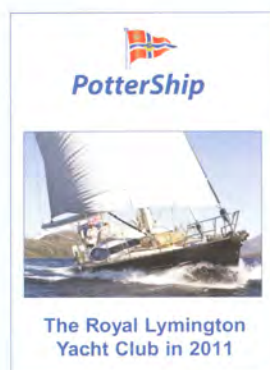




PotterShip



**The Royal Lymington
Yacht Club in 2011**



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Your Pottership Magazine



We really do have the most wonderful selection of articles this year, which just reflects on the great year that the Club and its Membership have had - just look at the contents list opposite.

Perhaps you may like to know that *UHURU* means Freedom in Swahili.

When you have read Steve Powell's article you will understand what that word can mean.

Many thanks as always to all our Contributors and our Proof Readers - always difficult to achieve perfection but always trying to do so.

I have had to edit some articles quite severely as we have forty-eight pages to fill and forty-eight only, so the entire content of the magazine has to be trimmed to size! What a job! Editor's decision (sometimes a very difficult one) is final and E & O E.

With sincere thanks to all those who have supported and helped me.

JUDY RUFFELL EDITOR

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FROM THE COMMODORE

Another cracking year for the Club

My thanks, on behalf of you all, to our staff, the myriad volunteers both on the water and in the Clubhouse, the Flag Officers of the Club, the General Committee and the Members of the various committees. Without their work the Club would not be the success it is. Also well done to all our Members from 8 to 90+, whether cruisers or racers; you have all been very active which contributes mightily to the buzz in the Club.

I reflect from time to time on what makes a successful yacht Club. It is difficult to put any priority on the different aspects since they are all important and indeed interlinked. So here goes and not in any particular order.

There must be belief in, enthusiasm for, and identification with your Club. This we have in good measure and it shines through all areas of the Club's activities, notably through the efforts of our volunteers. It is a given that we are active on the water ourselves and our Club should always make visiting sailors welcome. We are blessed with some of the finest sailing waters in the British Isles and this, together with our reputation for first class race organisation and our hospitable Clubhouse, continues to attract visiting Regattas and Sailing Societies. The racing season this year has been superb with over 100 keelboats of various shapes, sizes and ages turning out for Thursday evening racing; you can read more about this in the Captain of Racing's report. Once again, our boatmen have done a sterling job, taking Members to and fro, carrying out lifts and supporting the racing, alongside their ongoing maintenance programme.

Good Clubhouse facilities are essential; over the last few years we have refurbished the Sail Loft, the Chart Room, and the Bar. We have enlarged the balcony and recently opened up the Library, giving us wonderful views across the Solent from within and without. Downstairs, the ladies changing rooms have been modernised and we have put in a new front door with extra security.

As you would expect, the finances must be sound or none of the above will happen. In difficult economic times, we have achieved solid financial results giving us some security for the future.

Lastly we must have a welcoming ambience; this comes down to cheerful staff and hospitable Members both ashore and afloat. Although this is never ending, our ability to attract new Members testifies to our success in this aspect.

During the year there have been some key staff changes. We said farewell to Head Chef Peter Lowe after over 40 years with the Club, a signal achievement, and also to Jon Chittock from the office. Both are key appointments and we welcome our new Head Chef Matt Doe and Adam Kelly our new systems administrator.

As I approach the end of my term as your Commodore I felt I was allowed this small indulgence to look over our achievements. However, as I look forward it is clear that economic conditions will be volatile and hard to predict. This is likely to impact on all our activities but I am confident that your new team will steer us through. I am sure we will remain an oasis of calm in an increasingly disrupted world.

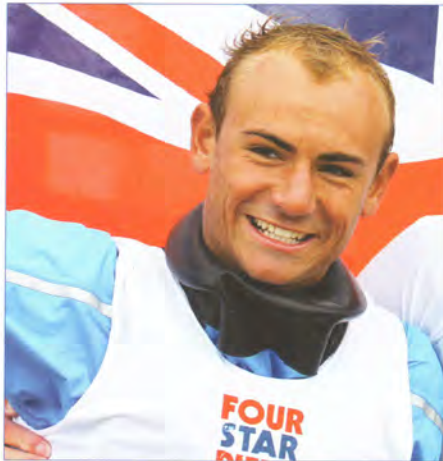
Finally, my thanks to all of you for being so supportive during my term of Office. I have been conscious of the privilege of the Office and the honour of serving such an admirable Club. I wish my successor only good times during his term which begins with the exciting Olympic year on home territory.



ROD PERRY
COMMODORE



CLUB AWARDS



Jack in the Basket Trophy for best performance by a Young Member awarded to Tom Britz

Tom has had a very memorable 2012. He teamed up in autumn 2011 with Rupert White (grandson of late 1976 Tornado Olympic Gold medallist Reg and son of another famous cat sailor Robert). Tom and Rupert were 2nd at the RYA Volvo Youth National Championships at Pwllheli in May in the Spitfire catamaran. They then went on to become the SL16 World Champions by a comfortable margin at La Baule in the first week of July. Tom and Rupert were selected to represent Great Britain in the ISAF Youth World Championships sailed in Dublin Bay later that month. Competing against 14 other teams from all over the world, including Australia, Brazil, USA and New Zealand, they counted seven firsts and three seconds in their 12 race series to beat the Australians into 2nd by a phenomenal 20 point margin. In so doing, they helped Team GBR to wrest the Nations Trophy from France. At the tender age of 18, Tom is a thoroughly worthy winner of the Jack in the Basket Trophy for the outstanding under 30 sailor of the year. Report on page four.

The Jubilee Challenge Trophy for the best offshore performance by a Member – awarded to Nick Bubb

Nick and his team competed in the gruelling Three Peaks Race. Teams of five leave Barmouth in Wales, sail north to Caernarfon

where two people jump off the boat upon arrival and run 28 miles up to the top of Snowdon and back again. They sail through the notorious Menai Straits to Whitehaven. Once there two crewmen jump on their bikes and cycle around 14 miles uphill to Ennerdale, leave their bikes and run 13 miles to the top of Scafell and back. The sailors/runners then jump on their bikes again and race back to Whitehaven. After leaving Whitehaven, the teams then have the Isle of Man, Northern Ireland and Mull of



Kintyre to negotiate before entering the Sound of Jura. Once safely docked in Fort William two more runners must scale Ben Nevis before descending to cross the finish line. Full story on page 22.

The Commodore's Cup awarded each year to the Member who has made the most outstanding contribution to the Club, presented to Ann Brunskill



One of the privileges of the Commodore each year is to select the Member who has made the most outstanding contribution to the Club over the years. This year, the Commodore had no hesitation in selecting Ann Brunskill for this award.

Ann has been personally involved in many aspects of the Club, from working on race teams, co-ordinating safety boats, helping the juniors and serving on numerous committees over the years. It is this breadth of interest, dedication and boundless enthusiasm which has made her such an ideal editor of e-PN. She is a most worthy winner of the Commodore's Cup and we thank her.



The Highlander Trophy for significant contribution to IRC racing at the Club presented to William Newton

William has had a vintage year in his J105, *Jelly Baby*. She was the only Class 1 boat which completed every race in both the early and late Thursday evening series, she finished in the top four of every Club keelboat series in the year and won a very hard-fought Duo Series.

William has gathered around him a keen young crew (and a few older ones!) who turn out in all weathers and seem this season in particular to have eliminated the mistakes which are the hallmark of many a Club racer. Well done on a great season, William.

CRUISING NOTES

from **Richard Wood**

Once again the Cruising division has enjoyed a very full and successful year of activities both on and off the water. Perhaps one of these years the weather will do what we expect in the correct season. It has been good to see fresh faces at the Meets this year, including several Members new to the Club.

Winter

The programme of 17 Wednesday lectures on a variety of almost wholly maritime themes was well received, over half of which were given by Members. Our thanks are due to all the speakers who contributed to a high quality programme. My thanks also go to Clive Sparrow (Vice-Captain of Cruising) for putting the series together. He has organised a full programme for winter 2011-12.

Cruising Dinner

Cdr. David Evans RN (Ret'd), Marine Director and Harbour Master, River Hamble Harbour Authority, was the principal guest and speaker at a well attended dinner held on Saturday, 19th February. Prior to dinner the following trophies were awarded:

John and Angie Bailey Trophy for lifetime achievement: George Tinley.



Cadiz Cup for the best log of a cruise under sail, of any length: Richard and Celia Lassen for their cruise to the Orkneys and back in Oestara.



Quains Cup for the best log of a cruise under sail, of less than one month: Alan and Penny Spriggs for their trip to Levkas in Pennypincher.



Senior Brownlow Cup for the best log of a cruise outstanding merit not awarded one of the above trophies: Likengkeng Sergeant for her cruise to Sweden in Acquaholic.



XII Bar Blues Trophy for the best cruising blog: Neal and Miggy Flux for their five year cruise to the Eastern Mediterranean.



Seamanship Trophy for a feat of seamanship or navigation by a Club Member: Andrew Wilkes and Maire Breathnach for their cruise to Alaska via the Northwest Passage.



Junior Brownlow Cup for the best log of a cruise submitted by a Junior or Family Member under the age of 15: the Oppie crews who sailed, over several days, to Weymouth for their National Championships.



Cruising Safety Day

Now an established annual event, the Safety Day was held on Saturday, 9th April. It was attended by Members from the Club and the LTSC. The programme included an introduction to safety at sea, distress calls on DSC, tips for engine maintenance, First Aid and demonstrations on life rafts, flares and life jackets. Our thanks go to Jo Blachford, Robin Pratt, Clive Rochford, Ocean Safety and Lymington RNLI for their input and support of this event and to David Houlton, who again pulled the strings.

Spring Cowes Meet

For the second year running we were blessed with fine warm weather for the start of the Club cruising season on 15th to 17th

April, although for the yachts a little more wind would have been welcome. After a benign passage from Lymington on the flood tide, we foregathered at the pontoon in Folly Reach for early evening drinks before dispersing to boats or to the Folly Inn to eat. We moved down to West Cowes the next morning for a gentle day in the sun and more relaxation before going to the Royal London Yacht Club for dinner. Numbers were down a little on previous years, with 15 boats and 38 people attending.

Spring Anchor Meet

This year's Meet, organised by Tony Hughes, took place on 13th to 15th May at Pottery Pier in Poole Harbour. The weather was kind, with a force 4 south westerly on the Friday giving a pleasant sail to Poole. Four boats (*Hourglass, Lutetia, Morwenol Fach and Sandpiper*) arrived during the day and most of the crews took advantage of the proximity to Brownsea Island and went ashore on Saturday. The other three boats (*Bright Angel, Dalhanna and Squander*) joined us on Saturday afternoon. Drinks on the two host boats were followed by supper on board, provided by Alice Macnamara. The weather on Sunday obliged with a change to the north west, again providing a good sail back to Lymington. All in all an excellent weekend.

Channel Meet

In response to discussion at the Cruising Forum in September 2010 we organised a single longer distance Meet instead of two shorter ones and extended it over 10 days, 10th to 20th June, taking in St Peter Port and St Malo, allowing flexibility for people to take part in all or a section of the Meet, or to make it part of longer cruise plans. The intention was to meet up a week apart in each location, with flexitime in between for boats

to cruise in company or otherwise. The well planned itinerary arranged by Ken Claydon and Tony Hughes was, almost inevitably, affected by inclement weather (nothing new there!).

13 boats met up in St Peter Port on 11th June. On the Friday evening *Sheringham Lady* provided welcome shelter from the rain for the informal pontoon drinks. On Saturday 37 Members and guest crew enjoyed a first class dinner at Guernsey Yacht Club. Most of the fleet then moved on to St Malo, some via St Helier, but the deteriorating weather and forecast winds reduced the number of people who reached St Malo to 20. However, they enjoyed good French hospitality ashore on the Saturday evening, most having eaten on board the previous evening to a background noise of 42 knots across the deck.

The format of a longer cruise was well received by those who took part and it was also supported at the recent Cruising Forum. So, another one will be organised for 2012, probably to the West Country in late June/early July, in addition to the proposed cruise to Holland in May/June.

Solent Meet

Strictly speaking, this year's Meet, organised by Michael Coombes and held on 18th to 20th July, was just out of the Solent, in Chichester Harbour. Despite the weather forecast not being particularly enticing, 10 boats joined the Meet, first at Itchenor Sailing Club, where again we were glad of onboard shelter from the elements for the pontoon informal drinks on *Owl*.

The following day the fleet moved up to Chichester Marina. Both the Sailing Club and the Yacht Club looked after us well, the latter in their extensively re-modelled premises where 29 of us sat down to dinner. The cloud blanket was still there on Sunday morning and everyone headed for Lymington early to make the most of the west going tide.

August Anchor Meet

Having originally intended to hold the Meet in Studland Bay, the forecast weather indicated that it would be prudent to seek better shelter so we returned to Poole Harbour, where 12 boats gathered at the anchorage off Pottery Pier on 9th August. The

Anchored off Pottery Pier



plan was to keep it simple and have a good sail there and the same back the following day. For the trip out the sailing boats enjoyed a sunny close-hauled passage in 10 - 15 knots of wind. Brownsea Island was a popular shore excursion before we foregathered on a raft of *Otter* and *West Breeze* and then dispersed for supper.

Although the tides were suitable for a lazy start for home the following day, the forecast force 7 caused most people to make a prompt start. The force 7 arrived en route, giving the fleet a lively passage back against the tide.

Autumn Meet

The green at Bucker's Hard Village was the venue for this popular Meet, held on 2nd to 4th September and organised by Michael Coombes, attended by 18 boats and 50 Members. The weather was reasonable on Friday and by mid-afternoon on Saturday the cloud base had moved off and the rest of the day was blissfully warm, with a clear sky and a fine sunset. Dinghies from boats on the river pontoon were tied up at the jetty on a falling tide. When they were noticed on the mud Alan Collison, as befits a previous holder of the Seamanship Trophy, rolled up his trousers and waded into the mud to haul the dinghies to safety, before returning to resume his drink and conversation, still with trousers rolled up. Rain and rising wind on the nose the following day created some uncomfortable moments for some but a lively sail home for others.

Gins Farm Meet

Fresh from the Club quiz night on Thursday, about 20 Members joined the Royal Southampton Yacht Club's quiz night on Friday evening at the start of the our traditional end of season Meet, held on 7th to 9th October and in the hands of Peter

Dinner at St Malo



Upcher. An easy sail on the flood tide in a gentle westerly on Friday provided an enjoyable passage. Michael, the Gins Farm manager and keen rugby follower, opened the Clubhouse at 0600 hrs the following morning so that a select few of us could watch the first two of the Rugby World Cup quarter finals and witness England's ignominious exit. 18 boats arrived on Friday and Saturday and, together with a few people who had taken the overland route from Lymington, 61 of us sat down to an excellent buffet supper after pre-dinner drinks had been taken on the Club veranda.

Chartroom and Classic Book Collection

Peter Lowe has continued his valuable work of keeping the charts and pilot books up to date and catalogued as well as running the cruising website.

The refurbishment of the Club library has enabled the start of the Classic Book Collection to be located in the bookshelves. We continue to look for more suitable books to add to the collection. It is small at present, but from small beginnings.....

Cruising Forum

The second Forum to review the year's cruising activities and discuss ideas for the next year was held on 30th September. The conclusion seems to be that the cruising programme and the mix of Meets is about right. A cruise to Holland in May/June 2012 is planned and an issue raised in relation to this is the attitude of the authorities on that side of the North Sea to red diesel in tanks, even traces of it, and taxation. It is hoped that the issue can be resolved before too long.

Finally

Over the past two years as Captain of Cruising I have been supported by a hard working Cruising Sub-Committee, fun to work with and all of whom I have come to regard as good friends. I have also enjoyed the support and friendship not only of the cruising Members, but also of the wider Membership of the Club, for which I offer a big thank you. In my successor, Clive Sparrow, the Club will have a Captain of Cruising who I know will continue the high standards set by my predecessors, which I have endeavoured to uphold.



END OF AN ERA

Peter Lowe's superb service over 42 years in the kitchens of the Royal Lymington Yacht Club was celebrated with a lunchtime reception and presentation to mark his retirement on Saturday June 10. A large number of Flag Officers past and present and over 200 Members joined the Commodore, Rod Perry, in thanking Peter for his outstanding service and wishing him a long and happy retirement.

Joining in 1969 he served under the formidable Mr Brooks and his first pay packet was £2 and 10 shillings. He rose from apprentice to Head Chef and served under thirteen Commodores.

Peter has long been a family affair; his mother, May, kept an eye on him in the early days; his sister Penny, brother Fred and his brother-in-law together with numerous cousins and currently one niece have all been part of the team. Of the many people he has worked with over the years are Christine, with 32 years and Nina (another cousin) for about 30 years off and on.

Peter has served excellent food, looking after the many functions and dinners from breakfast for the sailors to the Club's annual dinners, always without fuss. The Christmas buffet with Peter's special set pieces was an integral part of the festivities.

He has the knack of making everyone feel they are his friend and is regarded with great affection by all.

Peter is a talented carpenter and a keen fisherman and is looking forward to spending more time on both activities. He was presented with a cheque from the Members by the Commodore, and a painting of the Club by local artist John Webb.

He has also been made an Honorary Member of the Club.

Also present was Matt Doe, who has taken over from Peter as Head Chef.

RACING ROUNDUP

from Chris Neve

You will be struck when reading about all the various Club classes by how vibrant, active and diverse our racing is and that is what, I believe, makes our Club so special. We have so many active sailors out on the water and the standard of our competition down at this end of the Solent is so high that it means if you can win here, you can win anywhere. A glance at the Roll of Honour opposite supports this view.

I have heard frequently from Members of other yacht clubs how they envy our racing and the friendliness of our Members and staff. The stand out racing event for the Club this year was the Summer Regatta, so generously sponsored by Danebury Vineyards and Solent House Dental Centre. The event was very well supported by the sailors and the weather certainly helped to make it a memorable event. In 2012, not only

is another Summer Regatta planned but also a Diamond Jubilee Regatta to be run along similar lines, as a joint event with the Royal Solent Yacht Club.

Also new this year, the Duo Series was started after requests from Members for more racing and proved to be a big success. Plenty of novice and experienced 'two-handers' took part and they were mostly rewarded by fantastic weather and great banter in the bar afterwards. As has been reported on page eight, the racing proved to be very tight with one or two points making all the difference between first and fourth places.

It has been good to see overall race entry numbers up on last year despite the economic gloom; there is no doubt that racing in Lymington really helps lift the spirits. It was also lovely to see so many prize winners at the Annual Racing Prize Giving

dinner; the event has really become a great way to celebrate all the fantastic racing we have at the Club.

As this is my last racing review before my tenure as Captain of Racing ends (and I can't believe how quickly three years has gone!), I would like to offer my sincere thanks to all the sailing event teams for helping to run such great racing for the benefit of us all. As one Member said 'they not only make the racing possible but elevate the standard of even the regular Club races to the level of professionally run events'. There are too many to name individually but I would like to mention John Doerr, our 'unsung hero' for 2011, who received his award at the very well attended Volunteers Supper in October, where we say thank you to all our event team Members.

CHRIS NEVE CAPTAIN OF RACING

EDITH - SORC SOLO CHANNEL WEEK OVERALL WINNER

Edith, Humphreys' designed Elan 333, coming from 'rarely raced, one careful owner', had a busy 2011 season. We raced RLymYC Thursdays and Duo series, RSYC Double handed and all Solo Offshore Racing Club events. Previous experience with Stuart Duffin as foredeck on *Flying Boats*, Chris Rustom on *Garnele*, *Draig O Mor* and *Ding Dong* often double handed, and a couple of regatta's with Chris and Hannah Neve on *No Doubt*, paid off. Now these experiences have been taken to the back of the boat to helm my own. A new suit of Quantum sails mid season and 'investment' with Ocean Rigging paid dividends. *Edith* won her first race of the season - Solo Nab Tower and a couple of other Solo races. Success also came in a Royal Lymington Duo race with my wife Jane and RSYC Weymouth to Solent double handed with Mike Hobby. With a slick crew a second in the Tattinger and a win fully crewed on Thursday evening was also 'nicked' while the hot shots were away at Cowes week! Roll on 2012....

