

PotterShi

The Royal Lyminster Yacht Club in 2016





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YOUR POTTERSHIP MAGAZINE

I remember in 2004 on the General Committee, there was great concern and much debate as to how we could encourage, enhance and grow our Junior Section. Reading this magazine today I think we can assume that it will no longer be an item on the GC agenda. What a year the Juniors have had!



This year I decided that Contributors could also be part of my team of proof readers, so they were all asked to proof read their own articles and make any changes and approve or make criticism – and they did!

As ever I very much appreciate all the photographers, professional and otherwise, who have supplied me with some great shots.

Also many thanks to all other proof readers and supporters, without whom I would be pushed to produce this magazine. We do our best but are only human so apologies for any errors that have slipped through the net of your amateur editor.

One last big thank you to my husband for putting up with me when I am giving birth to this magazine. I know I am pretty hard to live with!

JUDY RUFFELL

Why “PotterShip” Magazine?

People often ask me this... The publication is named after a magnificent trophy which is raced for once a year by Members of the Club helming their own boats. It was presented to the Club by one of its founding Members, Cyril Potter.



PotterShip is the magazine of the Royal Lymington Yacht Club.

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Tony Smee



From The Commodore

A look at my diary shows lectures, suppers and quiz nights. With my boat now out of the water this signals that life at the Club is more land-based which gives me time to reflect on the year.

The big event of the year was the construction on our new pontoon. This was funded by members and project-managed by members, Michael Derrick and Andrew Eady. It was delivered on time and on budget. The pontoon, I feel, is a fitting signature for our Club and enhances our waterfront. The formal opening was made by our patron, Her Royal Highness The Princess Royal, who spent some two and a half hours on site meeting and speaking with many members, both young and, shall we say, more mature. The feedback, we have had, indicates that she enjoyed her visit and we, as members, certainly enjoyed her presence in the Club.

Our membership grew during the year, with 147 new arrivals, but, as often happens, the departures at the end of the year, for various reasons, meant our net membership numbers fell slightly. However, as I write we have a healthy pipeline of applicants seeking to join.

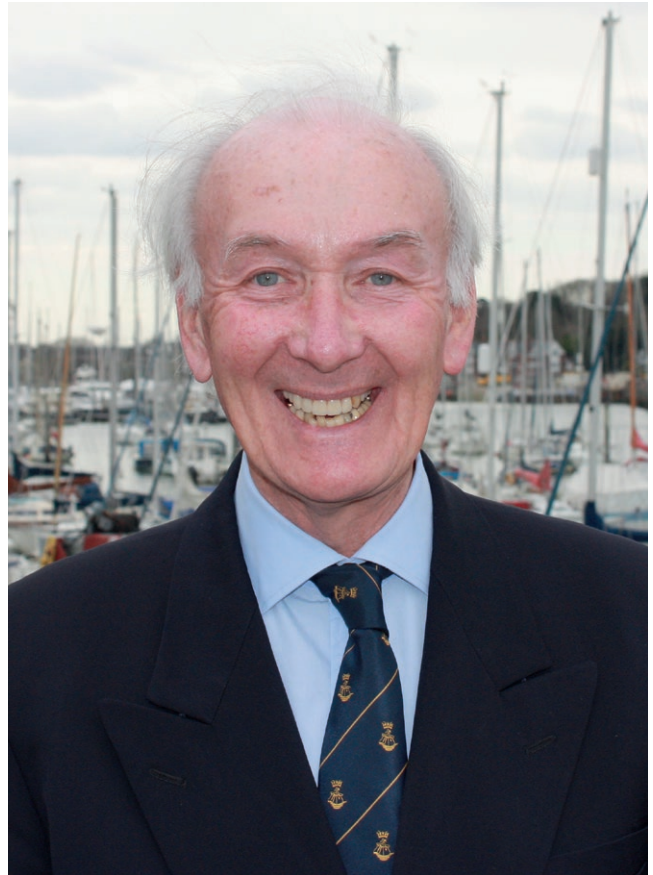
During the summer I was in the carpark for four gloriously sunny mornings during Youth Week helping to rig our grandchildren's boats and then helping others who were struggling. I experienced a real sense of the occasion from the children's and volunteers' aspect. The chatter amongst the children was free-flowing with a mixture of excitement and expectation. The one word that was repeated throughout the day was FUN, not racing, but fun. You cannot ask for more fulfilment than that. I also had an afternoon on the water with Head of Safety, Andrew Eady, which brought into perspective the sheer scale of the volunteers involved when the fleets were becalmed and had to be towed back. The command and control impressed me: there was no free-styling, resulting in an incident free return to the Club.

