes a greater awareness of the 'lighter bites' and healthy options as well as some new variations to the sandwich menu. The dinner menu is also changed with some new dishes to complement the existing. This will be launched before Easter.

This year we also tried some new House Events to great effect. The Tommy Cooper evening was an example of this and played to a full house. Increasingly we are now having to 'close the list' on events, so please book early.

### David Hayles

Rear Commodore House



**The new bar was opened in February by Carole Hayles**



**The balcony was formally opened by Marilyn Holmes**



## In 2007 Peter Barton had a busy summer

In 2007 Peter Barton had a busy summer achieving a 'double double' of four championship victories.

First off in June came the Laser 4000 European Championship in Sardinia with Simon Knatchbull.

Then to Travemunde on Germany's Baltic with Bonnie Moody from Lymington Town SC for the RS800 Eurocup where they defended his 2006 Lake Garda title. There followed another successful defence at the Laser 4000 National Championship in Abersoch also with Bonnie and finally in September, Peter teamed up with David Steed to win the 50 boat RS800 National Championship at Eastbourne. Peter also won the 2007 RS800 'Fat Face' sponsored UK series over 9 events with crews Roz Allen & Bonnie Moody and assisted in the recent development of the hydrofoiling RS600FF. Ex club member Dan Allin, crewing for Laurie Fitzjohn-Sykes, was 2nd in the RS800 Nationals.

In 2008 Peter plans to try to defend his two RS800 titles at Lake Garda, Italy and Porthpean, Cornwall in addition to racing a modern 12' Cherub dinghy.





# Archives of the Royal Lyngby Yacht Club

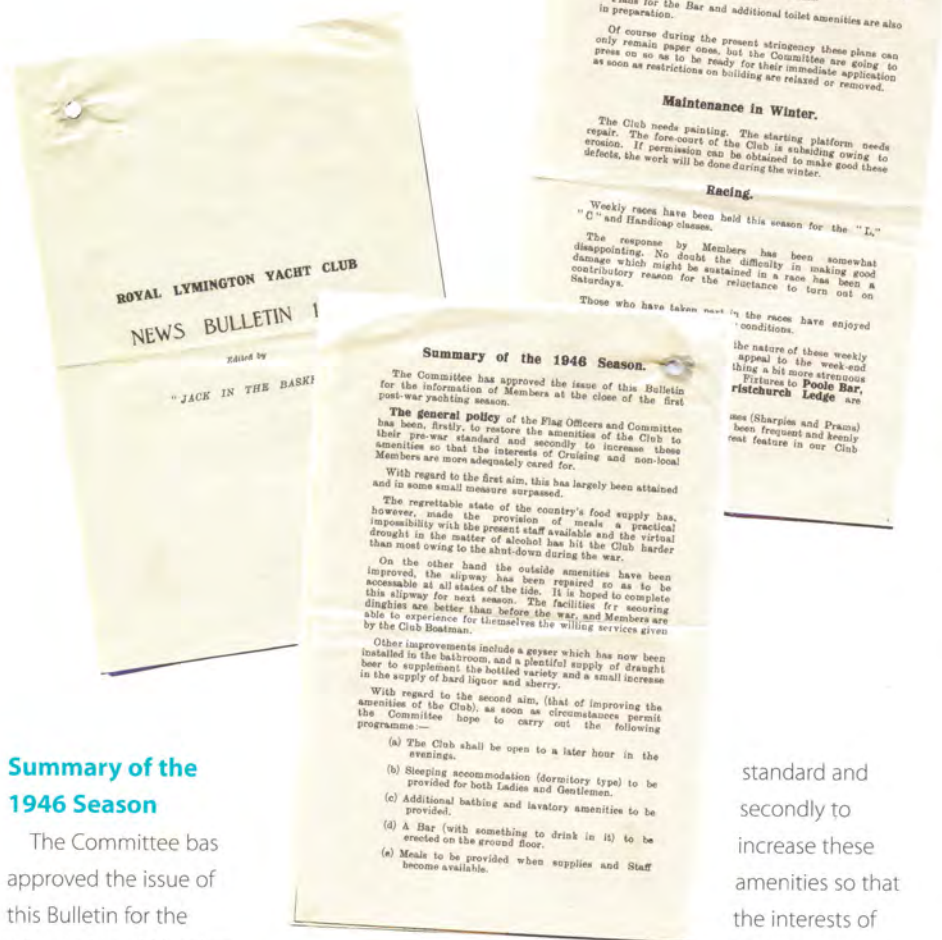
**D**uring the clearance of the containers earlier this year Jon Chittock and I came across all sorts of memorabilia. One of the best finds was a collection of photographs of the Royal Lyngby Cup and the Macnamara Bowl. These have now been framed and hung on the wall in the North corridor downstairs. Have a look at them the next time you go to the Club.