MIKE SAQUI





ROYAL LYMINGTON RACING ROLL OF HONOUR

SORC Solo Solent Series

IRC Class 3 & Overall

1st Mike Saqui *Edith*

RSYC Double Handed Offshore Series

IRC Class 2A

2nd Bill West & Jasper Thomas *Jo Jo Gunne*

RSYC Double Handed Inshore Series

IRC Class IRC 2A

1st Bill West and Jasper Thomas *Jo Jo Gunne*

IRC Class 1

1st Chris & Hannah Neve *No Chance*

Poole Week

1st Eric Williams *Diana XOD*

J105 National Championships

1st William Newton *Jelly Baby*

RS Games RS 800

3rd Peter Barton & Paul Davis

Cowes Week

XOD

2nd Adrian Summers & Ian Paton *Excalibur*

Class 6

1st Richard & Rory Fitzwilliams *Simplicity*

Class 4

2nd Peter Scholfield *Zarafa*

Class 6

3rd Stephen James *Jacobite*

RS Elite

1st Amanda & Martin Wadhams *RSSailing.Com*

RS Elite Southern Area Championships

1st Roger & Pippa Wilson *Matterhorn Jack*

Firefly Nationals

1st Ben & Jenny Vines

Moth European Championships

2nd Peter Barton

3rd Ben Paton

RSYC RTI Double Handed Race

IRC Class 1

1st Chris & Hannah Neve *No Chance*

Scow Nationals

1st Robbie Claridge

Round the Island Race

Gold Roman Bowl, JPMAM Salver, 1st Overall IRC, Champagne Mumm Challenge Cup & IRC Division 3D
Jo Hutchinson & Nick Rogers *Sundowner*

Jeroboam Trophy

1st Team IRC Group 2 *No Chance, Jibe, Seatrack*

2nd Team IRC Group 2 *Jelly Baby, Just in Time, Brightwork*

3rd Team IRC Group 3 *Sundowner, Nordic Bear, White Mischief*

IRC Division 2A

1st Chris & Hannah Neve *No Chance*

IRC Division 2B

2nd William Newton *Jelly Baby*

IRC Group 2

3rd William Newton *Jelly Baby*

IRC Division 3B

1st Ed Dubois *Firebrand*

Fedalah Challenge Trophy

1st Jeremy & Max Vines *Pickle*

JPMAM Family Trophy

2nd Jeremy & Max Vines *Pickle*

National Sonata

2nd Roger Breeze *Impro*

Swan

2nd Stephen James *Jacobite*

J/109

3rd Robin Taunt

Folkboat

1st Stuart Watson & Matthew Jones *Crackerjack*

Gaffers Division 2

2nd Barry Dunning & Bob Fisher *Rosenn*

Skandia Sail for Gold Regatta Finn

1st Ben Ainslie

Feva

World Championship

1st Scott Wallis

Optimist

Spring Championships

2nd Girl Mimi El-Khazindar

Lake Garda Easter Championships

3rd Girl Vita Heathcote

25th RYA Eric Twiname Championships

1st Millie Boyle

2nd Vita Heathcote

British National Optimist Championships

Senior Optimist

1st Girl Mimi El-Khazindar

2nd Girl Karyna Manuel

Junior Optimist

1st Milo Gill-Taylor

1st Girl Pippa Cropley

2nd Girl Millie Boyle

3rd Girl Vita Heathcote

Irish National Championship

2nd Milo Gill-Taylor

3rd Girl Vita Heathcote

RYA Volvo Zone and Home Country Championships

1st Milo Gill-Taylor

2nd & 1st Girl Vita Heathcote

2nd Girl Jenny Cropley

3rd Girl Sophie Hempsey

3rd Boy Max Moyles

End of Season Championship

2nd Milo Gill-Taylor

3rd Girl Karyna Manuel

420

RYA National Youth Championship

1st Craig Dibb & Charlie Cox

3rd Tarra Gill-Taylor

World Championships

1st Ladies and Junior World Champion
Annabel Vose

Spring Championships

2nd Craig Dibb & Charlie Cox

National Championships

2nd Craig Dibb & Charlie Cox

Inland 420 Championship

3rd Craig Dibb & Charlie Cox

1st Girl Annabel Vose & Kirstie Urwin

2nd & 1st Girl Annabel Vose

Junior European Championships

3rd Girl Annabel Vose

3rd Ed Riley

Laser 4.7

British National Championships Junior

1st Girl Hannah Muskett

RYA Zone Champs & 2012 World Champs Qualifier

Laser 4.7

1st Girl & 3rd Hannah Muskett

Laser Standard

3rd Youth Olly Porter

Lots of sailors compete in fully crewed racing; it takes a special breed of sailor to want to do it two-handed!

In any event, calling it 2 handed sailing is not really accurate as firstly there are 2 people so it is 4 handed and most of the work is done by the 'crew' as inevitably the helm cannot do much more than helm and shout verbal instructions/demands/entreaties

DUO SERIES 2011

Christchurch Bay. Both fleets suffered in the choppy water of the Trap off Hurst Castle and after North Head, Class 1 tried to carry on inshore on the way to Christchurch Ledge.

Egor and *Wookie* both on 9 points: the perfect score lines for a tight last race for both classes.

The final race on 24th September again saw a passage race out in Christchurch Bay. Another very asymmetric course saw the symmetric boats in both classes forced to very shy-reach with their kites or white sail while the asymmetrics cruised along



depending on the circumstances. The Club has not run 2 handed racing before so as an experiment 5 Saturdays were found in the calendar and Tony Blachford agreed to officiate. The boats were to start off one line with separate courses and results for Class 1 and 2 IRC. The first Duo race, held on the 29th April (didn't 2 VIPs get married that day?) could not have presented better conditions for the 21 boat turn-out with flat water and brilliant sunshine. In the fickle airs, it was decided to keep the race short with beats and runs along the mainland shore. The breeze increased to 20 knots and gibing proved a challenge but everyone finished. The second race on 4th June proved more controversial due to the tidal gates which resulted from the lower-than-forecast breeze. The fleet were sent up the Solent, towards Williams for Class 1 and Quinnell for Class 2. With the rich getting richer in the dying breeze, *No Chance* with Chris and Hannah Neve in Class 1 and *Edith* with Mike and Jane Saqui in Class 2 came home to victory.

Another hot sunny day dawned for Race 3 of the series. With an ebb tide and a light SW wind, conditions were perfect for a day out in

The asymmetrics in Class 1 were able to hoist their spinnakers although this was no advantage for William Newton's *Jellybaby* and Andy Robert's *Just in Time* who arrived at Hengistbury Head buoy to find it out of position and allowing the following boats to catch up. *Just in Time* went on to win Class 1 ahead of *Jibe* and *Jellybaby*. In Class 2, *Impro* with Richard Breese won ahead of husband and wife Robert & Christina Weguelin on *Egor*.

Race 4 on the 27th August, another bank holiday weekend saw another trip to Christchurch Bay; the forecast 15 knots piped up to 27 knots for the Class 1 boats beating across Poole Bay and the choppy conditions were very difficult for the small Class 2 boats. The run back across Christchurch Bay proved difficult for everyone; even the asymmetric boats had to drop their spinnakers when the wind piped up to 30 knots! In Class 1 *Jellybaby* won and in Class 2 David Cowell and Peter Rogers sailing in their first duo race won on *Esymo* by 14 minutes on corrected time. So after 4 tight races, in Class 1 *Jellybaby* was lying first on 7 points with *No Chance*, *Jibe* and *Just in Time* all on 9 points and in Class 2, *Edith* lead with 8 points with

perfectly under control!

Once the results had been worked out Andy Roberts with Steve Etheridge or guest crew Phil Lawrence on *Just in Time* won Class 1 on double count back from an unlucky William Newton and Bill Darley on *Jellybaby*. In Class 2 Robert and Christina Weguelin on *Egor* finished 2 clear points ahead of Mike and Jane Saqui on *Edith* who beat Richard Downs and Neville Holloway on *Islay* again on countback.

We all agreed that the series had been both competitive and great fun, with everyone wanting more of the same next year.

HANNAH NEVE

RESULTS CLASS 1

1st	<i>Just in Time</i>	Andy Roberts/Steve Etheridge
2nd	<i>Jellybaby</i>	William Newton/Bill Darley
3rd	<i>Jibe</i>	Fergus Roper/Rupert Houlton

RESULTS CLASS 2

1st	<i>Egor</i>	Robert/Christina Weguelin
2nd	<i>Edith</i>	Mike/Jane Saqui
3rd	<i>Islay</i>	Richard Downs/Neville Holloway



UHURU A Southern Adventure

A few days after competing in the 2008 Cowes Week in my RS Elite, I slipped quietly out of Lymington in my Oyster 62, *UHURU* of Lymington, for what was to become the adventure of a lifetime.

Three years and 35,000 nautical miles later I sailed back in, escorted by friends and family in our own little flotilla. I felt like a hero, all because of a blog. Strange things blogs, initially the thought terrified me, but after sharing so many miles, thoughts and experiences with people from all over the world. I came to realise that it was the blog that defined this trip; it made the experience for me totally unlike anything I had done before. I wasn't sailing to Antarctica with a small crew, we all were, it was just that some of us couldn't physically be there

Together we sailed across the Bay of

Biscay in late August 2008 and got our first taste of 'big' weather. After spending 36 hours hunting for wind my daughter, Lucie, made the fateful comment "I thought the Bay of Biscay was supposed to be scary"? Twenty-four hours later, minus one very expensive spinnaker and having experienced 47 knots of wind for the first time, her comment passed into folklore.

Together we sailed down to Gibraltar and Essaouira, Morocco, on our way down to Las Palmas to take part in the 2008 ARC. Essaouira was our first venture into the exotic. A wonderfully colourful fishing port, with constant noise and activity, and the most hospitable people you could hope to meet.

The ARC was fun as it usually is for most people, a very well organised event and apart from the insane start that nearly had us de-

masted from the go, it went very well. Why do we all seem to get the 'red mist' at the start of a 2700 nautical mile Atlantic crossing? Mad.

We then had a pretty uneventful but enjoyable Caribbean season ending up in Newport, Rhode Island, for the summer hurricane season. However, our journey back down the East Coast of the United States from October to December 2009 was when

***UHURU* nearly disappeared in the colour and confusion of Essaouira port**





We sailed under Manhattan Bridge and past the Statue of Liberty

we started to pick up a following on the blog. We sailed into Manhattan down the East River from Long Island Sound. The pilot book describes this bit of river in the following fashion: *The East River's reputation as a tricky passage is well deserved. It's not and never will be a popular spot for casual sailing.* In fact the East River is not a river at all. It's a 14 mile long tidal gate that's narrow and twisty with eight bridges that cross it and a tide that runs at up to 6 knots. The waters seem to boil at Hell Gate, where the river bends and the Harlem River joins from the northwest. We had timed the East River perfectly, goose winging and under sail the whole way. After gybing at Hell Gate and being spat out at 11 knots alongside the Wall Street traffic jams, we sailed majestically under Manhattan Bridge and passed the Statue of Liberty.

Now, everywhere we went, as we slowly sailed south down through Delaware,

Chesapeake, Annapolis, Charleston, Savannah, Cape Canaveral, Fort Lauderdale, Key West, we gathered more blog fans as we were asked, Where are you going? South I'd say. To the Caribbean? came the response. No ALL the way south, proper South, we're on our way to Antarctica. Boy, that's the way to pick up fans. From that moment on we had a major blog following.

Now I started to feel as if we really were going in the right direction. Ever since deciding to buy an Oyster and have her built and modified for high latitude sailing I'd had this goal of Antarctica and the Chilean Channels. I'd read a great deal about the history of the area and other sailors' stories abounded. It felt to me as if it was one of the last true challenges that were available to a sailor without massive sponsorship with backup teams and support. This simple goal was true adventure sailing.

We spent another season in the Caribbean, this time Cuba, Jamaica, Bonaire and the usual Eastern Caribbean. Great fun; but in reality I was waiting and learning. Waiting for my eldest daughter to finish university in the hope that she could join me for the Antarctic leg. And learning as much as I could about UHURU and what to expect when I got there. I had now identified January 2011 as our target date and booked Richard Haworth from High Latitudes to join us as our Ice Guide.

On the 1st of October 2010 we left Grenada just as the island was shutting down because Hurricane Otto was heading towards it.

Knowing we had about 400 nautical miles upwind and against the prevailing current to do to our first stop, the mouth of the Essequibo River in British Guyana, we motored hard straight towards 'Otto' for 24 hours in zero wind as 'Otto' sucked all the wind out of its south west quadrant. The moment we felt wind coming from the north west we bore away and ran from the hurricane which I was confident would head north. The perfect start, bouncing off a hurricane, put us far enough east to allow us to sail comfortably down South to the Essequibo River.

One of the many reasons for heading south from Grenada, which is definitely not the 'proper way' to do it, was because I wanted to go up a rain forest river and visit

Ever since deciding to buy an Oyster and have her built and modified for high latitude sailing I'd had this goal of Antarctica and the Chilean Channels



Devil's Island. Other than 'doing the Amazon', which comes with a lot of issues and is a fairly major expedition in itself, the Essequibo River offered everything I was looking for.

Challenging navigational waters, lots of local colour, rain forest and Bartica, an old mining town about 75 miles up river. When we arrived all the local dignitaries insisted on coming out to the boat to 'inspect' her for contraband. But in reality it was to drink my gin and tonic and take pictures of themselves at the helm. *UHURU*, we were assured, was the largest sailing boat ever to make it up to Bartica.

After our little excursion up river we had to put in some serious miles. The next leg was 2000 nautical miles, again upwind and against the prevailing current. This would get us around the corner, South America's right hand shoulder. Then the winds and currents split and we are back into normal sailing routes. We also still had quite a tight schedule to get down to the Falklands before Christmas and fit in some 'family' cruising. So apart from one short stop in the Devil's Island of Papillion fame, we put in a long hard leg, crossing the equator on the 24th October and getting into Salvador on 6th November. Family joined in Salvador and we had a wonderful couple of weeks cruising down the Brazilian coast before waving them off to fly back home in Rio. Now things would get serious; we were heading into the South Atlantic.

Other than being chased by pirates on our second day out from Rio it all went pretty well. Of course, the pirates could have been innocent fishermen trying to sell us some shrimp 75 miles off the Brazilian coast, but I doubt it. Fishermen don't chase you for three miles directly out to sea. Fortunately, my engine was bigger than his.

We arrived in Port Stanley, Falkland Islands, on the 20th December after being hit by three separate gales on the crossing from Uruguay. But we were in time for the Christmas. Christmas and New Year in Port Stanley was a joy, singing carols under the Whale Bone Arch and many a lively evening in the Victory pub, just like home. Very friendly and helpful locals who took a genuine interest in what we were planning. But mainly we were there to do the final preparations for heading south to Antarctica.

The team for the Antarctic leg arrived. It would consist of myself and Chris Durham, Skipper and First Mate, the only permanent crew. My brother Mike (photographer, climber and diver), Richard Haworth, (ice guide, climber and diver) and a good friend and racing partner Al Keck, (sailor). Plus, of course, several thousand blog fans, who all seemed to be sending emails of good wishes etc, which put a lot of pressure on the Seaman's Mission Wi-Fi in Stanley.

After a relatively easy trip across Drake

Passage our arrival in Antarctica was astonishing, and from that moment on I struggled daily to try and come up with new and interesting superlatives to describe our experiences. The sight of our first towering iceberg was breathtaking, so much so we heaved too and launched the tender for a picture session.

We spent the first night at anchor in Deception Island, an anchorage inside a volcano that had erupted as recently as 1976. We managed a few very important maintenance jobs in the morning then spent the afternoon on the beach with the Penguins. Yes, there are beaches, albeit black lava sand, and the Penguins love it because the hot spring water seeping out of the still active volcano gives a water line of hot water for about 18 inches out.

We departed very early the next morning in near perfect conditions, sunshine and wind. The moment we came out of Deception Island, through Neptune's Bellows, the aptly name gap into the volcano, we were greeted by whales and penguins. The rest of the day whales entertained us. And icebergs there were, hundreds of them, and nasty little 'growlers', large chunks of ice, often weighting several tons that have broken off an iceberg, floating just on the surface and very difficult to see, anyone of which could easily rip the bottom out of *UHURU*. This is a

It was time to head north around Cape Horn from east to west to Porto Williams, Chile





at Enterprise Island, we rafted up against an old wrecked whaler



Mike, Buzz & Chris climbed Spigot Peak to photograph penguins and UHURU creeping through the ice

rather sobering thought while you are on watch, tends to focus the mind.

We pinched ourselves a lot; we just could not believe this place, Antarctica is truly out of this world. How do you adequately describe the feeling of sailing along under a deep blue sky, with the wind whistling through the rigging, little penguins 'hopping' along side, birds circling constantly, whales popping up every now and then, all with the ever present danger of growlers? And I don't care who you are, every now and then that very deep and dark thought will creep up on you. 'We are at the end of the world down here and if anything goes wrong... Well let's not finish that thought but I am sure everyone who has ever come down here must have had it.

After visiting a number of other anchorages, including Enterprise Island, where we had been rafted up against an old

wrecked whaler, we moved on. We left at 5 am one morning, Friday, 14th January 2011, to be precise. Words cannot possibly begin to describe that day the weather was perfect, blues skies and little white fluffy clouds. A strong and stable high had settled over the Peninsular, which later became known as the UHURU High by the local charter skippers.

We started off with the usual escort of penguins and terns and then we had a full display from a pod of humpback whales. As we eased our way into Orne Bay a pair of crab eater seals obliged by posing on a berg right next to us. Mike, Buzz and Chris then went ashore to climb Spigot Peak to photograph the penguins and get a picture of UHURU creeping through the ice in the bay. As we left Orne Bay we came across a leopard seal basking in the sun, having just finished a snack, as evidenced by the blood still on his chin. Then a large pod of orcas

(killer whales) followed us for about 30 minutes as we gently cruised down the Gerlache Straits towards Port Lockroy. By this time there was a very distinct holiday atmosphere onboard, we were running around the boat snapping pictures here and there, at the wildlife, at the scenery, at each other, kids in a candy factory.

The next few days saw us based in Port Lockroy, an old British ice station that is now a penguin research station and tourist stop for the large expedition boats that visit. We did a lot of diving, climbing and exploring from there. Mike and Rich successfully climbed Pico Luigi, a 1530m climb up behind Port Lockroy. Our journey continued south down through the Lemaire Channel and Port Charcot, 65 degrees south: the ice now got a lot thicker and the going got slower. We had reached the safe, safe being a relative term, limit of our glass fibre boat and the weather was turning.

We had had a fantastic time, had climbed peaks, dived wrecks and whale grave yards, seen more wild life than we could of ever hoped for including orcas and leopard seal, all in the most beautiful and remote setting in the world. It was time to head north around Cape Horn to Porto Williams, Chile.

After returning from Antarctica and going around Cape Horn the 'wrong way', my plan was to change crew (a different set of friends) and restock in Ushuaia, Argentina, then spend a couple of months exploring the Chilean Channels. Having read a number of books on Darwin and the Beagle, especially 'This Thing of Darkness' by Harry Thompson, I was fascinated by the whole region and the thought of sailing up the Beagle Channel and the Magellan Straits was almost as exciting as going to Antarctica. I had no idea what to expect but I had the 'bible' of sailing in these parts, Patagonia & Tierra Del Fuego Nautical Guide by Mariolina Rolfo and Giorgio Ardrizzi, a set of Chilean Navy tide tables and a full set of Chilean Navy charts, plus an open mind. I was about to learn a few lessons about sailing in these parts. Other than that we had no plans except to meet our wives in Puerto Natales in about a month's time, some 600 nautical miles north west of us through some of the

most notorious waters in the world.