A number of volunteers said "Do you think the children know how lucky they are to be part of Youth Week?" The answer was invariably no but we all agreed that in later life they will reflect on this week and realise just how lucky they were. I send my personal thanks and that of the RLymYC to all the volunteers.

Several of our members, including past Juniors, have once again achieved great success on the water both at home and internationally. Many congratulations.

As always a lot has happened during the year, but with the year closing and a new year around the corner, I am extremely positive about the future. I wish you all a happy and prosperous 2017.

DUNLOP STEWART, COMMODORE



Club Awards

At the Annual Dinner in November Stuart Duffin, Rear Commodore Sailing, presented the annual Royal Lymington Yacht Club Awards.



The Jack in the Basket Trophy

Awarded to Hannah Snellgrove for her outstanding performance in the Laser Class becoming Laser Radial National Champion 2016. (See page 31)



The Highlander Trophy

Awarded to Ray Crouch for his great contribution to IRC racing at the Club.



The Jubilee Challenge Trophy

Awarded to Richard Breese who achieved the most outstanding offshore performance including single-handed Fastnet Race.



The Lionel Byrne Bowl

Awarded to William Newton who is the highest placed RLymYC Yacht in the ISC Round the Island Race. (See page 27)



The Commodore's Cup

The Commodore's Cup was first awarded in 1986. It is the Commodore's choice for the Member who, in his opinion, has done outstanding work helping the Club.

This year Andrew Eady and Michael Derrick were the joint recipients for their planning, implementation and overseeing of the build of the new pontoons - an enormous task which was completed ahead of schedule. See page 4 for the full report.



RYA Community Award for Lifetime Commitment

Vince Sutherland was nominated for an RYA Community Award for Lifetime Commitment by RLymYC and has been selected as a winner by the RYA Honours and Awards Panel. He was presented with his award by HRH Princess Ann on 18th November in London.

Vince said; "I am honoured and surprised to get this award for doing something I enjoy so much. I think it's fair to say that I am receiving the award on behalf of the whole team of volunteers I work with, as none of us can do it on our own."

RLymYC New pontoons 2016



© Sportography.tv

The renewal of the pontoons was considered in 2008 but due to other more pressing demands on Club funds, the project was postponed. In Spring 2013 a project team was set up with Alison Husband, Andrew Eady, David Simpson and Michael Derrick, with the Boatmen as ex officio advisors.

In December 2013 all full Members were asked to participate in a survey to establish their priorities for pontoons. This generated an 11% response, which, according to public consultation statistics, is a good level but to us was a surprise considering the importance of the project to the Club!

For some months we reincarnated 'Blue Peter' and with scale cut outs of relevant yacht sizes, RIBs, tenders and WJS dinghies simulated many different layouts with revised scale plans being printed daily by Simpson Hilder – 'thank you', another major cost saved!

Once David's concept was agreed in principle, written submissions were redrafted and made to the relevant regulatory authorities and their approvals obtained.

Funding was always an issue as the cost would be the Club's largest single expenditure for some years. The principle of a Members' loan was approved by the Flag Officers and General Committee, publicised, and soon oversubscribed which was very encouraging.

To verify the security of the sheet piling around the Club Ramboll UK Ltd were appointed to confirm that the proposed

maintenance dredge depth (0.5m at LAT) was a reasonable target. Possible contractors were shortlisted, visited and a final selection of four made with each receiving the tender package. In the event only one was in a position to submit a 'turnkey' bid which, for obvious reasons, was the route we preferred. The installation of utilities was to be awarded separately as the marine contractor could contribute little 'added value' and would just 'load' the price. Again, we shortlisted four possible contractors, three of whom tendered.

After detailed evaluation including tendered cost, experience, quality and through life costing,





Walcon Marine were selected as the main contractor and Sureline Ltd for the utilities. The existing water and electricity supplies to the pontoons had to be renewed as neither met current regulations. This enabled us to increase water pressure and renew the electrical supply. The work was scheduled to be carried out between January and April 2016. In December 2015, after circulating their availability, the old pontoons were taken away by various local parties at no cost to the Club, thus saving a £20,000 removal cost as tendered by Walcon Marine.