At that time I told Jon that what was really important were the old copies of the Bulletin (predecessor of the PotterShip). Much to my delight he came across Bulletins from 1946 to 1985! They are now temporarily in my possession and are being transcribed onto disc by my husband! Below is a snippet of where our Club was in 1946

Judy Ruffell

## ROYAL LYNGBY YACHT CLUB NEWS BULLETIN, SPRING 1946

Edited by JACK IN THE BASKET.



### Summary of the 1946 Season

The Committee has approved the issue of this Bulletin for the information of Members at the close of the first post-war yachting season.

The general policy of the Flag Officers and Committee has been, firstly, to restore the amenities of the Club to their pre-war

local Members are more adequately cared for.

With regard to the first aim, this has largely been attained and in some small measure surpassed.

The regrettable state of the country's food supply has, however, made the provision of meals a practical impossibility, with the present staff available and the virtual drought in the matter of alcohol has hit the Club harder than most owing to the shutdown during the war.

On the other hand the outside amenities have been improved, the slipway has been repaired so as to be accessible at all states of the tide. It is hoped to complete this slipway for next season. The facilities for securing dinghies are better than before the war, and Members are able to experience for themselves - the willing services given by the Club Boatman.

Other improvements include a geyser which has now been installed in the bathroom, and a plentiful supply of draught beer to supplement the bottled variety and a small increase in the supply of hard liquor and sherry.

With regard to the second aim, (that of improving the amenities of the Club), as soon as circumstances permit the Committee hope to carry out the following programme:-

(a) The Club shall be open to a later hour in the evenings.

(b) Sleeping accommodation (dormitory type) to be provided for both Ladies and Gentlemen.

(c) Additional bathing and lavatory amenities to be provided.

(d) A Bar (with something to drink in it) to be erected on the ground floor.

(e) Meals to be provided when supplies and Staff become available.

The implementation of these items will necessitate the introduction of a resident Staff for which accommodation will be required. Plans are therefore in active preparation for the erection of a third storey on the Club House, where the resident Staff will be accommodated. Plans for the Bar and

standard and secondly to increase these amenities so that the interests of Cruising and non-





## Archives of the Royal Lyngby Yacht Club

additional toilet amenities are also in preparation.

Of course during the present stringency these plans can only remain paper ones, but the Committee are going to press on so as to be ready for their immediate application as soon as restrictions on building are relaxed or removed.

### Maintenance in Winter.

The Club needs painting. The starting platform needs repair. The forecourt of the Club is subsiding owing to erosion. If permission can be obtained to make good these defects, the work will be done during the winter.

### Racing.

Weekly races have been held this season for the "L," "C" and Handicap classes.

The response by Members has been somewhat disappointing. No doubt the difficulty in making good damage which might be sustained in a race has been a contributory reason for the reluctance to turn out on Saturdays.

Those who have taken part in the races have enjoyed some good sport in varied weather conditions.

It is intended in future to vary the nature of these weekly races so as to provide a greater appeal to the weekend cruising boats, who expect something a bit more strenuous than ten mile race in the Solent. Fixtures to Poole Bar, ROUND the Island and Christchurch Ledge are envisaged.

On the other hand the River classes (Sharpies and Prams) continue to flourish. Races have been frequent and keenly contested. These classes are a great feature in our Club

### Racing.

The Club and Town Regattas were revived successfully.

A greater attendance of class boats was prevented by the appalling weather

conditions during Cowes Week which caused many casualties.

### Cruising.

The R.L.Y.C. Burgee has been flown in most of the ports on either side of the Channel during the 'summer.'

As far as is known there have been no serious accidents to Club boats during the season.

### Winter Arrangements.

From 1st November the Club will be open every day except Wednesdays from 11 a.m. until 6.30 p.m., and on Sundays 11 a.m. until 1 p.m.

The Committee is arranging for a series of talks and discussions during Xmas and Easter holidays, by Helmsmen skilled in the art and rules of racing, and instruction in

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## Archives of the Royal Lyngby Yacht Club

seamanship and maintenance.

Programmes of the above can be obtained from the Secretary after the 10th November 1946.

### Conclusion.

A good season on the whole, all things considered. The Committee intend to press on with the co-operation of all Members to make 1947 a better one.

There has been one thing, however, in which the Flag Officers and Committee has been powerless - the weather has been abominable. Suggestions for improving matters in this respect will be welcomed'.