Six hundred nautical miles in a month seemed easy, very doable. I had planned to try and achieve about 40 - 50 nautical miles a day. It should only take 15 sailing days and we had just over a month available. Then we started to learn what sailing in the channels really meant. The first couple of weeks we made our way slowly up the Beagle Channel and through the channels that connect it to the Magellan Straits. We experienced every type of weather you could imagine, all in the same day. One minute we were sailing gently along in a following breeze, the next the wind had turned 180 degrees and was coming at us at 40 knots. One minute it's bright sunshine, the next minute it's pouring with rain. Then it all starts again. English weather has nothing on this.

We safely navigated through many narrows and challenging tidal gates, but the toughest had to be Paso O'Ryan in the Canal Acwalisnan. It is a very tight little squeeze between rocks. In the flood tide there can be 8 knots of tide running through this very slim gap. These channels suffer from a combination of having a strong permanent west to east current and being tidal. When you are sailing east to west you are always going against the tide/current: when the tide is in your favour it's just slowing the current down a little. So I decided that we would do it at low water slack or as close as we could get to it. That way, although we would have less water under us, I should be able to see the rocks clearly. That part of the plan worked, we definitely could see the rocks: lots of them, and very close. But what we hadn't expected was 5.5 knots of current under us. We shot through Paso O'Ryan as if we were running rapids on the Colorado River. The turbulence was quite extraordinary, twisting *UHURU* around as if she was just a floating cork on the water. Once we were committed all I could do was try and steer her as best I could. Another adrenalin high on *UHURU*, as we all realised what we had just gone through..

But for all its challenges, this region does have its charms. The scenery is spectacular; massive granite faces, huge tumbling glaciers, snow covered mountain ranges,



we made our way up the Beagle Channel and through the channels to the Magellan Straits



Caleta Beaulieu one of the most spectacular anchorages we discovered in Chile

waterfalls that cascade down huge cliffs, remote mountain lakes, bubbling streams, flora and fauna straight from Jurassic Park, seals, whales, dolphins and a multitude of birds.

Our struggle continued as it took us nearly two weeks to do the first 200 miles. One day we beat hard all day up the Magellan Straits into the teeth of a severe gale with the Pacific Ocean funnelling down into the Straits. We managed a total of just 22 nautical miles before slipping into a safe anchorage. The log shows steady 45 knots winds with gusts of over 50 knots, and that it took us nine hours to achieve just 22 nautical miles as the crow flies, averaging just 2.4 knots an hour. Each day we would try to make about 40 nautical miles, but at about four o'clock in the afternoon we would have to start thinking about finding a 'bolt hole' to get into. Night sailing in these tight and sparsely charted channels is not an option.

The process was not quick or easy. First we had to check whether we could actually get in. Although we had an excellent nautical guide which gave us lots of potential anchorages, we couldn't always be sure of getting into them due to ice, kelp, or just the size of *UHURU* (Most boats down here tend to be smaller). We often spent several hours just finding somewhere suitable. Then we would have to go through the process of setting lines out to shore so we could fix our position. Very few of these anchorages are big enough to allow us to swing at anchor.

Tying off every night became an art form, performed often in contrary winds and only metres away from rocks and the shore. Mike and Chris would jump in the tender, I would then try and fix and hold *UHURU* where I wanted her in relation to the rocks, then Botty would feed out our special shore lines to the guys. They then had to race to land, climb up the rocky shore and find suitable



Tying off became an art form, performed in contrary winds only metres away from rocks and the shore. Mike and Chris had to race to land, climb the rocky shore and find suitable trees or boulders to tie off to



..... it wasn't all bad weather, and derring-do.....lots of wonderful sunny days, remote anchorages, long hikes and wildlife

trees or boulders to tie off to. If they were too slow *UHURU* would be blown off station and I'd get stressy, as the shore and rocks were often only metres away. Then, of course, there were the dolphins, who seemed to take a perverse pleasure in distracting my crew at the critical moment while they were laying shorelines.

The biggest dangers in these 'bolt holes' are what is known as 'Williwaws'; sudden whirlwind type winds reaching up to 100 knots. We came across williwaws on a number of occasions, sometimes while sailing or motoring up a narrow channel, when we would be almost knocked down by the effect of them; but mostly while tied up in small caletas.

The worst moment of our whole trip came courtesy of williwaws. We were tied up in Caleta Uriarte, Isla Desolacion, just off the

Straits of Magellan after picking our wives up in Puerto Natales. We were anchored with three lines ashore plus our main anchor. The weather had been appalling with almost constant rain, vast quantities of hailstones the size of golf balls and williwaws with 60 - 70 knots of winds hitting us around the clock. All we could do was sit and watch our lines; in the hope they didn't part. At the height of the storm I saw the massive boulder that one of our shorelines was stropped to roll down the beach towards us. Suddenly we were beam on to gusts of over 70 knots. Our bow shoreline had gone and the combination of our stern lines and anchor was holding us beam on to the williwaws just metres from the rocky shore. If the anchor dragged now we would be smashed on the rocks. Chris and Botty jumped into the tender and recovered our line, no easy feat in winds gusting 70 knots,

then in between gusts, using a combination of bow thruster, engine and winches, we slowly managed to get her bow into the wind again. It took us nearly two hours to get her around against the constant beam on williwaws. Our long-suffering wives Beans and Willie, were absolute trouperes, hauling on lines and helping us reset in the most appalling conditions. All with a smile; well maybe afterwards.

But I shouldn't give you the impression that it was all bad weather, and daring do. When we had picked up our wives in Puerto Natales we had the most fantastic sail back downwind and with the current. Lots of wonderful sunny days, remote anchorages, long hikes and wildlife. We also met a lot of great people down there who were always friendly and wondrously generous with their advice and help, and, of course, we shared the whole experience with what became thousands of blog followers.

After an amazing four months in the Southern Oceans we started north again before the weather closed in, we had close to 8,000 nautical miles to travel to get home. Destination Lymington. On our second day out we got caught in a Force 10/11 storm that knocked us down and blew us off course for three days and three nights back to the Falklands. But as they say, that's another story, for another day.

STEVE POWELL

Photos by Mike Powell.
www.mikepowellphoto.com
 For the rest of the story visit the *UHURU*
 Blog: <http://blog.mailasail.com/uhuru>



Two Scows to the Morbihan... Sail and Oar

There are both charms and challenges to signing up for La Semaine du Golfe du Morbihan.

Once again *Flying Turtle* (Chris and Jane Willard) and *Bahini* (Jo Lewis) succumbed and on 25th May boarded Brittany Ferries from Portsmouth to St Malo, from where it is an easy 90 mile drive to Vannes. We had allowed a few days play time before the start of La Semaine and used them to explore Finistère, including a recce to Douarnenez for information about the Classic Boat Festival there in 2012.

The 2011 Semaine du Golfe was the sixth time the maritime festival has been organised by the team in Vannes, Southern Brittany. During its 10 years the event has grown massively and this year over 1300 vessels and nearly 5000 crew took part. As before, the boats were divided between 8 flotillas comprising classic pleasure craft and traditional sailing working boats of varying sizes from Tall Ships to single handed rowing boats. During the 3 final days the flotillas follow separate courses around the Golfe sailing from port to port as guests of the 15 participating communities. Hundreds of locals, on holiday for Ascension Week, perch on every headland enjoying the atmosphere, playing their Breton musical instruments and cheering on the sailors.

The Scows were part of Flotilla 2 (Sail and Oar), which this year was larger than ever with 276 boat entries. Our base camp was at the Conleau campsite on the outskirts of Vannes, but others stayed in B&Bs ashore or lived aboard. The Keyhaven gang arrived on the

Monday morning and established camp on a prime corner site. Access to the launch site on the canal into Vannes was narrow and crowded but we succeeded in launching and mooring. The historic setting overlooked by the city gate and château makes a dramatic berth.

The Ile d'Arz community invited all participants already in the Golfe to a fête champêtre on the Tuesday. It was a calm row out along the canal and then a breezy run to the Cale de Pen Raz on Ile d'Arz where aperitifs and paella were available. The long queues provided time for chat and the opportunity to renew friendships made in 2009 and at Seafair Haven in South Wales last year. Traditional music and dancing further enlivened the atmosphere. The beat back to Vannes seemed endless but we made it in time to pass through the bridge and lock gates.

The main event began on Thursday morning, calling for an early start from our tents – and more queues for les sanitaires (although the morning showers were enlivened by operatic arias sung by a Spanish couple) and breakfast. After another crowded row down the canal we set sail and were off to Le Logeo for the lunch stop. The 3 days sailing followed the same pattern of morning and afternoon passages with stops for lunch and for the night. A schedule of buses provided transport for crews between tent and boat at the beginning and end of each day.

Sailing a Scow for up to 15 miles around the 57 islands and through the swirls of the Morbihan's ferocious 10 knot tides is not for

the faint-hearted, especially in the 'washing machine' off Port Navalo, even though we have useful training in Hurst Narrows. But the favourable tapis roulants currents certainly help boats to cover the distances. Navigation could be tricky. We needed to be wary of following flotilla 3 boats instead of flotilla 2 at times when the flotillas criss-crossed each other. We experienced strong winds as well as calms: reefs as well as oars were vital. Exhilarating cross-tacking up the crowded Auray River en route to St Goustan and frantic rowing across the main ebb stream to reach the safety of Port Navalo were among La Semaine's challenges. But the Grand Parade on Saturday afternoon surpassed everything for nail-biting tension as the entire fleet beat in from the Morbihan entrance and up the main channel towards Vannes. It was a week to remember with great sailing and company.

This is a biennial event which alternates with the Seafair Haven festival in South Wales. In 2012 from 23rd – 30th June the hosts will be Milford Haven Port Authority. If anyone is interested in finding out more, Jo Lewis and Chris and Jane Willard can help. The websites www.seafairhaven.org.uk or www.semainedugolfe.asso.fr have enticing photos and further details. A rather charming description of the Morbihan from the English version of the French website states *Actually, the 'Small Sea' is wide enough and welcoming enough to offer gorgeous sailings and exciting day trips to all those who will approach it softly, cheerfully and wisely with oars, or with sails (or even with steam).*

JO LEWIS

Sailing a Scow up to 15 miles around 57 islands and through ferocious 10 knot tides is not for the faint-hearted; 1300 vessels in 8 flotillas took part



SAN FRANCISCO BAY FOLKBOAT INTERNATIONAL REGATTA

*Two Members of the RLymYC,
Chris Hills and Chris Baldwick,
together with Simon Evans from LTSC
competed in the San Francisco Bay
Folkboat International
Regatta in July.*

This event is run every 2 years by the San Francisco Folkboat Association. In 2011 it was hosted by the Corinthian Yacht Club which is located at the tip of the Tiburon peninsula to the north of the Bay.

The Corinthian YC is the second oldest Club on the West Coast, now in its 125th year. This year is also the 100th anniversary of the building of its present Club House, which features a magnificent ballroom on the second floor, beautifully panelled with Californian Redwood, and with fantastic views over the Bay towards Alcatraz and the City front. Hard to believe, but originally this was the Club's sail loft! All competing boats were moored right in front of the Club House in its own marina.

This has to be one of the best located Clubs in the USA with its views, facilities and proximity to great sailing in the regular breezes on the Bay. It also has to be one of the friendliest and best organised, nothing was too much trouble, and various Members hosted the visiting yachtsmen in their own homes.

The event itself has been running since 1977, and the San Francisco Folkboat fleet remains one of the most competitive one-design classes on the rough waters inside the Golden Gate.

There were visiting teams from Denmark, Holland, Sweden, Germany and the Lymington team representing the UK Folkboat Association.

Boats are lent to the visiting teams and allocated by lottery. Racing consisted of seven races across different parts of the Bay, the most dramatic course being right in front of



..visiting teams from Denmark, Holland, Sweden, Germany and the Lymington team



The Lymington team...Chris Hills and Chris Baldwick, Simon Evans from LTSC



...windward mark in fog under the Golden Gate Bridge and a fog horn booming



three teams, one Danish and two American, were tied for first place



..a beautifully maintained wooden boat, she did us proud, and we finished 8th

the City, with a windward mark virtually under the Golden Gate Bridge. With the fog rolling in under the bridge and the deep rumble of the fog horn booming out, this was an unforgettable mark rounding! It even made front page of the local press, if only as a weather report!

In fact, the weather could not have been better, with brilliant blue skies, and winds generally in the range of 18 to 28 knots by the time of the midday starts, though there were some huge holes! The fog coming under the bridge tends to stay in the centre of the Bay, and dissipates as it moves in an easterly direction towards Alcatraz.

Naturally, the US teams had a slight advantage, sailing on their own boats in tricky home waters, but at the end of the regatta after seven races, three teams, one Danish and two American, were tied for first place. The count back needed to go back over the three previous races to decide the winner, Per Bruch and his Danish team from Svenborg.

Interestingly this was the only visiting team to have brought their own boat to the event, which helped even the odds a little.

So how did the Lymington team do?

Well, we managed to tear the port shroud out of our first boat, and then had to sail with a reserve boat, *Frihed* which was built in Denmark in 1961 by Brent Moller. She was a beautifully maintained wooden Folkboat, which rather unnerved us at first, as we had never raced a wooden one before, let alone a 50 year old one, and we did not want to break another boat!

In the event, despite a need for some bilge pumping downwind, she did us proud, and we finished 8th overall, ahead of all the other visiting teams apart from the winning Danes, but we like to think we were actually first borrowed boat and first wooden boat. So, that's a double first then!

The next event will be held in 2013, probably in the week after the Americas Cup, and if it turns out to be half as good as this last one, it will be a must do event.

Now where is my 2013 diary?

CHRIS BALDWICK

On Saturday October 11 there was very little wind at the Club at 8.30am, it was amazing that Stuart Jardine found enough wind out by Pylewell to enable the annual Club Champion of Champions to run. Each Club class nominated their best racing helm to compete in kindly lent XODs for the title 'Club Champion of Champions 2011'. The racing was kept tight by running a short 2 lap windward-leeward course. The wind started in the east and the mark-layers were kept busy as the wind swung round to the south east over the course of the 3 races.

In the first race, both Peter Draycott, representing Class 3 LH, and John Barns representing Class 4 LH, were over the line and had to go back. At the first leeward mark, Crauford McKeon, representing the RS Elites led the fleet from Luke McEwen, representing the Fast Dinghies, but by the second leeward mark positions had been reversed and under pressure Crauford McKeon touched the mark



and was forced to do a penalty turn, leaving Luke McEwen to take first place. In the second race, with the breeze becoming a little fresher at about 8 knots, Chris Baldwick, representing the Folkboats was the helm forced to do a penalty turn for hitting the leeward mark. The order became a little more mixed; Luke McEwen won again but this time Peter Draycott was second and Rory Paton, representing the Scows, was third.

For the last race, as the novice XOD sailors became more familiar with their boats, the racing became noticeably tighter. At the first top mark Adrian Summers, representing the

XODs, led round followed by Peter Draycott and Chris Sutherland, representing IRC Class 2. Chris tried to sail low away from the mark but got blanketed by the fleet and dropped back to 5th round the leeward mark with Luke McEwen sneaking past Peter Draycott to round the mark in second behind Adrian Summers. This order continued for the last 2 roundings so with two firsts and a second, Luke McEwen sailing with his wife Emma on *Oyster* was declared Club Champion of Champions 2011. All the competitors offered a vote of thanks to the brave owners who had handed over their precious XODs for the event. The trophy was presented in the evening at the Annual Racing Prize-giving Party, along with all the other racing winners over the year. With a welcome drink sponsored by Danebury Vineyards and the band, 'The Inbetweeners', everyone concluded that the evening provided a fitting finale to the Club racing calendar.

HANNAH NEVE

Chalkie wins the Pottership

The start of the PotterShip race on 1st October was one of the best spectacles in the Western Solent this year. Sixty boats started downwind under spinnakers; the fleet ranged from Class 1 racing boats to family cruisers all with their own rating handicap which had been worked out by Tony Blachford. The course was from the starting platform down to a moveable mark near Pennington up to Moore Blatch and back through a gate at the start, with the number of laps being decided by the race officer, Jane Pitt-Pitts. The wind was kind enough for most boats to get three laps completed and still be back at the Club for lunch.

After negotiating the crowded waters at the start, the next excitement came at the leeward mark. Fortunately the buoy was a soft inflatable, as a number of boats misjudged the flood tide or their rights at the mark.

Regular Thursday nighters s *Jibe* and



Zarafa match raced their three laps as did Bob Baker's *Brightwork* and William Newton's *Jelly Baby*. Others just enjoyed a delightful Saturday morning on the water in company.

A delighted Chalkie White was presented with the Potter Ship by the Commodore Rod Perry. Chalkie's comment was that he had

been very close to winning for many years and finally he'd made it!

There was a new perpetual trophy this year, the Pitt-Pitts Plate. A lovely blue glass plate made and presented by Jane Pitt-Pitts for the 1st boat in the fourth class.

On Sunday May 20th, as the awards for the Gaffers & Classics Regatta at Lymington were coming to a close, there was a surprise for Bob Fisher.

On a July night in 1988, he was at the wheel of the maxi-rater *Drum* some three miles due south of the Mull of Kintyre lighthouse in the Outer Clyde. The bowman, who was taking the spinnaker gear from the port side to the starboard side in anticipation of a possible shy spinnaker reach up the east side of the Mull, noticed something odd about 100 yards ahead and shouted back to his skipper: "Come up NOW!"

Bob turned the wheel and there followed the most awful sounds and jerk, as though *Drum* had gone hard aground. This was impossible as the echo sounder was giving triple echoes because of the great depth of water, but Bob was aware of a strange movement as the port side 'fence' was torn away. In the darkness he saw nothing until the glow of the stern light picked up what for all the world looked like an Evinrude outboard motor, but it was not attached to the transom of a vessel. Perplexed, he waited until one of the crew remarked: "Submarine." When, after making a Pan call and receiving replies from Clyde Coastguard and the Royal Navy's diving vessel, HMS Challenger that was anchored on the west side of the Mull, Bob, now in the navigation station with the VHF attempted to call up the submarine, but for 25 minutes there was no reply. This

BOB'S BOLT

concerned him deeply as at that time it was known that hostile (Russian) submarines were active in the area, and the thought that it could have been one of those who would have had little compunction in completing the job of sinking *Drum*, the crew waited with some agitation.

Eventually the submarine made contact on VHF and identified itself as *HMS Otus*, an Oberon class diesel/electric vessel. Details were exchanged and while *Otus* returned, damaged, to her base at Faslane, *Drum* with a 40 foot long gash down the port side and a bent shroud roller, continued to race to Crinan. It was there that she was met by a Royal Navy Commander and there was an exchange of views during which it was ascertained that the damage to *HMS Otus* included the optical (search) periscope, the destruction of the communications dome and the air intake periscope. Little wonder that it had taken the submarine's commander 25 minutes to make contact through a hand-held VHF.

Later the Royal Navy admitted responsibility, but not liability for the collision and paid *Drum's* owner, Arnold Clark, around £ 40,000 for the repairs.

That might have been the end of it, but one of the crew of Fisher's 1896 classic

Solent One-Design, *Rosenn*, had been a member of *Otus's* crew well after the collision and knew of the incident, recently saw her in a breaker's yard in Portsmouth. Explaining that he had served aboard the submarine, he asked if he could have a keepsake and was told to help himself. He found the search periscope cotter pin, took it home and with *Rosenn's* co-owner, Barry Dunning, polished the chrome-plated brass pin with an hexagonal head and mounted it on an oak base. 'Bob's Bolt' was duly presented to Bob by his crew after the regatta to great hilarity and much to the bemusement of the recipient.



RCC AWARDS TO CLUB MEMBERS

RCC Commodore Nigel Wollen (centre right) presented Andrew Wilkes (left) with the RCC Romola Cup awarded for an outstanding cruise of 7,869nm from Lymington on *Young Larry*, a 44ft steel gaff yawl, through the North West Passage and on to Kodiak in Alaska, Máire Breathnach (centre left) accompanied Andrew all the way and the only damage of note was Máire's cello which took a bit of a knock in the North West Passage. Annette Ridout (right) received the RCC Commodore's Ladies Cup for completion, with husband David, of a 55,000 mile circumnavigation on *Nordlys*, a Swan 47.