Our maintenance dredging was carried out by Berthon, under the Harbour Commission licence at the same unit cost as charged to LHC. After the Berthon survey of the area and an estimate of the number of barge loads it was agreed that Berthon would commence the dredge plan as soon as Walcon had removed all the old piles. The maintenance dredging commenced in January 2016; new piles were driven and the pontoons progressively installed together with the new gangway platform and the refurbished gangway. In February, Sureline installed the utilities and by early March the project was complete and in operation, some three weeks ahead of schedule and on budget as presented in the 2015 Business meeting.

We must thank the Harbour Commission for allowing us to moor a limited



number of RIBs and tenders on their pontoon such that the winter training programme afloat could be maintained whilst the work took place.

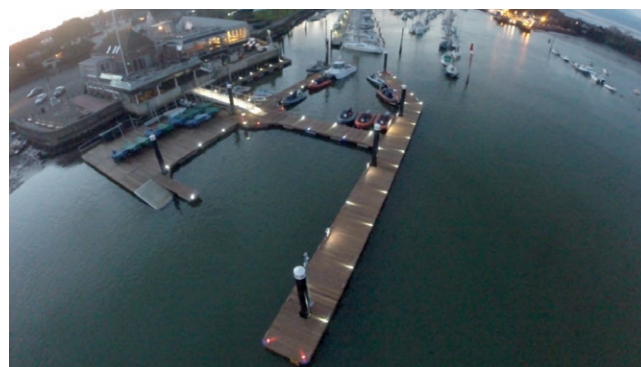
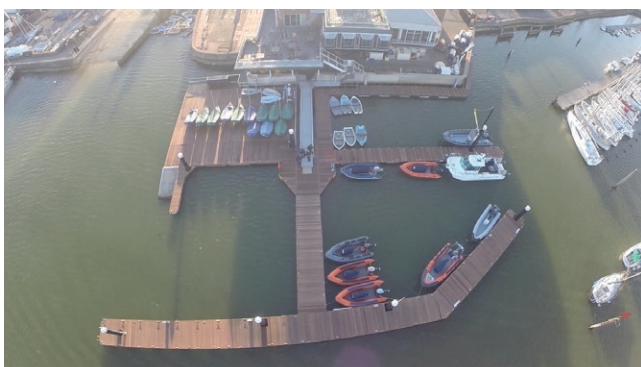
The official opening was in April and it was an honour to have our Patron, HRH The Princess Royal, formally 'open' the pontoon. Her Royal Highness was very enthusiastic, chatting to Club Officers and the project team before going down to the pontoons to talk to members representing all the various Club activities. The official unveiling of the plaque took place in the River Room watched by many

Members and invited guests. The plaque is now mounted on the stainless railing on the steps leading off the balcony.

During the three and a half years the team had some amusing, enjoyable and unsurprisingly frustrating times, however we are confident that the majority of all the targets have been met and, to date, it seems to be working well!

Thanks must go to all Members for their patience and support during the work period

MICHAEL DERRICK



Cruising Awards

Editor's Note. As the Prize Giving Dinner is held in February, prizewinners have to be included in the PotterShip the following year.



The Channel Trophy

Awarded to the skipper and boat attending the most meets organised by the cruising committee goes to Peter Lowe (collected by Ian Hunter).



Fen Dawn Cup

Awarded for a log of a significant motor cruise went to John Adcock.



Seamanship Trophy

Awarded for a feat of seamanship and navigation is awarded to Donald Begg (collected by Nicola Begg).



The Senior Brownlow Cup

Awarded for the best narrative of a cruise under sail or motor to Andrew Sutherland (collected by Perrin Towler).



The Cadiz Cup

Awarded for a log of a significant and demanding cruise under sail was awarded to Hillary Olney.



The Quains Cup

Awarded for a log of a significant cruise under sail went to Peter Fryer.

(Peter Fryer was unable to attend on the night)



Photographic Competition

Awarded to Carole Hayles for her photograph of St Helen's Fort at very low spring tides.



XII Bar Blues Trophy

To encourage the use of modern technologies in the production of blogs awarded to Richard and Celia Lassen.