### An extract from History of RLymYC 1922 -1972 written by Adm. Sir Derek Steele-Perkins, Commodore 1972.

From small beginnings the Royal Lyngby Yacht Club has grown in fifty years into one of the foremost clubs in the Solent. During that time it has built up an enviable reputation for sportsmanship and seamanship.

Looking to the future, one can only visualise the continued expansion of sailing in the Solent, with the waters becoming yet more crowded. As this happens, the demands upon the skill of yachtsmen will rapidly increase if everyone is to enjoy, in freedom, what is undoubtedly the finest sailing area in Britain.

Yacht Clubs such as the R.L.Y.C. can do much to maintain the high standards and traditions, which will be required. I know that the officers of your Club have this very much in mind, and I would like to wish you all every success in the future.

August 15th 1914. Before the Club's first Annual General Meeting was held, the world went mad. On August 4th the Great War erupted.



The aim of the club was to provide regular racing between June and September for the Solent Sea Birds and the Prams

### THE GREAT WAR 1914 – 1918

#### The Shut-down

The Lyngby River Sailing Club closed down. Boom defences appeared in the Western Solent and Examination Vessels anchored off Yarmouth. Gun barrels sprouted from Fort Victoria and Hurst Castle.

By the end of the year, Emden had closed the trade routes in the Indian Ocean and halted the troop convoys from Australia and New Zealand; von Spee had annihilated Craddock's squadron. Hopes of a swift victory faded.

### FOUNDATION OF THE LYNGBY SAILING CLUB

#### The Prime Movers:

By the autumn of 1921, sailors on the Lyngby River had ceased to eye each other with curiosity. They hailed each other in passing, until, names and addresses were exchanged.

There was on the water, a Royal Yacht Squadron member, a Major Cyril Potter, O.B.E., who owned several boats. He lived in a house called 'Blakes', which had been re-named 'Ferry Point' and he invited to his house anyone who was interested in forming a club. The proposal was unanimously endorsed by the four ladies and six men present.

By the spring of 1922, the Lyngby River Sailing Club was re-created – some eight years after it had lapsed.

The aim of the club was to provide regular racing between June and September for a handicap class, the Solent Sea Birds and the Prams. The subscription was a guinea a year or ten shillings for those living outside a ten-mile radius from Lyngby Church. The first gun of the first race was fired on Saturday June 3rd 1922.



## Archives of the Royal Lyngby Yacht Club

### The Future

There is always an optimum size to which a yacht club can grow, but beyond this point communication becomes more difficult, personalities tend to be submerged, and lack of cohesion and purpose result. We are limited in development by the size of our Club.

Dinghy racing which founded the sailing tradition in this Club will, if it is to continue – and it should – have to be outside in the Solent and this will apply equally to keel boats. I believe that keel boat racing will increase in the West Solent but in handicapping I consider we should reconcile the racing of unrated boats to the IOR rated sisters and not try to encourage a local handicap system. If we do this, it will encourage more and better boats to race in these events.

The number of members the Club can comfortably accommodate can really only be determined by experience, and we are, I think, nearing the maximum.

There is still room for expansion, in the forecourt and one or two other places. Develop this ultimately by all means, to improve facilities, but not, I suggest, to increase the number of members.

To lessen the work load on the secretariat and to help cope with the increasing demands made by racing and sailing generally, I believe we will have to have a Sailing Secretary – initially part-time – and space for an office has been made available in the plans for the SW corner.

In the 50 years since the inception of this Club, war has caused many gaps in the narration of this book which has been written to place on permanent record something of the story of the Club. The gaps, however, have not prevented a cruising and racing record equal to any other club and better than most.

I hope it will remind our older members to take a pride in their past achievements and that they will encourage our younger members to do at least as well.

The book has been compiled and edited by a small team of our Members and friends of the Club and has been paid for entirely by generous donations. A splendid example of self-help – perhaps our greatest potential asset in this Club.

I offer our most sincere thanks to all who have made the production of this book possible.

“...Finally, I suggest to Members that it is essential to elect a high proportion of new members who are boat-minded and encourage the younger generation in every way possible to the use the Club, for its future lies with them”.

**The entire History will eventually be available on the Club Website.**

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## **Your Pottership Magazine**

*Firstly thank you very much to all authors, photographers, advisors and proof readers who have contributed to this magazine. This is your magazine and we do want lots of articles and pictures for the next edition. You don't have to write a saga - we really do need short articles and photo-stories, as well as the longer accounts of cruises and racing events; ideally articles should not exceed three pages which, by the time we have put in a heading and a few pictures, is about 2500 words. And a word about pictures; please set your camera to medium or high resolution, we need files sizes of at least 5 meg to support a quarter page picture and twice that for a half page picture.*

*Judy Ruffell Editor*



# **PotterShip**

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