There is always a buzz around Lymington in the 2 or 3 days before the JPMAM RTI; this year on 25th June; cruising boats could be seen victualing up and racing owners could be seen stripping their boats of all but the essentials.

For the crew of *No Chance*, it was a 3.15am alarm call in Lymington for a 6.50 start off Cowes. The day was grey and cold but bacon rolls and coffee helped everyone stay awake on the trip up there; we pinged each end of the line for bias and distance and there was just time to pop into Cowes for more coffee and get organised. With the wind gusting up to 20 knots we had the code 3 jib and a full main up. We had a great start right at the Squadron with Phil Lawrence (RCS) once again putting us in the right place at the right time: tacking onto port and crossing the fleet we were into clear air and into the best tide and we were lead boat by Egypt Point. The beat down the Solent to the Hurst narrows was made easier by us being lead boat in our group but we still had to thread our way through the group in front, consisting of ISC rated cruising boats such as Oyster 62s!

Once through Hurst, the breeze picked up to 25 knots and the sea became very lumpy; we were looking forward to hoisting the kite once round the Needles. Having 'prodded' the wreck literally, with a stick, the night before with fellow Club Members, we were confident of our track. We passed between the wreck and the lighthouse completely on our own; the feeling of trepidation was not helped by the Yarmouth Lifeboat sitting on station videoing our every move; no doubt expecting good footage for 'Seaside Rescue'!

The rather damp crew sprang into action to hoist the A5 asymmetric spinnaker and we were off! It was a roller-coaster of a ride; most of the crew racked up behind Chris on the helm, with constant wind and wave calls to keep us on our feet. In the blustery conditions the boat performed brilliantly; at St Catherine's we peeled to the larger S4 symmetric and sent Charlie, the bowman, to attach the new sheet to the spinnaker clew; definitely not for the faint-hearted! Luckily we

didn't broach during this manoeuvre as the wind had piped to 28 knots with very large seas. We screamed off on starboard passing a capsized trimaran and achieving a boat speed record of 19.5 knots; we were still overtaking boats and feeling confident but our progress was brought to an abrupt stop by a massive wipe-out which gave 2 crew a good dunking with 1 lifejacket inflating! Offshore of us we saw Peter Schofield's *Zarafa* round up into the wind with what we later heard was a broken boom and crew-



woman overboard (thankfully brought back on board quickly). The reach from Bembridge to the Forts became the usual follow-my-leader then a beat back up the Solent to the line finished the race. We got a gun for being the first in group and we were amazed to find we had won our class. Apart from Chris and myself, there were 4 Club Members; Phil Lawrence, Nick and Charlie Hatfield and Poppy Husband. The line up was completed with Nick Burton, James Charsley and Gareth Randall. A big thank you all of them for their tireless work and endless enthusiasm.

Two weeks later Chris and I competed in the Royal Southampton's Double-Handed RTI; this time the alarm call was 15 minutes later, at 3.30am! It's a long motor to Cowes in the dark for just 2 of you, with a constant refrain running in your head; 'I am doing this for fun, I enjoy doing this!' The forecast was due to be similar to the main RTI 2 weeks before; it was challenging for fully-crewed, daunting for just 2 of us. We had a great start off the Royal London line albeit being a little

less crowded. In some ways the beat to the Needles was easier than before because there were fewer boats to worry about but the boat still had to be tacked efficiently, as any slip-ups would lead to other boats quickly taking advantage. I wasn't impressed when Chris said he reckoned the run down the back of the island was going to be similar to 2 weeks before, this was not what I wanted to hear! We made a last-minute decision to go outside the wreck as the sea state was quite lumpy, and then bore away onto the run and thought about hoisting the kite. The A5 went up and we screamed off towards St Catherine's more-or-less under control and with the sun beating down it became almost fun! After St Cats, just like before, the waves got bigger and steeper and we watched with trepidation as other 2-handers attempted and mostly messed up their gybes with spinnaker wraps and broaches galore. Deciding that discretion was the better part of valour we dropped, gybed and rehoisted all of which is no mean feat in 22+knots. It went well and we were off again, seeing a maximum speed of 15.5 knots! The drop at Bembridge was uneventful with the reach to the forts being tricky in the gusty conditions. A close fetch along Ryde Sands and a beat to the finish completed our day which was made very special when we found that we had won our class!

It goes to show that getting up at 3am twice in 2 weeks can be worth it!

The Golden Bowl itself came to Lymington courtesy of Jo Hutchinson and Nick Rogers on the Contessa 26 *Sundowner*. IRC Division 2A was won by Chris and Hannah Neve on *No Chance*, also leading the Club's winning team for the Group 2 Jeroboam Trophy. Ed Dubois led the IRC Division 3B fleet in his S&S 43; Jeremy and Max Vines topped Group 6 in non-IRC classes

Back in the Solent and Cowes week, Richard and Rory Fitzwilliams on their 1 tonner *Simplicity* won IRC Class 6 by three points; Peter Schofield on *Zarafa* was second in IRC Class 4.

HANNAH NEVE

A TRANSIT OF THE NORTH WEST PASSAGE



In the spring of 2010 only 96 vessels had transited the North West Passage. We transited the passage in 2010 in our 44ft gaff yawl, *Young Larry*

In the spring of 2010, only 96 vessels had transited the North West Passage, the first being Amundson between 1903 and 1905. Many of these transits had taken two or more years and many had been completed by ice-breakers or ice-strengthened ships. We transited the passage in 2010 in our 44ft gaff yawl, *Young Larry*.

Máire, Sibeal, Dermot and I left Pond Inlet on 4th August and sailed to Navy Board Inlet. The inlet was, according to the ice charts, blocked but showed some signs of clearing. It was surprisingly clear of ice for the first half of its 75 mile length but then we started to run into more significant ice concentrations. We used the ice-pole and slow but steady engine power to force our way through floes. The air temperature was -1 deg C and sea temperature -3 deg C. Snow falling on the water started to freeze and we could watch new sea ice being formed. Fog was also a problem. We saw a polar bear in the distance which prompted us to arm ourselves with the rifle and telephoto lens but we did not get very close to him.

From Navy Board Inlet, we motor-sailed into strong head winds and only progressed 60 miles to the west in the first 24 hours. After that, the wind decreased and we made

reasonable progress. We frequently found ourselves in 2/10 and 3/10 ice but could always make our way to clearer water. We arrived at Beechey Island early on the morning of 7th August where we saw an ice-breaker, the Canadian Coastguard Ship (CCGS) *Terry Fox*. They, like us, spent the day at anchor sheltering from the wet and windy weather.

A constant anchor watch had to be kept to look out for floes drifting onto the boat and one night we had to re-anchor seven times to avoid being hit by ice. By 13th August we had spent a week at anchor and we were anxious to be underway. The ice reports still showed ice at the northern end of Peel Sound but we thought it looked a little better. We set off in the hope that it might clear by the time we got there. How wrong we were! We motor-sailed to the south of Griffiths Island, got firmly stuck in 8/10 - 9/10 ice, went for a walk on the floes, extracted ourselves and motored back to Beechey Island 24 hours later - a little the poorer for diesel but richer in experience.

By now we had acquired a few skills about navigating in ice. To summarise:

- ice charts published daily by the Canadian Coastguard indicate the location, density,

thickness and age (hardness) of ice. Use them to avoid ice whenever possible. *Young Larry* has a Fleet Broadband satcom which allowed us to download charts from the internet at relatively fast speeds.

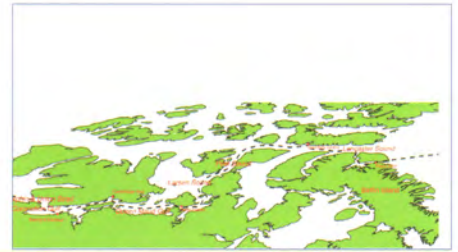
- ice charts date quickly but one can hazard a guess about developments if one knows what the wind strength and direction has been for the last few days.
- if not possible to avoid ice, a small boat can navigate in ice concentrations of up to 3/10.
- 'ice blink' and fog indicate ice on or over the horizon. Ice blink is a band of white or yellow light above the horizon.
- an 'ice-pole' can be used to push away small floes. *Young Larry* carries a 5m aluminum pole.
- it is not possible for a small boat to ram through ice like an ice-breaker. However, it may be possible to push small floes aside using steady engine power.
- when navigating in thick ice, it must be remembered that floes move quickly. A lead which one passes through can close up a few minutes later and the boat can become trapped. With luck, however, other leads might open.



North west passage (western part) Bering Sea and Gulf of Alaska



North west passage central and eastern part



- care is needed not to get caught between 'a rock and a hard place.' Boats should not try to navigate between the shore and the leeward side of moving ice. The ice could drift towards the shore and run the boat aground.

- in shallow water, large floes may run aground and leave sufficient water between them and the shore to allow a small boat to navigate.

One evening Dermot was cleaning his teeth before going to bed and, glancing out of the port hole, was surprised to see a polar bear looking back at him! Armed with the rifle and cameras we watched the bear swim around the boat for 20 minutes.

On the 18th August, the ice reports looked more favourable and we set off again from Beechy Island for Peel Sound. This time we had a relatively clear passage and enjoyed some beautiful sailing through 2/10 and

3/10 ice into Peel Sound. With the aid of the ice charts, we avoided the heavy ice concentrations and made our way south through Peel Sound, Franklin Strait, Larsen Sound, James Ross Strait, Roch Basin, Rae Strait and to Gjoa Haven. Ice became less frequent and we found ourselves in clear water except for bands of ice every twenty miles or so. Each band was about 500m wide but had thicker and thinner patches. We had fun navigating our way through these areas under sail. A yawl is very flexible rig and we used many combinations of mainsail, mizen, jib, staysail and topsail to sail through the ice bands.

There are a few small Inuit settlements in the Canadian arctic and we stopped at two of the main ones, Gjoa Haven and Cambridge Bay. We also anchored in Bernard Harbour and saw caribou and polar bear foot prints in the sand between the high and low water marks. Proof that It is best to



South of Griffiths Island, firmly stuck in 8/10 - 9/10 ice, went for a walk on the floes, extracted ourselves and motored back to Beechy Island



take one's gun with you on these expeditions.

Ten hours after leaving our anchorage at Tuktoyaktuk, we were sailing in a 20 knot NE breeze when the gaff broke. Fortunately, we handed the mainsail without further damage and made our way under head sails to Herschel Island where we could effect repairs in a sheltered anchorage. Herschel Island is an abandoned whaling station and trading post. In its heyday hundreds of boats congregated here to trade. Today, several wooden buildings remain which are kept in repair by Canadian Rangers. Although not occupied whilst we were there, the Maple Leaf was flying proudly from the flag pole and a sign outside a house offered visitors use of the shelter. Seven beluga whales cavorted around the anchorage offering photo opportunities to those quick enough to catch them.



Fabricating a replacement gaff

We fabricated a replacement gaff from a spare jib pole. It took us two days to complete the work, some of which we carried out ashore next to where we had built a roaring fire. Another yacht, the Swedish boat *Arial IV*, anchored nearby and they discovered that one of the outbuildings was a sauna. The temptation was too much for these tough Vikings so they got it going. We all had saunas followed by quick dips in the arctic sea.

Midday on 8th September saw us hoisting our new gaff, still wet with varnish, and setting off to cross the border to the USA. Dermot needed to get home so we planned to land him at Barrow, the USA's most northerly point. The weather forecasts were indicating winds of 30 knots and the 'anchorage' at Barrow was nothing more than an exposed beach. Anchoring or launching a dinghy could be impossible. A bit like trying to land near Portland Bill in a near gale. We arrived at 2 am and, whilst Måire and Sibéal stood offshore in *Young Larry*, Dermot and I took the dinghy ashore. The dinghy trip off a deserted beach at the dead of night felt exciting. *Young Larry's* old gaff rig, with the mainsail still set, was lit by her navigation lights and she looked like an old smuggling ship going about her business.

Very soon after arriving back on board, the promised wind arrived and we double reefed the mainsail. A rig we kept for four days. We tacked between the Russian border and the Alaskan coast in strong, wet and miserable headwinds. The contrary current is strong near the American coast and we covered just 35 miles in 24 hours.

On the evening of 15th September, we were still hanging around the Russian border waiting for a promised southwesterly wind which would enable us to sail south to the Bering Straits. The southwesterly did not materialise but the southerly wind did moderate enough for us to sail directly into it with head sails furled at about 3 knots. It continued to decline and veered to the east which gave us a fair wind for motor-sailing to the Bering Straits. The Alaskan headland on the east side of the Bering Straits is called Cape Prince of Wales and it forms a tidal gate. We struggled to motor against 4 knots of current so altered course close in-shore. Here we followed the 6m contour around the Cape where the contrary current reduced to 1 knot.

Once around Cape Prince of Wales, we were able to make for Nome some 75 miles to the southeast. Late in the evening of the 18th September, we entered Nome, berthed alongside, cleared customs and did what everybody seems to do in Nome: hit the bars

and drink! Our first food and drink ashore for many months. The bars closed at 3 am.

Nome is so called because some time between 1845 and 1851 two Royal Navy ships, the *Plover* and the *Herald*, were searching for the lost Franklin expedition in the area. One of the navigation officers wrote on the chart '? Name' against the unnamed Cape. This was later interpreted by the Admiralty as 'C. Nome' and the name has stuck. The town became famous in 1898 when 'the three lucky Swedes' discovered gold in the area. This triggered a huge gold rush and the following year over 20,000 people descended on the town. Many of the gold miners lived in tents on the beach but they attracted stores, bars, liquor stores, and brothels which built up the town. The mining is still going on today as are many of the support services. It has a real 'wild west' feel to it.



...we saw a few small Inuit settlements.....

We left Nome on 21st September and set off into a building easterly breeze. Four days later, the barometric pressure was 994 mb and twenty four hours after that we recorded 1046 mb which makes me wonder if the barometer was working correctly. The wind increased to a gale from the north and, as we had temporarily lost the third reefing line, we dropped the main with the intention of sailing under head sails. Whilst dropping the mainsail, we damaged the jib



They all said that they have noticed changes in the climate. Waters that once froze do not any more and there seems to be more stormy weather.

so continued under staysail alone. This small sail pushed us along at 7 knots for a day and half to our next landfall at Dutch Harbour. It was an uncomfortable trip but we covered the 713 miles in five days.

I have read accounts of many transits of the North West Passage and I think we had a relatively easy passage. The approaches through the North Atlantic and Bering Sea are waters where gales are the norm and, as expected, we experienced heavy weather in both of these seas. The coastguard officers we met had justifiable reservations about poorly prepared 'Adventurers' sailing through the North West Passage. There have been a couple of these in recent years. A successful transit of the North West Passage needs thorough preparation and a certain amount of luck. As always, more of the

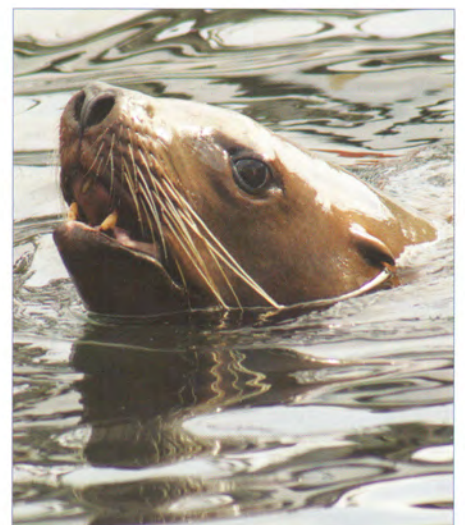
former necessitates less of the latter!

Apparently, 2010 ranks third on the list of years' with the lowest sea ice extent in the arctic since records began. The record low year of sea ice extent being 2007 and the second lowest being 2008. During our transit of the North West Passage, we talked with many fishermen, hunters, coastguard officers, Inuit and Eskimos. They all said that they have noticed changes in the climate. Waters that once froze do not any more and there seems to be more stormy weather. This does not necessarily mean that navigation is easier. Although there may be less ice overall, some of the old hard ice from the northern pack tends to drift into the navigable channels.

The North West Passage is changing

which, in many ways, has made it even more of a privilege for us to have made this voyage.

ANDREW WILKES



ANNABEL VOSE WINS LADIES 420 WORLD CHAMPIONSHIPS

Championships started in October when I checked all the equipment and packed my boat and spares ready to load into the shipping containers for delivery to Buenos Aires. A few days before we were due to leave the snow arrived here in England. Not a problem, I thought, as Buenos Aires was basking in a heat wave. After getting to Heathrow we saw nothing was departing from Terminal 4. Waiting anxiously, suddenly our flight was called. We were off, one of only three flights that left on that Sunday!

After a very long flight, watching all the films we could, we arrived in the centre of Buenos Aires. The atmosphere was totally different from England. The weather went from 3 feet of snow to an extremely hot and humid capital city. The traffic was unbelievable, there were 7 lanes of cars going each way and

crossing the road was a challenge. They don't have a green man to say you can cross only an orange and it's always at your own risk!

The shipping containers had arrived 2 weeks before and then sat in the sun waiting customs clearance. When we opened them it was very hot inside and it took nearly 5 hours to unload the 14 boats and 2 ribs. Luckily nothing was damaged. After a short break we put everything back together and rigged the boat.

We had been told that this was a light wind venue with shallow water and strong currents, so had arrived a week ahead and had plenty of time to train and get used to the wind and the tides. During the training it was a light breeze of around 4-8 knots with strong tidal influences on the course. Then we had the strict measurement process which took all day; every boat

was weighed and measured, every system thoroughly checked by the chief measurer. Not many boats passed without having to make at least one adjustment! Thankfully we had only one minor correction to make.

Christmas Day was fantastic, we had a rest from training and we had a secret Santa. We even had a small Christmas tree. It felt great to be in shorts!

But now the regatta was starting and on the day of the practice race it was extremely hot on shore and so everyone launched wearing only shorts and a rash vest. However as soon as we got out of the harbour the wind increased and was soon gusting 25 knots. The locals assured us this was a one off, but in fact we had this wind for the rest of the Championships.



The first day of racing the wind started around 20 knots and increased. We were due to do three races for the first two days, then a lay day and two races for the next four days. The first race we got a great start off the pin end and good speed all the way up the beat, putting us in the top 10 at the first mark. We constantly gained places through the race, finishing 2nd. The second race of the day was going equally as well as the first, with a good start and gaining places on each leg. We were in 6th place round the final mark when we noticed our mast was way too far back. My crew therefore decided not to risk going out on the wire as we had a good gap behind us, however the bend in the mast was getting progressively worse as we were nearing the finish line and the whole mast broke into two about 10m from the line. Luckily though the wind was strong enough to blow us across the finish line keeping our 6th position. The wind had been gusting over 30

knots in the 2nd race and due to multiple breakages the race committee decided to send us in .

We spent a long evening changing and resetting the mast and checking everything for any damage. We hadn't had time to look at the results when we were called to collect our race bibs for 2nd place overall. We went out and had fun each day and held on to our 2nd place and blue bibs for the rest of the regatta. With only one discard in the whole championships this was going to be about consistency and we kept our results in the top 6 with a bullet in race 7.

The rest of the week the wind kept at around 20 knots and we were still in 2nd place going into the last day. After a few hours postponement, waiting for the wind to stabilize, we launched for the last race. The wind was much lighter. We were both very happy with our position and went into the day thinking we need to defend our position against the Germans in 3rd place. This strategy didn't last long.

Going into sequence in the last race, we started at the pin end right underneath the French girls who were lying 1st and although a risky manoeuvre we managed to roll them on the start. We looked great for a while, then there was a massive shift to the right and we lost a lot, rounding the windward mark in 20th with the French girls just behind us and the Germans in 1st place. We knew we needed to work really hard to at least hold on to our 2nd place, and we took great advantage of the tide and continued to gain on each leg finishing 7th. The French girls were well behind us. We had done enough to win the Ladies World Championships. The feeling coming in was fantastic although we managed to capsize trying to borrow a phone from our coach! After a short dunking in the sea by the rest of the team it was a frantic 4hrs derigging and packing all the boats back in the containers before the prize giving.