The John and Angie Bailey Trophy

Awarded for a lifetime achievement in sailing to Jane Pitt-Pitts.

Jane has been a member since 1951 and has served the Club as Captain of Racing, Rear Commodore Sailing and currently is a Trustee. For many years Jane has been principal Race Officer for the Thursday evening Keelboat Racing as well as Race Officer for XODs, Summer Regatta, Folkboats and many other events. Jane is, when her new hip will allow, an active Scow sailor. When the Jardines won the Captain's Cup in Cowes in '56 Jane crewed for them and they won in Jane's father's boat. Her dedication to sailing and to this Club makes her a most worthy recipient of the Trophy as she sets a great example for others to follow.

Cruising Notes

This year the Cruising Committee organised 24 events on the water plus 24 ashore. The shore events included the Cruising Dinner, a Safety Day, Cruising Forum, 16 Winter Lectures and five Cruising Suppers.

In reviewing the on-the-water events, a major factor has been the weather with strong winds being quite a feature. That led to some four events being cancelled while two were cancelled due to lack of interest. However most went ahead as planned with almost 480 people joining in and 126 boats taking part.

Unfortunately the first weather casualty of the year was the traditional January day sail to Newtown for lunch at the New Inn at Shalfleet. The run up to storm Gertrude was the culprit. However, a month later the informal Cruising Supper on 1st February revived everyone's spirits.

Tuesday 24th March day sail to ISC saw ten yachts set sail from 10.00am on a sunny day with a forecast of showers, perhaps hail. The wind was NW3-4 which later backed to a westerly 4 during the afternoon. Sea conditions were relatively calm for the powerboats and the yachts enjoyed a beam reach on a flood tide. All arrived well before noon at Shepherd's Wharf and some powerboats took the opportunity to view the USS Theodore Roosevelt Aircraft Carrier (all 1,092 feet of it, reported to house 5,226 personnel) anchored in Stokes Bay. At the morning briefing a simple colour coded ticketing system was introduced to help the delivery of 76 meals in a speedy fashion. Sea conditions in the afternoon were slightly choppy on an ebb tide. Some tacking practice ensued and all returned quickly.

Towards the end of February, 64 people in 13 boats converged on Bucklers Hard Master Builder's for a buffet lunch. On a day of brilliant winter sunshine and calm seas seven yachts and powerboats with 64 skippers and crew set off from Lymington for the Beaulieu River, and Bucklers Hard Marina. The river heavily populated with wild birds, was an absolute treat for the ornithologists. This is one venue in the Cruising Calendar when Members who are unable to travel by boat can join by car. The return was made in equally good weather.

In the middle of March we had a day cruise to Cowes. The briefing for this event

started with a rendition of the chorus from 'Oh What a Beautiful Morning' – how apt it was on this sunny breezy day, though the temperature was no more than 8°. The easterly flood tide fought against a Force 5, ENE wind, producing the 'Solent Chop', especially created for the powerboats to demonstrate their wave management techniques.



The conditions also provided an ideal opportunity for the seven participating yachts to shake down their post-winter refits and for crew to hone their tacking and reefing skills. All arrived around 12 noon at Shephard's Wharf Marina, where pre-booked moorings were waiting. The ISC provided an excellent 'value for money' three course lunch, all at a fixed price of £15 for the 59 diners. Members and friends exited the ISC around 1500 hours to pick up the start of the ebb to Lymington. Calm seas were had for the return cruise in an easterly force 4 to 5.



The annual Cruising Safety morning was held on Saturday 9th April with over 70 members attending to listen to four speakers:

- Wayne Taylor of SAL Marine started with a presentation on engines and how to deal with problems which might be encountered whilst afloat.
- Then Kristy Powell told us about the perils of hypothermia, how to deal with the patient and how to check for heart attacks and strokes caused by falling overboard.
- The third talk was from our Captain of Racing and Principal of Kipper Sailing, John Corden, explaining ways of returning to man overboard, how

to retrieve him safely and how to contact the emergency services.

- The last speaker was Guy Page from Crewsaver showing us different types of lifejackets, their qualities and how the new, much improved ones may be a worthwhile investment. One of these modelled by our Captain of Cruising.