ANNABEL VOSE



THE CRUISER RACER FLEET A YEAR'S GREAT RACING

During a quiet downwind leg on a Thursday evening in late August, there was time to look around and admire the Lymington fleet scattered over the Western Solent, sails showing black against the early setting sun: far too many ahead of us, but an equal number behind. It had been another fine year for Thursday sailors.

Thursday Evening

It seems to be ingrained into Lymington life: the outside world may carry on, but Lymington goes sailing on a Thursday evening. Not quite regardless of weather conditions, but writing this on a wet afternoon in October, it is hard to recall any really poor conditions. A glance at the website shows that two races out of the possible eighteen were abandoned. On the evenings when the wind died, the Race Officer's ability to complete a race was tested, but never failed.

The Cruiser-Racer fleets averaged forty boats, with over sixty boats entering the series. A handful of boats have been racing these waters for decades, but there were one or two new shallow patches this year, which were duly found by the more adventurous tide beaters, to the amusement of less experienced and more cautious skippers.

Tradition demands that the results be summarised in this annual report, so here are some of the highlights. In Class 1, which are the larger boats rated under the IRC handicap system, the outstanding boat was the venerable Adams 10 of Mike Beggs. *Boomerang* she is called, but she never came back; the rest of us trailed in behind, fighting (in a gentlemanly manner) for the lower places. In Class 2, the smaller IRC handicapped boats, the Scampi Half Tonner, *Islay*, sailed by Richard Down, was consistent throughout the season. In the late series, it was good to see Martin Wheatley's *Cloud Nine* heading the fleet, with Christian Sutherland, a younger owner, only a bow-length behind.



Thursday Evening fleets averaged forty boats, with over sixty boats entering the series

The large range of boats in Class 3 keeps the handicapper busy and the bar discussions interesting. Peter Draycott's Westerly GK24 *Strider* bestrode the early series. Another Westerly, Richard Truscott's Konsort *Unity* consorted with the prize in the late series. Many competitors in Class 4 sport a bowsprit or a gaff, or both. Richard Rouse in *Charmina* got his bowsprit in front in the early series. The gaff rigged Broads One-Design of John Barns, appropriately named *Swift*, topped the leader board in the late series.

A quick beat on the drum: sixty boats is a good score, but there are hundreds of cruiser-racers moored in Lymington. If you have a boat, come out Club racing on a Thursday; it is easier than you think, the competitors are more friendly than you suppose and you might be surprised at how well you do. You will know you are making progress when your competitor sidles up and admits to 'only using old sails on a Thursday' or, 'opening the first bottle before the windward mark'.

Spring Series

The racing season burst into life with the daffodils over four Sundays in late March and early April. Just over 20 boats finished their winter maintenance in time to make the first start of the Spring Series: two short races on a Sunday morning. Those with good memories will recall that it was a beautiful Spring, and they might also recall why the final Sunday's racing did not take place. That was a shame: the committee boat tends to set fairly straightforward courses in the early part of the series, as crews grind off their winter rust, but courses on the final Sunday can be considerably more challenging. Who won? Well it was a long time ago now so we will skip that list whilst congratulating the winners, and hope they are using the

handsome china mugs which form this year's keeper prizes.

Summer Regatta

The all new Summer Regatta in late July built on the successful Thursday evening formula: Platform starts, very similar Sailing Instructions, the same buoys plus a terrific social event on the Saturday evening. The 22 cruiser-racers who took part in the usual four classes had a great weekend, inspired by perfect weather.

Duo Series

The brand new Duo Series was also a stunning success attracting 26 entries - see article on page 14.

Double-handed Azores and Back

Look at the entry list for the double-handed race to the Azores and back. At the end of the 2,500 miles, Flic Gabbey and Roger Barber on *Elixir* achieved fifth overall whilst Chris Rustom with *Ding Dong* followed in sixth, crewed by Steve Homewood on the way back and Nathan Salt on the outward leg.

Cowes Week

On the Sunday following Cowes Week, we were treated to the stunning sight of the huge trimaran *Banque Populaire* scorching down the Solent at the start of the Fastnet Race. It finished after only 33 hours at sea; David and Mark Lees on their High Tension 36 *Hephzibah* took a few days longer but earned a terrific 3rd place in IRC Group 4.

Now we have a few months to dry out the boat and dig the garden before it all starts up again in March. As well as the established events, there will be a sailing celebration during the Diamond Jubilee weekend, not to mention the excitement of the Olympics.



Club classes - Nordic Folkboat

Once again the Lymington Folkboat fleet has enjoyed a very busy and varied season with strong fleets competing in round-the-cans, windward-leeward and longer passage races events; plus our social happenings.

The year kicked off with an absorbing talk by David Gredley giving a meticulously detailed account of his start to finish (8 years in total) building of the eponymous *Lady Linda*. Such was the interest that questions were still pouring in well after the scheduled time for dinner! A tremendous achievement David and for those who have not already done so a visit to the finished product is highly recommended.

The results, on page 28, show the racing was dominated by excellent performances from the front runners. However it was great to see the front runners always being challenged by the rest of the fleet whose performance was constantly improving and raising the standard of the entire class.

Spring Series

The Spring Series started our racing year with a reasonably respectable turn-out of nine boats, considering the event started in chilly March. This year shake off the winter blues and launch a little earlier - racing starts on April Fools Day!

Thursday Evening Racing

Thursday evenings are always popular and the Folkboat fleet numbered 22 boats on occasions, one design racing at its best with dinner and drinks at the Club afterwards. Positions were strongly contested with a lot of very close finishes recorded.

Saturday Series

Strong fleets turned out for Saturday afternoon racing, there were seventeen entries for the series which was sailed in

Folkboat week starts were exciting



36 boats came to the start at Folkboat week. A week of close racing was enjoyed by the fleet.

photos: Eddie Mays

generally light to medium conditions, although there were one or two blustery days resulting in abandonment or reduced numbers on the water. Overall we enjoyed summer weather and excellent late afternoons on the balcony after racing - with a beer or two!

West Solent Series

This series attracted 16 entries with a high turnout on all seven long races. Particularly popular were the mini passage races starting with the first race of the series to Cowes, sailed on a bit of a grey day with a nail biting split in the fleet about which side of the Solent to favour but a great race which *Madelaine* won, followed by an excellent lunch at the ISC. The races to and from Gins Farm were cancelled due to a gale of wind; however the social spirit of the Folkboat fleet ensured everybody made their way by road to the Gins Farm for a convivial dinner.

The Southern Area Championships

The Southern Area Championships were sailed in June but plagued by light, fickle winds on the Saturday and quite the opposite on Sunday resulting in cancellation, only two races were completed with *Tak* taking the honours.

June BBQ

Folkboaters enjoyed a superb BBQ, kindly hosted by Gill and Chris Baldwick, which was blessed by balmy weather and copious supplies of liquid refreshment! If Gill does not already know, she will now, that a repeat was

wholeheartedly endorsed at the AGM.

Folkboat Nationals

Our Club hosted the Nationals which were sailed in the Solent on the 8th 9th and 10th July with Jane Pit-Pitts as PRO. We had a record entry of over 20 boats. Day 1 was lost due to high winds but Jane's excellent race management allowed 3 races to be sailed on each of the next two days to complete the championships. Sailed over windward/leeward courses, day 2 was dominated by *Madelaine* who collected 3 firsts in lightish winds. The wind strengthened on day 3 which favoured *Tagomago* and *Crackerjack*. After two days of superb racing the championship was won by *Madelaine* with *Crackerjack* and *Tagomago* taking second and third place.

Folkboat Week

Folkboat Week, run by The Royal Solent and sponsored by Lymington Yacht Haven, was sailed from Monday 22nd August through to the 27th and preceded on the previous week-end by the Royal Solent's Taittinger Regatta - *Padfoot*, *Nordic Bear* and *Crackerjack* won that event. Folkboat week itself saw 36 boats coming to the start everyday, often contesting for the same place on the line - exciting! and the race team black flagged us more than once. Racing throughout the week was close and keen, even after racing to Christchurch Ledge and back there was only a minute or two between the first 10 boats; on the shorter courses it was often just seconds separating

the leading boats. Overall honours for the week went to *Tak* followed by *Aurora*, *Strider*, *Nordic Bear* and *Samphire*. It was a most enjoyable week with good weather, sensible course management and a varied social programme.

Solent Circuit

The Folkboat Fleet produced 16 entries for the Solent Circuit this year which was sailed in the usual Autumn weather of no wind or 30 knots of it - on the last race of the series we flew on the reaches, *Strider* reported their bow wave dumping into the cockpit. Typical of Folkboats though, despite strong winds, no serious damage was reported. Course and race management was excellent even if multi-mark courses sometimes proved a

navigational challenge. *Padfoot* was unassailable, winning every race, second was *Second Wind* followed by *Aurora*.

New Fleet captain

Stuart Watson our fleet captain who has led us so ably for 4 years has now handed over the tiller to Chris Hills - best of luck Chris! - and thanks to you Stuart for all your hard work in organising the racing schedules and generally promoting the class.

We think there are over 40 Nordic Folkboats on the River and we would like to see you all out racing this coming season. There is a spirit of friendly yet hard fought competition and good sportsmanship throughout the Folkboat fleet. Come and join us - it's fun

JOHN WHYTE

RESULTS

Spring Series

- 1 *Tak* Jeremy Austin
- 2 *Crackerjack* Stuart Watson
- 3 *Padfoot* Chris Hills

Thursday Evenings Early

- 1 *Crackerjack* Stuart Watson
- 2 *Tak* Jeremy Austin
- 3 *Bonnie* Chris Baldwick

Thursday Evenings Late

- 1 *Tak* Jeremy Austin
- 2 *Crackerjack* Stuart Watson
- 3 *Good Shepherd* Keith Whitelaw

Saturday Series

- 1 *Crackerjack* Stuart Watson
- 2 *Padfoot* Chris Hills
- 3 *Tagomago* James Harrison

West Solent Series

- 1 *Crackerjack* Stuart Watson
- 2 *Padfoot* Chris Hills
- 3 *Bonnie* Chris Baldwick

Folkboat Nationals

- 1 *Madelaine* Ed Donald
- 2 *Crackerjack* Stuart Watson
- 3 *Tagomago* James Harrison

Folkboat Week

- 1 *Tak* Jeremy Austin
- 3 *Aurora* Claude Hamilton
- 3 *Strider* Andrew Salanson

Solent Circuit

- 1 *Padfoot* Chris Hills
- 2 *Second Wind* R Martin
- 3 *Aurora* Claude Hamilton



Club classes - RS Elite

With several new owners, the prospect of a Saturday programme added to Club racing in 2012, the Nationals at the Royal Yacht Squadron, oh and a new fleet captain hell bent on world domination, there is plenty going on in the RS Elite Class. But before we look ahead, let's look back at 2011.

Club racing round-up

The Spring Series entertained us all when Crauford McKeon shared his speed secrets and was promptly thrashed. Unsurprisingly, demand for more technique and tuning sessions is high and they are coming up in the spring. McKeon's big rivals, *RSsailing.com*, lifted the Spring trophy and then made it two in a row by a whopping single point at the end of the Early Thursday series. So with a point to prove, McKeon's *Kandoo* team came back fighting and nailed the Late Thursday series by a comfortable margin from *Pipefish*, sailed largely by Chris and Hannah Neve while owner Peter Lister ground his teeth with an ankle in plaster.

Royal Lympington success at Cowes and RS Elite Southern area Championships

The Lympington fleet donated a beautiful new Southern Area Championship trophy which was raced for over the first four days of Cowes Week - and produced one of the

season's cliff-hangers between gold medallist Pippa Wilson and team in *Matterhorn Jack* and team Wadhams / Fisk in *RSsailing.com*. It looked as though RS had it in the bag until *ETu* dropped their kite into the tide at the last mark of the last race allowing *Matterhorn Jack* to gain a crucial place, draw level on points and win on countback! *RSsailing.com* got its own back when, after a change of crew, the boat helmed by Paul Fisk went on to win Cowes Week overall from National Champions the Browns in 2nd with another Lympington boat, Steve Powell's *ETu*, in 3rd.

New Fleet Captain

Steve Powell arrived back at Lympington in the summer following his epic cruise to Antarctica and the Chilean Fjords in his Oyster 62, *Uhuru*. With our Fleet Captain, Peter Lister, laid up with an ankle injury caused by a life-time of totally irresponsible crazy sports and enjoyment, Steve was duly press ganged into channelling his tireless energy into the RS Elite class and, among other things take over our Captaincy. If you have any questions about RS Elite sailing Steve is your man:

steve@uhuru.mailasail.com

We also have RS Sailing's own Martin Wadhams within our number, so if you'd like a trial sail in an Elite, or details of new or used boats, drop him a line:

martin@rssailing.com 07831 495763

MARTIN WADHAM





Club classes - Scow



What a good year the Scow Division has once again enjoyed. The enthusiasm of the division knows no bounds and that enthusiasm has seen a number of new Members and their Scows sharing in those joys.

Whilst the boats had their well earned rest over the winter, we enjoyed some memorable Thursday walks and pub lunches around the Forest. Our winter programme also saw some fascinating lecture nights. A very special evening was when Hugh Marriott regaled us with the account of his and Roo's incredible motorcycle ride to Petra and back. We were also delighted to welcome Richard Newsome back, this time to hear of his and his fellow eye surgeons' visit to Palestine. It makes me feel very humble to learn just how much Richard and his colleagues achieve to help those who have so very little.

And then at last that wonderful spring day when the boats were put back in the water for the first Thursday Potter and Monday Night race. Both series have been extremely well supported with up to 24 Scows taking part on Monday nights and 15 on Thursday mornings. Heavy winds caused quite a bit of

damage to the programme but we enjoyed perfect weather for the Lymington River Scow Nationals, which we hosted this year. 27 Scows and their crews enjoyed two days of excellent racing, with fair winds and sunshine, as well as an exceptionally good barbeque on the Saturday night.

Very sadly the Scow Challenge had to be abandoned for the second year running; this time because of the weather and not lack of support. Alas the Bosham team had already left home when we tried to contact them to inform them of the situation; our race officer and the mark layers were delighted to welcome them to the Club anyway. After many cups of coffee and a considerable rise in the tide, four of them and two of us decided to brave the conditions to try out our Scows. With the safety boat keeping a watchful eye, the three Scows had a wonderful sail up into Oxey before returning to the Club for lunch. Let us hope that next year it will be a case of third time lucky and that the event will take place as we certainly have a wonderful trophy for the winning team.

There were many great days spent pottering but two stand out. Under the

watchful eyes of Dick Thorn and Graham Neal, 12 Scows enjoyed a brilliant potter to Newtown for a picnic lunch and a similar number to enjoy the same at Hurst Spit.

For the first time the Monday night race team very kindly laid on three races in September for us, with an earlier 5 pm start time to get us back before dark. Very sadly, the weather blew the first two races away but the third was extremely well supported with twelve boats taking part. They were rewarded with a great race out to Oxey and several reaching duels on the way back.

October has seen the Tuesday potter. Another innovation. Graham Neal has kindly agreed to provide safety cover twice a week to make up for the lack of a Monday night sail. This continued until the end of October when the Thursday walks and full winter program kicked in once more.

It should be put on record just how incredibly lucky the Division is to have the wonderful support of all those laying on our racing and cruising, both shore based and on the water. Without them we would be unable to achieve all that we have achieved and we owe them an immense debt of gratitude.

SEBASTIAN CHAMBERLAIN



Club classes - XOD



photo: Rick Tomlinson

THE XOD CLASS 100 YEARS AND STILL COUNTING

The much talked of Centenary Year arrived and there were not just 100 XODs at Cowes Week but 146, so we definitely got the record for the largest fleet ever at Cowes. The pretty Edwardian boat design invokes passionate sailing and offers the most competitive racing in the Solent. They are robust boats and sail well in a good blow – even if the crew get very wet.

They have always attracted top class sailors, but some are initially

disappointed to find that XOD racing can be a more difficult learning curve than they anticipated. There is always big discussion about which boat builder has the winning boats – Woodnutt, Lallow, Burnes, Latham, Newman – but if a boat is well prepared for the season, properly set up, sailed well in the right direction, they all have as good a chance of winning, which is the enduring factor of this classic one design fleet.

Eleven XODs including *Xanthus*

(William Westmacott) celebrated 100 years by sailing around the Isle of Wight in just over 10 hours, with just 10 minutes between the first and last boat.

It has also been good to see X boats setting out for a family potter with young children on board in recent summers – the average age of XOD sailors might be reducing!

FENELLA LEES

COWES WEEK CENTENARY RACE

This was the one we were all waiting for - a hundred years of racing to be celebrated in fantastic fashion by a fleet of 145 XODs with 29 from the Lymington division. What an event for all of us; even the youngest amongst us will not see the 200 year event! However, with the enthusiasm generated from our class, there is no doubt that the Club will still be representing our amazing sturdy little boats in 2111.

There were initial thoughts of split fleets, a single fleet and gate starts. It was going to be impossible to use a standard Squadron line with the number of boats starting. The final decision resulted in a single fleet with a combination of committee and extended Squadron line starts.

It goes without saying that thoughts prior to the first day, even in our own division, ranged from apprehension, fear, excitement, weather, potential carnage through to who would come out best. The weather was the deciding factor for many and we had at least two days when we normally would not have ventured out in the Western Solent. At least one of our division even turned back prior to boarding the ferry from Lymington murmuring under his breath no way.



HRH The Princess Royal fired the gun to start the Centenary Race

photo: Rick Tomlinson

One broken mast from Lymington, the odd bump and one boat grounded on the Gurnard shore for nine hours was the sum total - not bad considering the boat numbers and the conditions. All in all an exhausting and exciting eight days and one to be remembered by us all.

The highlight of Cowes Week was the attendance of HRH The Princess Royal, who fired the gun to start the Centenary Race at 10 a.m. William Norris, Class Captain, said that whilst talking to HRH during the ten minutes before the start he pointed out about a dozen boats including his, which was being sailed by Peter Barton. The gun went, three boats were over and called by number including 178: Oh says HRH 178 - that's your boat isn't it William? Bad luck! Quite impressive attention to detail, I thought.

One day the course was set to the east from the Squadron in near gale force winds, to give the fleet the best chance of gaining

some comfort and shelter in the rapidly building breeze and sea state, but a downwind approach to the first mark meant that the fleet, dozens abreast, competed for what little space there was to get around. XODs can cope with tough conditions, but today was definitely the top end of the scale for the preservation of XOD sailors was one competitor's comment.

Lymington sailors, Adrian Summers, Ian Paton and Johnny Mordant in *Excalibur* held their position throughout the week to finish a very creditable 2nd overall. It was a tough week with several very breezy days, gusting over 30 knots; also contending with that number of boats on the start line and rounding marks was challenging. Adrian is still buzzing with being top Lymington boat. He says that looking back on the last day's downwind leg and seeing 140 XODs flying their spinnakers in full colour across the Solent will be a sight he will never forget.

IAN PATON



a hundred years of racing celebrated by a fleet of 145 XODs with 29 from the Lymington division

photo: Rick Tomlinson



History in the making. The XOD class celebrates with a race - Edwardian fashions to the fore.

Any spectators on the banks of the Lymington River on Friday afternoon, 3rd June 2011, could be forgiven for thinking it was the early 1900's, as ladies dressed in elegant long navy and white dresses joined gentlemen in reefers and caps and crews in white overalls. They were all preparing their classic wooden boats, which had first raced in Southampton Water on 3rd June 1911, for the start of the XOD Lymington Division's celebration of the Class Centenary. A fleet of 31 XODs mustered on the start line. The

Lymington Division were delighted to welcome boats from Yarmouth and Hamble, with members of the Itchenor and Parkstone fleets also attending. Despite a stiff easterly breeze, crews were determined to show off their period costumes to the spectators and resisted putting on their oilskins, no great hardship on one of the hottest days of the year! The principal race officer, Nigel Thomas, who looked very grand, dressed in naval uniform of the period, set a windward-leeward course. Pulling away from the start

Stuart Jardine, Doug Rogerson and Tina Scott (XOD Class secretary) ready and dressed for action

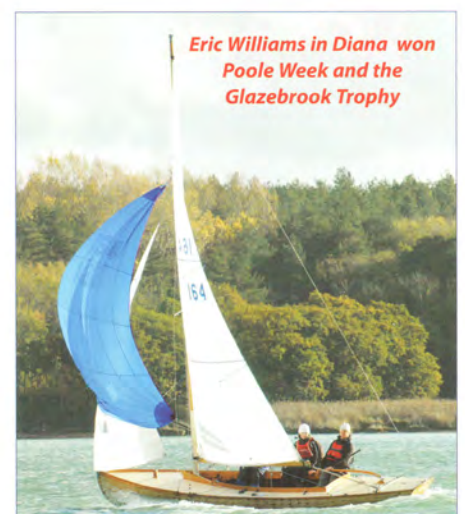


photo: Claude Hamilton

line very convincingly was William Westmacott, grandson of the XODs original designer, Alfred Westmacott in X 56 *Xanthus*, in close company with the Class Captain, William Norris, in X 178 *Beatrix* and the Olympic bronze medallist (from 1968), Ado Jardine in X 140, *Lucrezia*.

These three maintained their lead until the last beat, when there was an exciting shift of position as Karl Thorne in X 34 *Mersa*, in fourth place, split from the fleet and stood out into the stronger tide and better wind so that *Xanthus*, *Mersa* and *Beatrix* rounded the next mark almost together, following *Lucrezia* downwind to the turning mark for the River to finish on the Club Line. We had a good last beat, and got into a nice breeze, explained Karl. "We found a favourable windshift, bringing us up into third position, then it all came good." He was referring to a luffing incident with *Beatrix* just before the River entrance which forced the latter into a 360 degree penalty turn, enabling *Mersa* to take second over the finish line. An equally determined and skillful performance put the youngest skipper, Ben Paton, into third place in X 48 *XL* at the finish. *Beatrix* was fourth and John Olliff-Cooper's *Xenon*, X 175 fifth. No one, however, could get past the evergreen Ado Jardine, who extended his lead throughout the two-hour race.

We had an excellent afternoon on the water, commented Ado. We were a bit damp by the end but the organisers certainly ordered the right weather! The 'Best Dressed Crew' award went to the crew of X 119 *Lonestar*.



ALFRED WESTMACOTT DESIGNER OF THE XOD

The XOD Class Centenary has been a landmark for the legacy left by my grandfather, Alfred Westmacott, of his enduring design of a small club class racing day keelboat. By the time he died in 1936, about 70 XODs had been built, (the majority in his Woodnutts boatyard in Bembridge Harbour), which must have exceeded all his expectations for the expansion of a seven boat club fleet designed for the Motor Yacht Club.

1936 was the Silver Jubilee Year of the class, but I do not know if Grandfather or anyone celebrated it. War clouds were looming and, under the management of Alfred's stepson, Woodnutts built twelve more XOD boats before war broke out and Woodnutts was turned over to war work. In 1946 the appetite for XODs resumed: by 1949 16 more had been built with a continuous stream following from other boat builders.

Never for one moment could Alfred have imagined that his popular design and the XOD class would reach its Centenary with some 200 boats having been built. XODs have graced the Lymington River ever since the 1920s and today's Lymington fleet of about 30 seems set to continue for many more years in our Club's history.

The Westmacott family have raced X56 Xanthus for 50 years at Lymington and that alone must give reason for a heavenly smile on Grandfather's face.

WILLIAM WESTMACOTT



William's champagne moment, round the windward mark first, in the Centenary Race



photo: Hamo Thorneycroft

CONDOR

BACK IN THE WATER AFTER 14 YEARS

Richard Smith kindly suggested we campaign *Condor* for the XOD Centenary year and the idea of sailing with my two sons, Harry and Jolyon was a no brainer! She is a late Lallows XOD, a wonderful example of great craftsmanship. *Condor* had been sitting in the farmyard for 14 years and needed a good dusting off and some TLC, so we took her to Neville Hutton's yard and let the master do his bit - she came out looking like new.

The sun shone on her gleaming topsides as the boat was relaunched in a sea of champagne and Pimms. The Smith family was represented, along with a number of distinguished members of the Lymington XOD Division. *Condor* loved going back in the water. We knew it was going to be tough following in Richard's wake, as he had been an icon of the XOD fleet, and we knew he would be keenly watching the results.

Joining the fleet for the first time reminded me of my first day at school, lots of new faces, plenty to learn. We knew the depth of talent in the class was awesome, being spread over a fantastic age range and it appeared that the old salts had the upper hand. In our first few outings we were certainly tail-enders. We needed confidence that the boat was not a dog so Basher Baines came over for a guest appearance, giving us our first Thursday night win, proving that the boat was fine, it was just the team that needed to up their game.

Our first big learning curve came on one of the Saturday races, sailing the downwind leg another competitor complained that we were taking his wind. He was obviously slower than us and, not wanting to upset him, I sailed deeper but he followed me and continued to moan. I decided to take him to windward and be done with it. The next moment we were being luffed over to Yarmouth. As we sat head to wind, with spinnaker flapping he leaned over my gunwale and declared "welcome to the Lymington Division, you are obviously beginners!" We learnt respect that day and we now have our own list of boats we give a wide berth.

Our Everest was to be Cowes Week and the boat's set up needed to be improved. Adrian Summers gave us enormous help and assistance in getting the boat up to speed and pointing us in the right direction. After all the bravado and tidal plotting on the trip down on the ferry, we took the simple and sensible decision to follow somebody good on the first day. Sadly we followed Ado Jardine up the first beat and came 140 out of 147 at the top mark. Our heads were low and there was very little chat on the run down, but we didn't give up and came 90th. We improved as the week progressed, winning the family race on the Thursday with an 8th - that was our gold. We had a great week and loved the experience.

The Lymington Division have been very generous in providing us with friendship and knowledge and we are particularly grateful to everyone for giving us a helping hand in our first season. The pleasure of sailing with my two nippers has been fantastic and we look forward to coming out fighting for next season.

PHIL, HARRY AND JOLYON HUTCHINSON



Lake Garda Easter 2011

Team training and race area familiarisation: it's blowing 15+ knots and with the dramatic mountains plunging into the very deep lake it's all quite intimidating – but exciting!

Day 1 Our Cadetti race area has the most wind and the biggest waves in a location which is world famous for its wind and waves! I hope, though I'm not sure, I can deal with them. There are Oppies everywhere – nearly 1000 of them, flitting around like great swarms of butterflies. There are 19 of us from the UK, of which 8 are in Cadettis (Under 12) and 11 in Juniores, ie Oppie 12-15 years.

That evening we all gather for the opening ceremony. There are lots of National squads here with 20 boat trailers, armies of coaching staff and matching team clothing. Buoyed by our Team GBR sweatshirts we elbow our way to the front and parade through the cobbled streets of this ancient town of Riva del Garda, waving our giant Union Jacks. We are led by

dancing girls, of all shapes and sizes, and an oom-pa-pa brass band. It is thrilling and I feel privileged to be a part of such an event – there are so many nationalities - Japanese, Brazilians, Russians, Americans, Turkish, Argentinians, Israel, Finns, Portuguese, Irish, Lithuanians, Australians, Andorrans – the Mayor tells us nearly 30 different nations are represented here – I didn't know so many countries existed!

The sailors all speak English and are very friendly, all asking each other "Where are you from?" "How long have you been sailing Oppies?" And "see you on the water!" we make friends with the Italians, Germans, Spanish and Maltesers.

Day 2 Race 1

My legs are burning like I've never known before; it's blowing around 20 knots and some of the waves are huge. With 126 boats on the start line I had been amazed to be able to start exactly where I like.

The whole fleet has gone hard right, in

towards the cliffs, so I can just concentrate on sailing; hiking hard and keeping the boat flat. It works, for to my astonishment, I am 3rd at the windward mark! I hike and bail like mad along the reach and on the run try to work every wave. But the wind is building and I'm having to fight hard to keep the bow from going down the mine.

I look round to see that our lead has extended, but there is carnage behind me as a vicious squall sweeps through the fleet. "I have to gybe now!" I think to myself and go in to grab the mainsheet but disaster strikes and I am caught out by the squall – the bow buries into a wave. I bail like mad but more waves keep filling me up! I drift past the leeward mark as what appears to be the entire fleet sails past me (the rest is upside down!).

I eventually limp over the finish line, still half full of water, 31st. That will have to be my discard – and it was! The twins Millie and Charlotte also found themselves doing well and managed to avoid coming to grief.

Racing has been abandoned as most of the fleet is upside down and we are told to head for the shore.

Race 2

We're all ashore, changed out of our sailing stuff, happily climbing trees and playing football with all the other sailors when the grownups tell us we need to go sailing again, that there will be another race. There wasn't exactly a mad scramble to get changed into wet clothing, having all put the sailing behind us for the day. But get changed we did, or most of us did, and out we went for another thrashing. This time I managed a more modest, but also more reliable 17th. Anything in the teens is fine by me, and is a lot better than I had ever expected.

Despite the strong wind William again managed to get to the windward mark well up the fleet, but full of water and, just like the last race, by the time he had stopped sailing to empty his boat, most of the fleet had sailed by. He is known as the 'skeleton with the sixpack' and you can see that here. 8 years old, 20kg fully dressed, determined and fearless, he will just keep on going. If only he can get to the windward mark, then bail out along the reach.

Day 3 Race 3

I'm 6th round the windward mark! I work my boat hard downwind, trying to get an overlap. Brazil, Finn, Malta, Italy, Lithuania alongside. I call "Room at the mark!" I've no idea whether any of them can understand, so I repeat a bit louder. We fold around the mark and yes! I've done enough



to get inside all but the Italian boy Guido who I am neck and neck with to the finish line. 2nd place for *Hasta la Vita!* and, even better, my best friend Millie also came 2nd, in the other flight. We're on fire!

Race 4

11th around the windward mark, Charlotte 12th: first we allow ourselves to get sat on then caught up in a big cluster downwind. At the leeward mark Charlotte and I somehow became entangled with each other, and the entire group glide past us! We're frustrated with each other but really annoyed with ourselves, for not looking at the big picture.

I fall asleep dreaming about getting it all right; nailing the start, drive up the beat, a convenient lift to the windward mark, surf round the wing mark, catching every wave downwind and getting the inside track round the leeward mark, zzzzzzzzzzz

Day 4 Race 5



For some reason sailing upwind today is like wading through treacle. I start bang on the line, going flat out but can't seem to

cross boats like I should and slowly work my way back through the fleet to the worst position I've been in all week. On the reach I take 3 boats then on the run another 8, 4 more on the rounding and another on the short reach to the finish. But I have still come 30th. I was later to find that my mast rake was at 114 inches, and would explain all.

Race 6

Race 6 was more of the same but tactically I made a better job of the beat and attacked more aggressively downwind to recover to

18th. Charlotte got a 7th and has never been out of the teens at any stage in any race, which is incredible because the standard is very high. Maybe my expectations have become too high, but I honestly feel that I can be in the top few every time. Toby is also in Cadettis and has got better and better as the regatta has progressed, as has his older sister Ella and Pippa Cropley who are toughing it out in Juniores - out all day on massive courses with several hundred boats. As Ella said: "this will make our Nationals look like Spinnaker Oppie Open!"

After sailing Mum and Dad took all 7 of us up a Via Ferrata, a way by wire' developed by Italian mountain soldiers during World War 1 to provide access up impossible ground ie cliffs. The wire is fixed to the cliff, and you are attached to the wire. Our route was devised as the escape route from 1000 year old Castle Dreno, which was always being attacked by the French, Italians and Austrians. It is highly graded (4 out of 5) for difficulty and is 'not suitable for children'. But Mum and Dad are very experienced and can always help us if we get stuck.

We climb up a very deep, very narrow gully, thrilled at such an adventure but worried that we might be washed away at any moment. Only Pippa and Ella are tall enough so for the rest of us it is a combination of climbing and zip-wiring! We climb up beside a waterfall that disappears into the bottomless gorge, and teeter over a wire bridge across the top of the waterfall. Towards the top we arrive in a more tranquil area with giant ferns and a stone cairn garden, and finally the foreboding Castle Dreno, which looks like Dracula himself probably lives there.

Day 5 Race 7 final series



Millie, Charlotte and I are all in Gold Fleet. We know we're amongst the top girls, the others being a rocketship Finn, Brazil's top junior, plus a noisy Italian, Swedish, a Spanish and a quiet but determined Russian. Whilst doing my pre-start routine of sailing up the beat to get a feel, I realise there is a big lift up the left side of the course. I come back and tell William, and any others who I see. The lift is true and I find myself way out ahead of the fleet but can't find the

Buoyed by our Team GBR sweatshirts we parade through the cobbled streets of Riva del Garda, waving our giant union jacks





With 126 boats on the start line I had been amazed to be able to start exactly where I like

windward mark! I head for the only mark I can see and too late, as the real mark emerges from the RIBs below the Juniores pre-start line. I reach down to it, coming round in 6th, so it's not the end of the world. The 6 of us fan out on the run and I work hard to make any gains but the others are all doing the same and all round the mark seamlessly, with not an inch to spare. I slip inside the Russian, who

looks more unhappy then ever and finish 5th.

In Silver Fleet William had done as I said and gone left, coming 3rd – half way up Gold Fleet who had started 5 minutes before!

Race 8

The final race, it blew up a bit so I felt the left bias might not pay, so covered the right, where most of the fleet was and came in a

healthy 16th.

The prize giving was huge, with spot prizes of mountain bikes, new sails, rigs, foils and even an Oppie! A feast was laid out along a string of tables and the sense of jubilation was enormous. When they called out the prizes for the Cadetti girls: 1st Ronja Gronblom (Finland) – she won the whole event, 2nd Olivia Belda (Brazil) and 3rd...wait

Whilst doing my pre-start routine of sailing up the beat to get a feel, I realise there is a big lift up the left side of the course



for it...“Vita Heathcote – Great Britain” – that’s MEEEEEEEE!!!!!! I floated up onto the podium and shook hands with lots of people and was presented with a HUGE silver plate which I still couldn’t believe I’d won. Millie was 5th girl and Charlotte 7th – what a team!

The Juniores sailors all seemed huge, and when they went up for their prizes they were also given a bottle of Champagne each which they shook up and sprayed all over each other, as well as the important people giving the prizes, and the audience. They then drank the rest.

I had met loads of people of all different nations and had made particular friends with Ronja. She told me that dinghy sailing is the fastest growing sport in Scandinavia. I said it is in Lymington too. Her father had raced Finn in the Olympics, and he invited me to Finland to stay with their family and train with Ronja, and race and have adventures in Oppies. I can’t wait!

VITA HEATHCOTE

*Vita is 10 and sails Oppie GBR 6069 Hasta la Vita!
Photos by Steve Thornton at Breeze Photographic*



1st Ronja Gronblom (Finland) she won the whole event, 2nd Olivia Belda (Brazil) and 3rd Vita Heathcote (Great Britain) – Millie was 5th girl and Charlotte 7th – what a team

JEREMY ROGERS WINS OCEAN CRUISING CLUB TOP AWARD

Jeremy Rogers received the Ocean Cruising Club’s highest award to honour his contribution to sailing for more than 50 years. Jeremy, who started building boats in a small yard in the town and was well known in the 1970s for producing cutting edge racing yachts, received the OCC Award of Merit at a ceremony at the Royal Southampton Yacht Club. Presenting the award the Chairman of the OCC awards committee, Peter Whateley, said “Jeremy’s small yard quickly developed into a state-of-the-art production facility and became the envy of the boat building industry. Many of the boats Jeremy built continue to be raced competitively and cruised extensively around the world today”. Jeremy won the coveted title of Yachtsman of the Year in 1974 after rescuing a family during an offshore race, and in 1981 was made an MBE for his services to yachting. He worked in collaboration with designers like Doug Peterson to build racing yachts, but his most popular boat was the iconic Contessa 32, which is still in production at the yard at Lymington Yacht Haven



photo: Liz Hammick



FIREFLY NATIONALS

Counting four 1st places and nothing below 4th Ben and Jenny Vines took the 64th Firefly National Championships by storm in fickle and tricky conditions at Felixstowe Ferry Sailing Club in July.

This is the second year running that they won the Firefly Nationals.



ANOTHER DAY ANOTHER VOLCANO

Sunset on Etna

Our basic plan for the summer of 2011 was to cruise *Moineau* from her winter resting place, Cagliari in Sardinia to Sicily, up to the Aeolian Islands then south through the Strait of Messina, see Etna and then take her down to Malta.

We had read so much about the Aeolian Islands including Stromboli and Vulcano and knew this would be a really unique cruising area. The fact that the Islands take their name from Aeolus the god of the winds was a little daunting but with total, if sometimes misguided, faith in Italian weather forecasting we felt our little Beneteau Oceanis 331 would cope well.

As it was, in typical Mediterranean style, we found ourselves motoring/ motor sailing for most of the time. Our 160 mile crossing to Sicily was uneventful and made enjoyable with many sightings of porpoise, turtles and even a pilot whale.

Our landfall was Trapani, which we found to be a delightful town and we were able to anchor in the outer harbour with views of the medieval town of Erice in the hills behind. A trip there is a must, ideally by the cable car. With more volcanoes to discover we made our way along the north coast of the island enjoying the delights of the fishing villages of Castellammare and Cefalu but not spending much time in the somewhat intimidating capital Palermo.

We anchored in the lee of Capo d'Orlando.

Why is it that you always feel a little anxious when you drop your anchor amongst several other yachts then as dusk arrives they all leave! It was a rolly night but the next morning we turned our bows northwards towards our first volcano on the island of Vulcano, reasonably named! It was only 32 miles away but not visible through the haze and only hove into view a few miles off. Steep sided and cloud topped we sailed up the west coast through the gap between Vulcano and the main island of the group, Lipari, swinging round to Porto di Levante nestling under the Gran Cratere of the volcano.

As we anchored we became aware of the all pervading smell of rotten eggs!

The cloud top was not cloud as we know it; it was steam and gas coming from the summit. We then realised that bubbles of volcanic gases were also coming up all round the boat from the sea bed: I thought 'I hope they don't dissolve my anodes!' A swim



Mud glorious mud!

then in the incredibly warm, clear but funny tasting sea did nothing to re-assure me.

Then at the water's edge we saw people enjoying, presumably, the mud pools! Fascinating but not for us, apparently it takes days to wash the smell away.

A walk up to the crater was our aim and surprisingly the 1200 odd foot summit can be reached from the beach within an hour and half. It was amazing and worth every dusty step: a classic crater, smoking and steaming away with pillars of yellow sulphur and the ground hot under our feet adding to the unique barren landscape.

As it had not erupted since 1890 we felt we could relax and enjoy the amazing views down to the yachts in the bays.

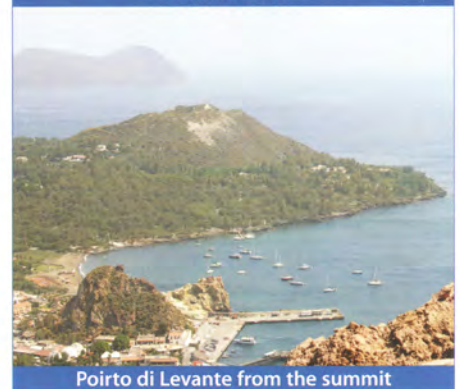
Our next stop was to be Panarea, a charming, small, very exclusive holiday island.



Good for the sinuses!



Gran Cratere



Porto di Levante from the summit

Volcanic but now dormant and another great anchorage where the water depth is off the scale right until you get within a stone's throw from the black sand beach.

From Panarea we could see Stromboli looking like a perfect cone 10 miles to the north east; dubbed the lighthouse of the Mediterranean it rises to 3036 feet.