Over the Spring Bank Holiday we had a weekend meet in the Hamble. Eleven boats, including five powerboats and two parties by car joined up for the meet at the RAF YC. The NE breeze on Saturday gave a brisk sail up the Solent to the Hamble where the majority of the fleet was berthed at Port Hamble, with one larger boat in Hamble Point. For the Saturday evening the diners split into two groups, some to the Bugle and the rest to the King and Queen. Both parties reported excellent meals in lively surroundings.

Sunday saw a bright day with various walks and activities. Some took the ferry across to Warsash and then walked up the east bank of the Hamble, visiting the Brickworks at Swanwick before returning to the marina via the west bank. Others choose a less arduous ramble along Southampton Water to Victoria Park and then back to Hamble Le Rice. On the Sunday evening, Clare of the RAF YC made us very welcome for our semi formal dinner. Certainly a destination for the future.

In early May eight yachts, three powerboats and some by car went to Warsash on a day cruise for a very tasty lunch. For the sailors, the ESE wind of 12 to 15kts allowed not only a sparkling sail up, but a pleasant and rapid return. Members were unanimous in their appreciation of the trip, which has become a regular feature in our day cruise programme.

The Chichester meet from 10-12 May started with a passage in intermittent

drizzle under power, due to lack of a breeze and included an unforecast period of fog, during which two large container ships and the Portsmouth-Wootton Creek ferries were heard but not seen, not a relaxing experience. Safe arrival of three yachts and one powerboat at the HM's Itchenor pontoon was celebrated at 6pm by the customary Pontoon Drinks, followed by an excellent evening meal at the Ship Inn, the rain relenting for both events! The next day, five hardy souls took a taxi to Chichester to see the sights (obviously a taxing experience as evidenced by the photo below!), returning in time for another excellent evening meal, this time at the Itchenor Sailing Club, again avoiding the rain.



Thursday turned out to be warm and sunny, with 12kts of northerly wind when we set off for home, but sadly this faded as we approached the forts, so it was motoring again. A lengthy thunderstorm off Beaulieu caught only one of the boats, a good outcome for the others!

The Anchor meet on Saturday 11th June attracted two yachts and two powerboats with a total of 17 members for the picnic on the beach at Thorness Bay. A rising tide enabled the boats to anchor fairly close to the shoreline. Here Perrin Towler and Roger Cook safely ferried everyone from their boats to the shore in the club RIB 'Willbur'. Some took a walk along the shore before lunch. In early afternoon, on the in-coming tide, the fleet returned to Lymington in a freshening wind.



From mid June to mid July the Club Members who had signed up for the Summer Cruise were kept in touch on a daily basis by a group text message containing the schedule of boat names with their current and intended next port. The cruise started with a well-

attended and enjoyable Cruising Supper in the Club on Monday 13th June. The plan had been to meet up later in the week with dinner at the Royal Dart YC. However, and not for the first time, strong winds in Lyme Bay resulted in the cancellation of the Royal Dart event. Nevertheless the flexible format of the cruise and the daily updates enabled a number of boats to meet up from time to time as passage plans permitted.

The Cruisers meeting up for the briefing for the Island Harbour Day viewed grey, wet and miserable weather conditions. However, the decision was made to go ahead and following a start in poor visibility, four boats soon found the air clearing to produce clear, dry conditions. Fortunately the sea was calm and made for an easy passage. Once inside the River Medina the views of the island on either side were delightful. Passing the Folly Inn skippers radioed for the lock keeper to prepare to accept the boats which they did, and were exceptionally helpful. After tying up at the marina the 17 Members attending found that it was possible to sit outside at the Breeze Restaurant in glorious warm sunshine. After a few drinks and a really excellent lunch everyone set off in time to leave the harbour locks on free-flow.



Another highly enjoyable rally was held at Bembridge at the end of July. The Family Fun Weekend attracted a record number of boats to Duver Marina and all were efficiently accommodated by the expert marina staff headed by Gordon Wight. There were 14 boats from the RLymYC, eight sail and six motor together with one party coming by car. Those arriving outside Bembridge at around noon were entertained by a remarkable flying display from the Red Arrows. The weekend kicked off with drinks on the pontoon on the Friday evening followed by the BBQ on the Saturday with a Firework display to light our way back to the boats. The dinner on the Sunday night at the Bembridge Sailing Club was very well presented with excellent service and delicious food. The weather was very warm on

the Friday and Saturday but thankfully cooled down a bit on the Sunday. Most boats left on Monday afternoon and enjoyed a brisk sail back to Lymington.