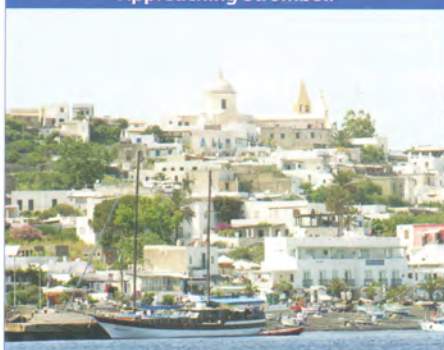
Sailing towards this iconic volcano was exciting and as we picked up a buoy off San Vincenzo we anticipated a night time cruise to see the fireworks.

Indeed that night found us circling around the bay opposite the Sciara del Fuoco along with other yachts and trip boats all in party mood oohing and aahing at what were this time unfortunately modest but very real showers of sparks.

There are seven Aeolian islands and in all



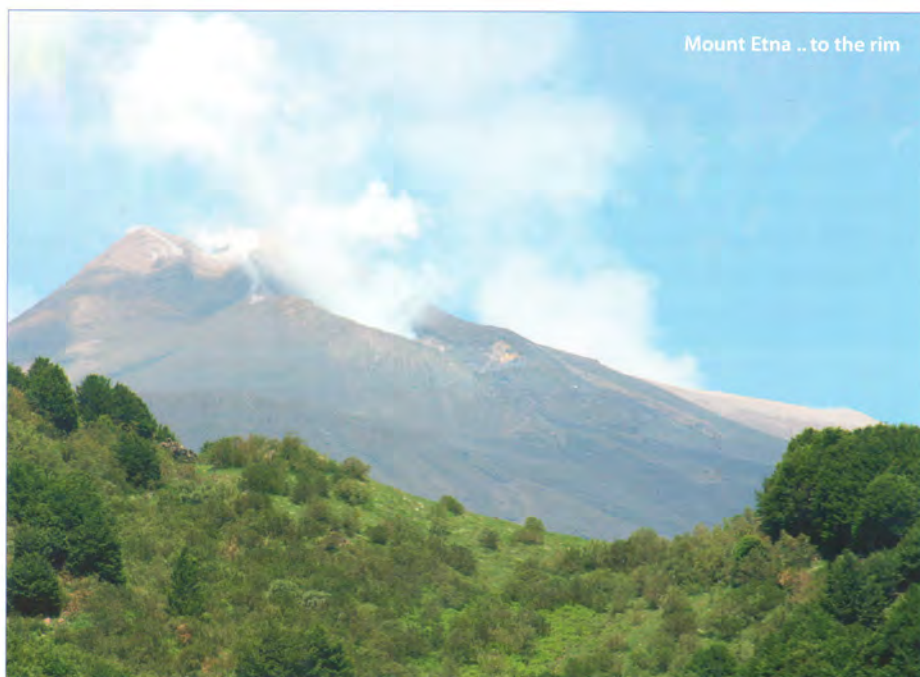
Approaching Stromboli



San Vincenzo Stromboli



Marina Corta, Lipari



Mount Etna .. to the rim

we had visited three and went on to go ashore on the main Island Lipari which is a charming and important tourist area and also the quieter Isola Salina with its magnificent twin peaks, two extinct volcano cones.

We were now setting sail south to the Strait of Messina passing on route some of the towering sword fishing, or should they be called harpooning boats, with their 50 foot look out towers and 70 foot bowsprits.

At the northern entrance to the strait you have to pass between the legendary whirlpools of Skylla and Kharibdis described by Odysseus in the Odyssey as "all the sea was like a cauldron seething over intense fire when the mixture suddenly heaves and rises" – needless to say I double checked and checked again our timings!

Moineau came through unscathed and we dropped anchor in the beautiful bay off Taormina and there 12 miles to the south west we could see standing at 10500 feet the

magnificent Mount Etna!

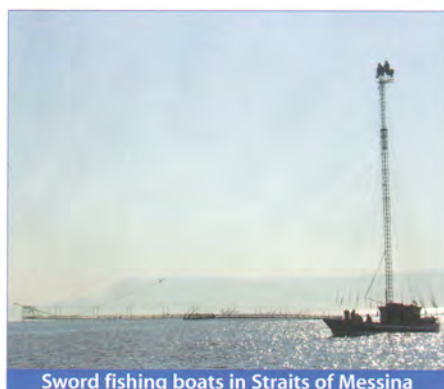
Time for a break from volcanoes, a trip ashore to Taormina is a must, once part of the grand tour, this beautiful town stands on the cliffs above the bay and it's delights include a Greek amphitheatre positioned to provide a wonderful backdrop – Mount Etna of course!

Another day another volcano, but this time the big one! Reached by hire car to the base then cable car to the plateau then finally an off road people carrier you arrive at one of the rims for a guided walk around.

The landscape can only be described as lunar and vast, steam venting from many areas and the ground hot to the touch. The white streaks we had thought were ash were layers of last winter's snow trapped and insulated by a large ash deposit which occurred in May of this year. The visitor centre shows videos of Etna's last destructive eruptions which were in 2002, awesome!

To walk on the summit of Etna is a truly humbling experience and we would recommend it to anyone. The view of the sun setting behind Etna from our anchorage off Taormina was a sight to remember.

The last phase of this summer's cruise was to explore the historic Island of Malta and as we prepared her for the winter layup there, we had to agree that this really was cruising at its very best.



Sword fishing boats in Straits of Messina

YOUTH AND JUNIOR SAILING

Club Youth & Junior sailors triumph in 2011 and fly the flag as GBR representatives at World, European and the ISAF Youth World Championships

Our young sailors have been travelling all over the world representing Team GBR in Argentina, Malaysia and Dominican Republic, Croatia, Portugal, Italy, Holland, Ireland, Belgium and France. Lucky them! The highlight has been Annabel Vose's dramatic 420 Ladies and Junior World Championship win with Megan Brickwood in Buenos Aires in January (see page 22 and 23) and also Ladies bronze medallist at the Junior 420 European Championships. Craig Dibb and Charlie Cox were the boys 420 GBR representatives at the ISAF Youth World Championships in Croatia finishing 7th in a very competitive and tricky week and achieving a string of top 3 results at all the 420 national championships in 2011. Our third star is Scott Wallis crewed by Matt Whitfield to win the Feva World Championships in Rotterdam in August. Other achievements are covered on these pages in reports on Youth Week and each of the Junior & Youth fleets. And I must thank the Club for the excellent resources available for coaching, training and the Opens (3), which has meant that over 300 young sailors are involved in the Club's sailing programmes...that's not once but for many weeks throughout the year!

Not forgetting the fantastic support and

dedication of a band of volunteers and parents who have got themselves skilled up through the Club's courses and give their time and knowledge regularly. This has made the Club a beacon of excellence for junior & youth sailing.

The Club offers unparalleled access to sailing for youngsters keen to learn to sail, whether at a competent local level or to national and international levels where many are on the RYA's pathway to the top – Olympic Development. We have a Youth sailor, Phil Sparks, who was invited into the 470 Olympic Development Squad last year whilst still at school. Phil, with crew David Kohler, won the Bronze medal at the Junior 470 European Championships. This fostering of a genuine, hopefully life long, love of everything to do with mucking around on the water, is evident throughout all the junior and youth classes.

An exciting development has been the availability of the RS Teras to WJS and other young sailors who have wanted to try a Tera and join the Club's newest junior fleet by purchasing their own Tera, training and starting to race. A very successful inaugural Tera Train & Race Open was hosted by the Club in October. It is also good to see the Cadet numbers increasing with good crewing opportunities and try outs for WJS sailors.

We all knew we had a dedicated and focused bunch of Youth sailors in 420s and

Lasers (4.7s, Radial and standard rigs), but it has been the stunning results of the juniors coming up through the Optimist classes at national and international level which is so exciting. These young sailors are already representing their country internationally aged 10 and 11 years! Well done to our 4th young star, Milo Gill-Taylor, who is the Optimist National Junior Champion and has secured his place in the GBR World Championship team going to New Zealand on Boxing Day.....I was still crewing with my Dad in the family Mirror dinghy at that age!

Finally, I must mention the girls coming through in such strength and achieving top results nationally – look out for Vita Heathcote, Hattie Rogers, the Boyle twins and Cropley sisters!

Thank you to a fantastic group of parents who organise WJS and the Junior & Youth classes and have made my role so much easier – to Edward Harrison (WJS), Ian Jarman (Optimists), Jennifer Muskett (Laser 4.7s/Radials), Cherie Dodd (420s), Mike Crowe (Cadets) and especially to Gina Bassett (Teras) in her first season. This group organises the sailors, have recruited the junior Members and are to be congratulated for introducing many new families to become Club Members.

Thank you and good sailing in 2012 where we will be cheering on our own Olympic sailors.

ROS URWIN CAPTAIN OF JUNIORS



YOUTH AND JUNIOR SAILING

CADETS

We are pleased to say that our Cadet fleet has doubled this year and we have three new helms with crew in regular training. We have also had four Frensham Pond families joining Lymington.

Max Crowe helming with Henry Collings as crew on *Pulling Power* and Will Davis helming with Harry Fitzsimmons as crew on *Forty Two* got into the National Junior Squad. Henry Marsh, helming, and Freddie Collins as crew got into the RYA South Zone squad. Most of the squad attended the October training at Frensham Pond Sailing Club and there will be further training events right up till the end of the year.

At the Nationals at Stone Sailing Club, Essex, Will and Harry finished 9th overall and Max and Henry won the Silver Fleet.

MIKE CROWE

LASERS

The Laser Junior/Youth classes consist of the combined classes of 4.7, Radial and Standard rigs. Numbers participating in training over the last year have grown with now around 20 4.7's and 8 Radials the norm. The young sailors are benefiting from excellent coaching provided by local sailors Ben Paton and Greg Carey. All this support has resulted in success at National events and participation at International events. The Nationals at Weymouth this year provided a

great venue and variable wind conditions provided good opportunities for all. Results for the Club started with the Family Prize awarded to Ross and Neil Mackley, in the 4.7 class 6th Ross Mackley, First Junior Girl and 7th overall - Hannah Muskett, 8th Bradley McLaughlin, Top Club Hannah Muskett & Ross Mackley. In the Standard class, and at his first major event in this rig, Oliver Porter won the Junior.

JENNIFER MUSKETT

OPTIMISTS

2011 began with a big freeze and the Oppie sailors forsook the water for the New Forest's frozen ponds. The junior girls morphed into a fearsome ice hockey team, romantically misnamed the 'Ice Angels'! The thaw came soon enough and we were back into our winter training squads. In addition to IOCA and RYA programmes, Lymington Optimists had their own winter training weekends run by head coach Ben Muskett and others from the Olympic Development Squad.

The culmination of all this training are the Spring Championships: more than 40 of our young sailors travelled to Weymouth to do battle with the country's finest, plus a few of the top sailors from France. Ryan Orr was 14th, Mimi El-Khazindar 16th and Tom Reid 19th.

At Easter 10 Oppies from Lymington went

to Italy for the Lake Garda Meeting. Vita Heathcote was the 3rd girl with Millie and Charlotte Boyle just behind. (see page 34-37)

At the World and European Team Selection trials in Pwllheli, with the wind up to 30 knots and huge seas, it was a matter of survival for much of the fleet. Congratulations to Milo Gill-Taylor, selected for the World Championships in New Zealand at only 11 yrs old – surely one of tomorrow's greats. Another Lymington sailor Mimi El-Khazindar also mastered the conditions to secure her place in the team to go to the Europeans in Portugal.

The following weekend Millie Boyle was 1st and Vita Heathcote 2nd stormed off with the silverware at the 25th Eric Twiname Championships at Rutland Water. All eight of the Optimist South Zone sailors selected for these prestigious Championships are from the Club, and as a team they outclassed all the other regions of the UK.

The Volvo Gill Inland Championships at Grafham Water provided challenging gusty conditions. The 101 boat Regatta fleet was dominated by Lymington talent, with 8 yr old William Heathcote winning the last two races to take 1st place.

Records tumbled at the Hurst Castle Triathlon in June. Spring tides and 24 fully fired up children set new course records for biking (10.5km) along the sea wall from



YOUTH AND JUNIOR SAILING

Lymington to Keyhaven, running (2.5km) along Hurst Spit to the Castle, and sailing (5 nautical miles) from the lighthouse directly across the Solent back to the Club.

Over 200 Oppie sailors sailed through the Club's doors for the Lymington Optimist Open event in June. 115 sailors started together in 28 knots, gusting 36, plus a ripping spring tide added to the ferocious competition from the GBR Worlds and European Teams, plus a healthy mix of sailors from France, UAE and USA. Milo Gill-Taylor won the trophy for top 12 year old and Vita Heathcote was top 10 year old.

On 1st July nine Oppies sailed to Warsash for their Oppie Open. The sail was sponsored by family and friends, and raised over £1500 for an eco-discovery centre at South Baddesley Primary School. Toby Bennett sailed the series of his life to win the Regatta Fleet in terrific style. Lymington sailors took eight of the top ten positions in the Main Fleet as well - Ryan Orr 2nd, Karyna Manuel 3rd, William Bedford 4th, Hattie Rogers 5th, Robbie King 7th, Vita Heathcote 8th, Sarah Jarman 9th and Pippa Cropley 10th.

Elsewhere Mimi El-Khazindar was the top British girl at the European Championships in Portugal and Jenny Cropley came 17th at the Pre-Worlds in Boca Chica, Dominican Republic.

Back to Pwhelli for the 50th British and

Open National Championships for a week of glorious weather, warm clear waters off a long sandy beach with a fleet of almost 500 boats. In the Senior Gold Fleet our top sailor was Max Moyles 21st with Mimi El-Kazindar 23rd and Karyna Manuel 24th battling it out to be top girl. In the Juniors (U13) Worlds Team member Milo Gill-Taylor beat everyone, including very strong teams from Spain and USA to win outright. Of the girls the top five were all from Lymington too; Pippa Cropley, Milly Boyle, Vita Heathcote, Ella Bennett and Hattie Rogers.

Optimist sailors and teams from USA, India, Bermuda, Norway and Great Britain descended upon Howth peninsula, Co Dublin for the Irish National Championships. 12 races were sailed over five days. Again it was in the Junior Fleet where our sailors showed their strength, securing half of the top 20 slots, notably Milo Gill-Taylor 2nd, Benno Marstaller 5th and Ross Banham 7th. First overseas girl was Vita Heathcote 12th with team mates Milly Boyle 14th, Hattie Rogers 16th and Ella Bennett 17th.

In September it was Weymouth for the Zone and Home Counties Championships. Saturday was light and shifty but on Sunday the wind was gusting 30. Race Officer David Campbell-James complimented the Oppies for their quality of starting under difficult conditions – the whole front row hitting the line at the gun all going flat out. Worlds

Team member Milo Gill-Taylor won followed by fellow Lymington sailor Vita Heathcote 2nd and another Worlds Team member, Joseph Burns, was 3rd. Of the top 28 sailors only two were not Club Members.

For the End of Season Championships. 66 sailors travelled from Lymington with some spectacularly good (and bad!) results in mixed conditions. Milo Gill-Taylor was 2nd once again proved that consistency wins the day, with Mimi El- Kazindar 5th, our next best and top girl.

Racing is now largely replaced by a highly sophisticated winter training programme for the top 24 chosen for the National Squad – 10 from Lymington followed by the next 24 for Intermediate Squad – 12 Lymington, then 14 for Development – 3 Lymington. A further 24 are taken into South Zone for regional training, and of these 12 are from here.

The Club also hosts a winter programme of six train and race weekends run by Oppie legend Matt Rainback and his team.

Throughout the winter teams and squads are sent all over the World, in search of new challenges, greater experience and downright glory! Good luck to them all, especially at the World Championships in January 2012.

GEORGE HEATHCOTE



YOUTH AND JUNIOR SAILING

LYMINGTON 420s

What a year for the Royal Lymington Yacht Club 420s with success starting early for Annabel Vose and her crew Megan Brickwood winning 420 Ladies World Champion on 6th January 2011.

Spring saw the 420 Selector Series running at Datchet Water, Poole YC and Pwllheli SC with varying conditions over the 3 events; teams were selected to represent GBR at the European Championships at Tavira, Portugal and the Junior European Championships in Nieuwpoort, Belgium.

This summer saw RLymYC top 420 sailors Craig Dibb and Charlie Cox touring Europe for the whole of their school holidays.

RLym YC ran the Harken Youth Regatta in early September. Our race officer Pete Bell did a sterling job getting 4 races completed in very challenging conditions. Lymington's sailors came to the fore taking the top 3 spots. 1st Tim Riley & Ed Riley 2nd Tarra Gill-Taylor & James Dodd 3rd Anna Greenwell & Kirsty Urwin.

The Inlands Championships were held at Rutland Sailing Club the following weekend, with Lymington sailors taking other podium places and also bagging 5 out of the top 10 places.

RYA Squads

A large number of our sailors have been

competing to qualify for the RYA National Youth Squad and RYA Volvo Transition Squads this Autumn. With 10 RYA National Youth Squad places available our Lymington sailors bagged 6, those selected being Craig Dibb & Charlie Cox, Annabel Vose and Kirsty Urwin, Matt Wallis and Toby Moresley, Tarra Gill-Taylor and James Dodd, Ed & Tim Riley and Harry Derbyshire and Tom Lovesey. RYA Volvo Transition Squad places to be confirmed in December.

An excellent year for our seasoned sailors and an exciting schedule coming in 2012. With new sailors joining from the junior classes it promises to be just as successful in the Olympic year.

CHERIE DODD

RS TERA

Following the successful introduction of six RS Teras during Wednesday Junior Sailing they were adopted as the Club's newest junior class in 2011. The aim of the fleet is to provide supportive and accessible sailing and racing for as wide a range of children as possible - and in particular those coming from Wednesday Junior Sailing (WJS) who have had a chance to sail a Tera and want to progress further.

Although the RS Tera is less than 10 years old the fleet is growing quickly both nationally and internationally. In 2010 the

class became an RYA Recognized Youth Class with National and Areas Squads, with the RLymYC fleet being part of the Southern Area Squad.

On April 9th we ran our first half-day training session for 9 children. Over 35 children, many from WJS, have attended these sessions with six now owning their own RS Teras. During this first season we have run over 30 half day training sessions on Saturdays.

Kristy Powell, known to many of the children from WJS, was one of the main coaches with other sessions run by Greg Carey, Ben Paton and Robby Urwin.

Youth Week

Youth Week in August saw the WJS boats augmented with the six from Salterns Sailing Club and some private boats giving 18 Tera sailors the opportunity to race in some challenging conditions.

The Southern Traveller Series

Later in the season, the Southern Traveller Series got underway with events at Sutton Bingham, Hayling Island, Hill Head and the Royal Lymington. This gave the opportunity for some of the sailors who had started in April to participate in their first regional events, competing against some more established fleets and experienced sailors.

GINA BASSETT



YOUTH WEEK

Take a hundred and fifty children (some with experience and some not), add an assortment of small boats, mix in some sunshine and some wind and a pinch (small one) of rain. Sift in some barbeques, sweets from the kiosk and hot drinking chocolate. Add plenty of water and fold in about a hundred adult volunteers (some with experience and some not) and you have a recipe for a successful Youth Week.



As with most recipes if you change the ingredients slightly the flavour of Youth Week changes from year to year so different children, adults and boats produce a different outcome. In 2011 we made some big changes, some more readily accepted by the participants than others. We abandoned the Solent Fleet as a PYS fleet because of the difficulties of organising all the Race Team and Safety cover for a largely unknown (until the last minute) number of entrants and replaced it with a combined Tera and Laser 4.7 Fleet reflecting the number of Teras recently added to the Wednesday Junior Sailing boats. Add in the experienced Optimists and this resulted in fifty boats on the water in two fleets, more than we have ever had for a PYS Solent Fleet and so this was a great success. Race Officers Clare Carden, Chris Baldwick and David Simpson were supported by their own race teams and safety support led by Kristy Powell and Griff Watkins.

Twenty-seven Scows with eighty-one children on board enjoyed competitive racing with their Race Officer Fran Wilson and her team, with safety cover led by Peter Phillips. For the Optimists Stuart Jardine says this was his last year as Race Officer for the Optimist B (B stands for better) Fleet and he introduced Steve Green to Youth Week in the hope that he will feel able to take on this role next year. Stuart and Mary Ann with Peter and Jayne Burchell have given us many years of very valuable support and have been an inspiration for many young optimist sailors. Lawrence Doll joined them as safety officer

for this fleet and did a marvellous job both at the Salterns and sailing out from the Club. 2011 saw tried and tested ingredients in the form of such an experienced Race Team but also added some new ones to the mix.

We bid farewell to the Passage Race accepting that historically whichever day we organise it for turns out to be the worst weather day of the week! Whilst the children are always very keen to set off for Thorns Beach there is always a notable reluctance to sail all the boats back again and we have relied in the past for young heroes and heroines gathered on the beach to achieve this task. When our ingredients increasingly include small and inexperienced children the organisation of a Passage Race becomes quite a headache.

Our recipe for Youth Week would not be successful without all its ingredients and special thanks to Principal Race Officer Jenny Wilson for all the work she does both on and off the water and to Andrew Eady who enthusiastically took on the role of Event Safety Officer and did an excellent job. We couldn't achieve the success we do without all the Members of race teams, crews on safety ribs, finish boats, motherships, volunteers in the race office, running the tally board, the kiosk keeping children and adults alike happy, and slipway team led by an enthusiastic Sebastian Chamberlain.

The social events committee led by the energetic Shireen Crowe provided evening events at the Sea Water Baths, at Keepings Farm with thanks to James and Belinda McGill

and at East Boldre House with thanks to our Commodore Rod Perry and Sue. Sadly the much anticipated water slide at Boldre Bridge House had to be abandoned due to the adverse weather conditions and the BBQ was held at the Yacht Club. Bacon Butties were a welcome start to every morning supplied by new volunteers Barbara and Doug who ensured a cheerful start to each day. Marian Smith and her team were asked to provide packed lunches for an extra day this year and they produced over 400 lunches for the rib crews, motherships and race teams and those of us onshore who ate anything that was left!

Our recipe always includes valuable ingredients from the Yacht Club Office, this year with both well tested and new ingredients, Sophie joined Kirsty, Kerry and Nicola in providing practical support and Vicky abandoned her traditional role on the water for dry land. As always we couldn't have managed without our boatmen ingredient although we missed John Husband who has been with us for so many years both as a competitor and in more recent years the man who was responsible for the bunting!

We look forward to 2012 with enthusiasm recognising that the ingredients for our recipe will change and the experiences of Youth Week will again be very different. Hopefully we will be celebrating sailing Olympic Gold Medals and amongst our young competitors there may even be Olympians of the future. So why not come and join us, jump into the mixture and be part of the way our recipe turns out!

AMANDA DINGWALL

YOUTH WEEK

Scows...Pirates... and Teras

On a wild, wet, and most definitely windy Monday, a fleet of nearly 30 Scows were towed outside the comparative safety of the wave barrier, some for the very first time, towards the previously uncharted and perilous waters of Oxey Lake. The course had been set out to the battle-hardened helms in the briefing: the task was of surviving a triangle and sausage course. Despite the high winds and rumours of sea-monsters, the only casualties from the first day tended to be those who had not wrapped themselves in enough layers.

The Scows were divided into randomly selected pink and yellow fleets for the first day then we were divided into gold and silver fleets for the rest of the week, based on Monday's results. The races in the Gold fleet were dominated by Henry Marsh and Max Moyles: nearly every race was won by one or other of them. The wind had a habit of changing direction from day to day, meaning that once the rest of us thought we had a course sussed, we came back the next day to find that all our lay lines had changed!

Friday, Pirate day, as always, was quite an event with a large variety of pirate costumes on display, ranging from the conventional to the outlandish. The sheer arsenal of weaponry brought in for the event - water guns, water balloons, and any other device to use in soaking anyone else - kept the race officers confined to the safety of the camera rib for most of the day!

The race back to the pontoon was made

much more exciting by the fact that the final run involved capsizes, multiple drenchings and a near mutiny on board *Zacyntha* (quickly dealt with by the somewhat dictatorial helm!)

A special mention must go to my crew, Freya and Alicia, who, having been drenched, frozen, capsized (accidentally) and forced to retire due to waves the size of a small lorry on the first day, stuck at it for the rest of the week and learnt a lot about the principles of sailing, as well as entertaining me during the tows with a five minute long philosophical discussion on the subject of pork pies. They will have got more out of the week than anyone, and I am truly grateful to them.

All of us owe a hearty thanks to Fran and Jennie our race officers, Andrew Eady our safety officer, the mark layers, and the wonderful ladies in charge of the hot chocolate, as well as all the parents and helpers who organised the parties in the evening. We all thoroughly enjoyed a very fulfilling week!

RICHARD CUBITT

At 9.00 am on Monday, we gathered for the first general briefing and after this a separate briefing for those of us in the Tera and Laser 4.7 fleet.

We headed out to the Solent for the primary purpose of the week - racing. The conditions were challenging, with strong wind and a choppy sea. Nevertheless two races were run before lunch. The 16 strong Tera fleet kept the safety boats very busy with many capsizes, sometimes with three or

more of us over at one time! Lunch was eaten in our boats, some however capsized while doing this, leading to very soggy lunches! Racing was then resumed, although we only had one more race before being towed back to the Club by the safety boats.

The next day we gathered again for our briefing, only to hear that all sailing in our fleet had been cancelled for the day as the weather had become even more challenging. The next day we were relieved to hear that the wind had dropped considerably (to around 10 knots) and that there would be a full programme of racing. We had several races in the Solent before heading closer in land to join the Optimist A fleet as the tide was getting very strong and the wind was still quite light. We had some races there and were urged along by the risk that we would be overtaken by the Oppies!

Thursday followed a similar format and brought to an end the formal racing for the week.

Friday, Pirate Day, started off with a fun race out into the Solent and then back to the Club where the boats were packed away. After this some went to the swimming baths in the afternoon. The prizegiving finished off the week with various prizes given out both for race performance and for attitude throughout the week. It only remains for me at to thank the approximately 130 instructors and helpers for giving up so much time and ensuring we had a very enjoyable and instructive week.

MATTHEW MAGEE

30 Scows were towed to the perilous waters of Oxey Lake....A large variety of pirate costumes on display ...the Tera fleet kept the safety boats busy



WEDNESDAY JUNIOR SAILING

This was the 27th years of Wednesday Junior Sailingof continuing development and improvement of the programme.

Over the winter the WJS team investigated many new ideas. One of the best was holding a combined Parents and Helpers Supper marking the end of the season on the final day of WJS together with the Prizegiving. It was a hugely successful evening which also raised important funds for WJS and rounded off the season nicely. It also secured us a number of willing Parent volunteers for 2011

During the winter we were able to secure funding from our usual benefactors, Lymington Yacht Haven, who kindly committed to a further three years of funding despite the unfavourable economic climate. Our thanks go to Dirk and Dylan Kalis and we hope this support will continue for many years to come.

We also had support from the Acorn Trust, via the Heesom family, to purchase two new RS Visions, *Phoebe* and *Nishi*. The Acorn Trust gave us some Oppies some 15 years ago, which are still going strong, and the support we have received from Edward Heesom and his daughter Venetia has been wonderful. Soon after we had taken delivery of the second RS Vision Venetia attended WJS for the afternoon and became our honorary camerawoman for the first ever WJS Scow 'Out of the River' event.

Another area of support which was quite unexpected came from Mr Oliver Crossthwaite-Eyre. He called me and said that he had, for many years, sailed from Lymington and admired the WJS project. He had investigated the origins and aims of the project and as a Trustee of the Hampshire and Isle of Wight Charitable Trust offered to provide some funding. I was scratching my head at the time to sort out storage and security for the new boats that were arriving, and we agreed that his donation would provide storage for the new kit.

Of course, the project would never run without the support of the General Committee and the Flag Officers, particularly Rear Commodore Sailing Phil Lawrence, who have allowed me to develop and progress WJS.

One of the biggest changes to WJS in 2011 was the fleet of boats. We spent 2010 trialling and testing boats, and with help from our supporters we were able to purchase a fleet of RS Teras, some Laser Bugs and two RS Visions. Of course, the mainstay of WJS remains the fleet of Oppies and the Scows, which are wonderful training boats. However, the modern more reactive boats introduced a new dimension this year.

We were able to buy six RS Teras over the winter with the funds from the Lymington Yacht Haven, and were lucky enough to win a bid to buy three more boats hugely subsidised by the Eric Twiname Trust. We now regularly see Juniors organising impromptu racing in the fleet of nine Teras. The RS Tera has also been adopted by the Club as a Junior Class and the WJS boats have been used to great effect in introducing young WJS Sailors to racing in one design fleets.

Our Laser Bugs have been used to great effect to help the slightly older or larger beginner sailor which has allowed us to put an instructor in the boat and build confidence with those that are not yet keen to be in a boat on their own. The Bug has also been a great asset to the Rowing Faculty

as it doubles as a rowing boat quite well, despite the daggerboard case resulting in a few wet behinds!

The RS Visions have made a stunning impact on the fleet. These have allowed the very youngest and newest WJS recruits to experience their first 'Joyrides' in a modern boat with an instructor, and the excitement of the initial sail at speed launched quite a few sailing careers in 2011. The additional skills required to sail these boats, including the more complicated rigging, has stretched a few of the sailors. Even the Instructors have been vying for the helm of the Visions, and we hope that in 2012 we can develop the sailing program to include an opportunity to take them down the river to open water and teach the use of the asymmetric spinnaker. Boat handling amongst the older Juniors who have been able to sail the Visions has been improving rapidly. We hope to be able to fund the purchase of a third boat for 2012.

The greatest single change to WJS for many years was the complete rewrite of the WJS Card Scheme. The old card scheme had set the standard for Junior Sailing, but we felt it was time it aligned more closely with the RYA National Sailing Scheme. As a result, after the Club Chief Instructor (Sail), Kristy Powell, had spent many hours working on it, we now have a Card Scheme which takes the complete beginner right through the RYA Stage Scheme recognisable as Stages 1 – 3. There are many reinforcements, repetitions and checks to ensure that right from the



WEDNESDAY JUNIOR SAILING



early stages of 'Orange Card' the Junior is never dropped in at the deep end and will always be tested and challenged if they wish, or free to pursue recreational sailing with their friends if they prefer. The new Card Scheme has been a great success.

As a result many more of the older Juniors have taken advantage of our progression plan for Junior Instructors and have become RYA Assistant Instructors. It is also impressive that some of our ex-WJS sailors have rejoined the project as young adults. They have come in force this year after gaining experience and qualifications elsewhere – sometimes abroad – and have been a shining example to our youngsters. The teaching skills and techniques used by some of these young men and women have had the Juniors enthralled. Many of the older Instructors and Helpers have also been impressed and have adapted their own teaching to encompass some of the new and improved ideas. Our thanks have to go out in bucketloads to Oliver Reeve, Simon Hislop, Vicky Leen, Mahala Smith, Henry Barnett and others – you know who you are! This is what WJS is all about – learning and then passing those skills on.

The Helpers and Instructors of WJS are the lifeblood of the project. Without the 60 plus (not in age!) people who turn out each week, we would have no WJS. The kindness, generosity, and skill of these people is astonishing, and I am often moved by what is achieved. There are so many to thank, but I must mention one or two who have stepped up to the mark this year.

Tricia Banks has taken over the running of the WJS Office and has done a wonderful job of leading and solidifying the team. She has been ably assisted by her group of Office Leaders who run the office on a rota each week. This year brought huge changes with registration being opened on several days prior to the start of the season, and an attempt to offer registration online. This idea did not take off as we had hoped due to technical problems, but we are hopeful that it will in the future. Also as a result of the new Card Scheme a huge weight of work was put on the shoulders of the office team and it is a testament to their skill and dedication that WJS went without hitch this year. David Gibbons ran his Patrol Boat Team with his usual iron fist and ruthless efficiency. All the Patrol Boat Crews have performed with care and commitment, and ensured a safe environment for the Juniors. We will be spending a considerable amount of time this winter training new crews and improving the skills of those already qualified. The training to RYA Level 2 for Power Boat and Club Safety Courses are being run throughout the winter so please look at the website or email me directly if you would like to get involved. Each season with the new larger ferries teaches us new lessons and our Safety Plan is always evolving, to encompass the ever increasing WJS syllabus. Often, when I email David to ask if something is possible, expecting a gruff response he never expresses surprise, but simply gets on and makes it happen!

This year has seen two of our team achieve

significant qualifications. Peter Salisbury, a long-serving Dinghy Instructor, has achieved the very high standards required to become an RYA Senior Instructor. This now qualifies him to run sessions and relieve the pressure on the existing SI team. Kristy Powell has achieved the even more hard-won accreditation as RYA Coach Assessor. This makes her the equivalent of a minor god in sailing terms and gives us confidence knowing that we have the very best advice when it comes to policy at WJS. She is now able to train Instructors and also perform RYA annual inspections.

The Racing Weeks, run by Ali Husband, were well received again this year and we hope to develop them to enable racing away from the core WJS sailing area with the Teras and possibly the Oppies. The focus on racing has helped to increase the flow of WJS sailors into the Junior Class racing fleets such as the cadets and Lasers, and also ensured huge interest in Youth Week and the Scow National Championships.

Rowing continues to be a very popular part of WJS and this year we held the first ever Rowing Regatta. Bob Sharp, Jo Lewis and their team of helpers set up a racing course to the far east of the River and ran races in Club Tenders. This resulted in both a single handed and double handed trophy being presented at the end of year Prizegiving. Bob intends to step down from his position as Head of Rowing next year after celebrating his 80th birthday in 2011, so we would like to thank him for all he has done and hope he will continue to be a regular helper on the rowing pontoon in future. I am sure that his team will continue to develop the Rowing Syllabus.

Wednesday Junior Sailing is a massive force locally and we all owe a huge amount to the Volunteers who make it happen. I know I speak for all the Juniors in thanking them, from the Office to the Tea Ladies, to the Instructors, Sponsors, Rib crews and the Boatmen and Club Officials that make it all possible.

EDWARD HARRISON

THE ROYAL LYMINGTON YACHT CLUB 60 YEARS AGO

The Bulletin - edited by "Jack in the Basket"

SAILING.

The Festival Season opened with hail squalls - and snow on high ground - and closed with the few days of a perfect Indian Summer. In between while, there was a lot of good sailing weather, but August was very disappointing.

Only one Atlantic crossing this year (our Tigers are losing their grip) our Rear Commodore took it very easy and only sailed as far as Cannes. With the exception of a one-way passage to Lisbon, the rest of the Cruising has been confined to the steak and champagne groove by all sorts of yachts, many of whom because of their small tonnage would have been headline news a quarter of a century ago. It has been an accident-free year; a remarkable state of affairs reflecting credit not only on the seamanship of the sailors, but also on that of the Captains of the vast blocks of flats which haunt the River during the summer season.

Passage Racing. The arctic nature of the spring weather affected the number of entries for the early races. An attempt to arrange these fixtures, in future, for a time when the ice will have melted has been only partially successful, but next year the races will certainly be spaced further into the early summer (and it may not be so cold). In spite of the small "field", some keen finishes were recorded. The Peter Port-Guernsey Race only had four that reached their objective but reported good conditions generally. The new race round the Island at Whitsun had adequate support in spite of the rival attractions of two cross-channel races.

Class Racing has been well supported. The "X" Class continues to thrive and great satisfaction has been expressed in the modernisation of the rig, which took place last winter. The boats go better to windward as a result, and have lost their previous tendency to gripe heavily when running.

The Handicap Class has been well supported. The "L" now frequently turns out in sufficient numbers to form a "class within a class". In end of season, nineteen boats went to the line; the Potter Ship, which is awarded annually to the winner, went this year to our most popular Tigress.

River Classes. It is clear that the popularity of the National Class dinghy is steadily rising, in spite of the natural disadvantages of Lymington as a racing centre for such small craft. The capture of the Burton Trophy and the Firefly Championship by Club Members speaks for itself. Meanwhile the Pram Class continues to provide good racing of a less spectacular nature for chaps like you and me.

Regattas. The extra one-day July Regatta wasn't exactly a flop but was precious nearly one. It seems that the Solent Classes, while putting in an impressive block entry, have little intention of facing the rigours of the West Solent and the soft black mud, which abounds there. The three day events in August were better attended. In particular the Town Regatta, with its tailpiece of comic events, was extraordinarily successful.

The Gauntlet Association was given a successful day's racing by the Club during the summer. A larger than ever contingent of Lymington boats went to Cowes Week and didn't come away empty handed.

CLUB AFFAIRS.

The response by Members to the recent appeal for capital was in excess of the amount required and a ballot was therefore held. The sum obtained was confined to £8,150; this will involve the Club in a loss of one hundred and fifty guineas in annual subscriptions, from which investing Members are exempt as a condition of their investment; but, since the total Membership of the Club continues to rise steadily and has gone up by sixty in

the past year to 790, the Committee are not unduly worried by this loss of income.

This attractive way of providing capital reflects great credit on the wisdom and acumen of our Chairman and his financial advisor, for Members will no doubt be aware that the Treasury has now taken an unkind view of overdrafts of an unproductive nature and, if this step of becoming independent of the good offices of the Bank had not been taken, the Club would now have been caught in the difficult position of having to hand back the umbrella just when it was beginning to rain really hard.

Forecourt and Slipway: The improvements envisaged last year are now complete; a handsome forecourt, a launching slip for racing and other dinghies, and a good approach the pier from the North side of the Club have satisfied nearly all demands. All that is now required of the Club is a larger and more seaworthy motorboat for ferry and rescue work.

We take leave of Mr. Cecil Fulerton and Mrs. Fulerton, who have moved to Northern Ireland. Cecil was our Rear Commodore for some years. Only those who have worked with him in Club affairs are aware of the amount of time and interest he took in them. Himself not a sailing man to a large degree, he did his work behind the scenes whilst others enjoyed the fruits of his labours. We welcome back Vice Admiral Sir Lennon Goldsmith, who has been a long way in his ten ton yacht "Diotima" and has now returned from the West Indies by way of the Azores.

Lymington Harbour Board: The formation of this body, which is in future to control the destiny of the Lymington River, is of the greatest importance to local Yachtsmen. It remains to be seen whether, in these days of financial stringency, the improvements, which have been planned, will be put into effect. The Club is well represented on the Board but some of our older Members will watch future developments with an interest not entirely devoid of cynicism born of previous experience in the history of the River.

HOUSE MATTERS.

Our indefatigable Member for Internal Affairs reports as follows:-

1951 has, I think, been generally a happier one at the Club as far as House matters are concerned. The catering seems at last to have got on to a level that pleases the majority. It is not easy, owing to varying ages and very varying numbers but thanks to our energetic Secretary and a happy Staff, difficulties are, in the main, surmounted. If we could say the same of supplies of food and prices, it would all be a bed of roses. The Regatta Ball was an outstanding success and the Radio-Gram Dances are popular in the School Holidays. Lectures and Lecture Suppers are in full swing again. We look forward to the New Year's Eve Ball, when the high standard of originality of dress will, I am sure, again be reached, if not outstripped. The Children's Party arranged for 7th January will, we hope, be enjoyed. One or two of the parents of the "modern young" have kindly come forward to help with the programme. The Bar is, as ever, a popular meeting ground where all grouses and problems are happily washed away? Our good Steward and his Assistant are largely responsible for this happy situation. The Annual Dinner was a great success from the point of view of the enjoyment of the "select few." A Christmas Luncheon seems to be becoming a feature and will be on Sunday, 28th December with the traditional fare. This is the first day of the first "Winter Racing event for 12 foot Nationals and Fireflies. I wonder if the lunch Menu will provide buoyancy? Chef, please note!

After the summer sailing season at the end of September, an evening party was arranged, at which Cups and Trophies won during the season were presented. One more event, which seems to be a fixture, is the Treasure Hunt in the Christmas leave period, arranged by Mr. Farr, followed by tea at the Club. Last time the Lounge was packed for this event and one is arranged for Sunday, 30th December this year.

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