The joint Cruiser/Scow Day Sail on Saturday 13th August was thoroughly enjoyed by all those who attended in some very pleasant if breezy summer weather. Three cruisers made their way to Hurst Spit and dropped anchor soon to be joined by four Scows and the Safety RIB. The Scows and RIB made fast to a selected Cruiser and went aboard to enjoy a very sociable lunch. All had a 'lively' sail back to Lymington in winds gusting force 5 from the SW!

The Bucklers Hard BBQ towards the end of September is a traditional event and although affected by poor weather forecasts, a hardy group attended to enjoy the BBQ in sunshine and were rewarded with a moderate easterly to get all home. Some of the powerboats made it to Beaulieu on the Friday evening having left before hearing of the postponement.

Derek Barnard organised a very successful Cruise to the Caledonian Canal (Report on Page10).

On Tuesday 4th October ten boats attended the day cruise to East Cowes Marina. With an easterly wind of around 20 kts and occasional gusts of 32 kts, the boats had an exhilarating and interesting passage! Thirty four Members had an excellent lunch at the Lifeboat Inn followed by a small group going on an organised tour of the RNLI Inshore Centre. It was commented that it was very interesting to see the modern techniques applied in the RNLI factory. With no change in wind conditions, the sailing boats had a very quick return passage, with the tide in their favour, resulting in a very enjoyable day.

GEORGE JOHNSON
CAPTAIN OF CRUISING

CONTESSA 26

50th ANNIVERSARY RALLY

DAVID HOULTON

The 50th anniversary of the much loved Contessa 26 class was celebrated at a rally in Lymington over the last weekend of July.

Owners brought their Contessas from as far afield as Amble in Northumberland and Medemblik in Holland both doing almost 500 sea miles in the preceding weeks. There was a strong contingent from the West Country and Nina Kristin Nilsen flew in from Canada to represent her Contessa *Bika*. Overall the Contessa 26 Association entertained 130 sailors representing 51 boats from the class.

First launched on 28th April 1966 and built by Jeremy Rogers, some 300 or more were built at his Lymington boatyard and a similar number were built under licence in Canada. The Contessa 26 became the first in a long line of Contessas built by Jeremy Rogers over the years. Jeremy and his family were at the rally with his own recently restored 1966 vintage Contessa 26, *Grayling* and he commented; "I was delighted to see so many boats and crews here - I would never have believed way back in 1966 that we'd be celebrating 50 years like this today!"

The Rally was blessed with good weather and the boats made an impressive and



colourful sight all along the Dan Bran Pontoon in Lymington moored two or three abreast, many dressed overall.

A BBQ on Friday was followed by a cruise in company to Hurst on Saturday and a dinner at the Royal Lymington Yacht Club in the evening where retiring Class Secretary David Houlton was presented with a beautiful half model of his boat *Elinor*, made by Jeremy Rogers himself. After a relaxed race around the cans to Sunday lunch in Yarmouth, the boats went their separate ways.



The weekend was a tremendous shared success with many opportunities for owners past and present to swap stories and ideas about their much-loved vessels.



Caledonian Canal Adventure

September 2016



Day 1 All arrived safely. Boats looked good - well presented and basics in place. Much to-ing and fro-ing from cars to boats as we stock up for our adventure. A safety and information video orientated us, so we could handle the boats safely followed by practical instruction and hands on trial. Much amusement as we 'sailors' dealt with the handling techniques of motorboats. Three-point turns were never so much fun in cars! First bridge and lock negotiated with aplomb and a little help from Caley Cruisers personnel. Now we are on our own, Loch Ness here we come!

First stop Urquhart Bay. Interesting time for everyone as we moored up with a little help from our friends! Hopefully, our techniques will improve. A delicious dinner at the Loch Ness Inn and the process of making new friends begun.



Day 2 Some with bikes made the journey to Urquhart Castle; others continued to Fort Augustus. Our individual adventures began and later we rejoin 'the fleet' at Fort Augustus. Timing is everything! Two of the last boats to arrive moved into the lock first. However, the downside was they shared the lock with a smelly, diesel-exhaust-puffing Survey ship. What it was going to survey was anybody's guess.

The five locks we passed through were fascinating, taking us just under one and a half hours to transit, walking our boats through each one. This took us 42ft/12.5m higher. Those holding the stern-line were the 'movers' and those holding the bow-line were the 'guiders'. Strange, but the guiders were mostly women and the movers were mainly men!



Day 3 We stopped at Laggan Avenue planning to have dinner out. Unfortunately the floating restaurant, The Eagle, was full. For some it was a curry onboard and a game of cribbage with a little wine to compensate for any games lost. It rained heavily, so the dinner option preempted a lot of drowned rats.



Day 4 It dawned fair with mists forming a wreath around the mountains leaving the summits stark outlined against the blue sky. Amazing vistas as we crossed Loch Lochy and reached the Gairlochy Locks and the privately operated Moy swing bridge. We were nearly at the end of part one of the adventure when we reached Banavie Locks and Neptune's staircase. A flight of eight locks, an amazing engineering feat which leads to the sea loch and Fort William. This is as far as we can go, so we moored up and explored the surrounding area. Sunny skies, beautiful countryside with magnificent views of Ben Nevis, the highest mountain in the UK, surrounded by other peaks.

We started our journey back as weather conditions were predicted to be more windy and wet for the Saturday/Sunday. Several of us moored on the pontoon at Invergarry overlooked by the ruins of the castle. We managed to book dinner at The Invergarry Hotel Brasserie. This led to an exciting 20 minute walk through the woods beside the rushing river. It was still light, but we were concerned about the return in the dark, although we all had torches with us.

Having had a delicious dinner, by the time we came to leave it was tipping. Serendipity! It was a good excuse to get a taxi. We still needed those torches as we slithered and slid down the grassy bank to the pontoon. No one was lost in the process.

Day 5 Left Invergarry early, heading for Fort Augustus. Arrived and moored up in time for lunch, a browse around the town and a top up of essential items before the wind and rain arrived mid-afternoon. This was the first time we managed to get TV all trip, so enjoyed seeing the news, rather than hearing it.

Day 6 'Showers with rain in between' was predicted by the Culloch Lockkeeper, he didn't disappoint! We transited five wet and windy locks; one boat had a terrible time tying up as the wind caught its stern and it ended up right across the lock. Another didn't realise you had to release the ropes as the cruiser lowered in the lock. Nothing to do with the competence of the Royal Lymington crew of course - not one of ours, thank goodness!

This time we were tied to another boat so the ladies were assistants rather than fully fledged 'guiders'. Boy, do the tourists love this spectacle. The cameras clicked, the I-pads snapped and the mobile phones were in overdrive. People

from India, China, New Zealand, America and more have photos of us wet, bedraggled travellers. Not a photo opportunity to be wished for, though we were all dressed in our wet weather gear, so, perhaps we looked the part!

We were invited to pre-dinner drinks on board the cruiser Balmoral, hosted by the Sutherlands and Appleyards, followed by a group dinner in the Lovat Hotel's Brasserie. Delightful place; we had a room to ourselves! Fantastic food at a great price and superb fine wine. Staff and service were excellent. I think we all made it safely to our boats. Roll call next morning; we were all present, but not too correct!

Day 7 Across Loch Ness - showers and sunshine with a stiff breeze. One more lock and a bridge and we were safely back at base. Fantastic adventure, beautiful and spectacular scenery. Good company, good food and no major incidents! What more could we ask for?



The Cruising Sub-Committee are to be commended for organizing a splendid charter.

NORMA HUNTER EDITED BY DEREK BARNARD

Cruise Statistics



7 Nights on Board



120 Miles Sailed



110 Litres of Fuel



20 Locks



10 Swing Bridges



16 Members



5 Cruisers

Open Rockall RIB Expedition

28TH/29TH MAY, 2016

Rockall, better known as a shipping forecast sea area than the most isolated, inhospitable, desolate, stinking small rock on earth, 300 miles out into the Atlantic off the west coast of Scotland. The remains of an ancient eroded volcanic plug officially annexed to the UK in 1955 for fear the Soviet Union might use it to spy on the test firing of the UK's first guided nuclear weapons. A request was sent to the Admiralty to seize the island whereupon it became the last piece of colonial land grab of the British Empire. It had been on Neil McGrigor's bucket list for eight years.

No stranger to planning long distance runs in RIBs and having just returned from running down the 1,000 miles of Chilean Fjords and round Cape Horn by RIB in January, 2016 had to be the year to tick off the Rockall expedition. In 2013 he attempted to fly there by Paramotor (a powered paraglider) but had to ditch into the Atlantic when the petrol ran out and his refuel boat lost him.

Scorpion RIBs were commissioned to build a 9.8m Serket RIB with various customisations to suit this expedition. To focus Neil's attention it was even called *Rockall*. Powered by twin 300HP Evenrude 2 stroke outboards with a 670 litre under deck tank. A further deck tank and fuel bladders would provide up to the estimated 1,160 litres required for the 600nm round trip.

Joining Neil were Tony Jenvey, Charles Nicholson and Tim Kary, all chosen for their maritime experience and coolness under duress. Tony had been with Neil on both the RIB 2003 and 2005 circumnavigations of Great Britain world record runs. The 2005 record still stands at a continuous 27hr 10 minutes in his Blade Runner 51, *Bradstone Challenger*.

The weather gods appear to align for the end of May; the expedition was a go. The Scorpion was trailed up to Oban and launched at Dunstaffnage Marina. The 102nm leg out to Berneray, an island at



the north end of North Uist, took them to the last point at where fuel could be got to top off their tanks before striking off into the wild Atlantic. Stornaway coastguard were notified of the timetable, persons on board and the purpose of the expedition. Safety equipment included a four-man valise liferaft, EPIRB and satellite phone and a multitude of other bits and pieces. The extra weight had to be taken into consideration to give them a fuel safety margin: Rockall is way beyond air-sea rescue range.

On Saturday 28th May they departed the Outer Hebrides at 9.14am. Travelling at a steady 40kts saw them straight line west just south of St. Kilda toward the one waypoint plugged in for Rockall - 209nm with a time of 5 hrs 13 minutes. Though the wind sea state was calm there was a residual Atlantic swell that prohibited any faster speed. The engines occasionally departed the water with a loud bark.

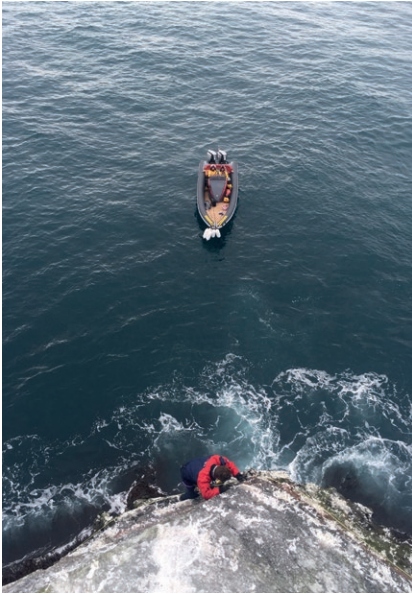
With the UK's continental shelf left far behind and in depths of well over 2,000m we were truly exposed and alone. Opinions varied as to how far out we would see the 19m high rock from eight miles to twenty. Taking turns at driving, at seven miles a tiny speck which could be mistaken for a 'floaters' in your eye appeared and grew surprisingly

quickly at 40kts. A Mexican wave of smiles went round the boat captured on video as the cameras came alive. The truly unique experience was rolling; the monotony forgotten. We had arrived and could already smell the guano dripping down like runny icing sugar on a badly iced cake. Rockall is a resting place for flocks of Fulmars, Northern Gannets, black legged Kittiwakes and common Guillemots though no nesting place in sight for even in the summer storm waves wash over the summit.

Stopping for the odd sustenance break, 6 hours 50 minutes after we left Scotland we arrived at low tide. Average speed 38kts. Approaching gingerly we took in the awe-inspiring isolation. Some 130m north is the very dangerous Hasselwood Rock, just showing at low tide. Another pinnacled remnant of this ancient Atlantic volcano claimed 635 lives when the passenger liner *SS Norge* foundered there in 1904 on her way to New York from Copenhagen.

Circumnavigating the rock several times looking for our best landing spot, we eventually settled on a small ledge on the south eastern corner almost in the lee of the swell but not quite. The true lee, the rock face was the east facing shear side. With ice axe in hand, straight off the bow, Neil jumped ashore. There

were very few suitable cracks to easily put in climbing safety points. The one he used gave way when he attempted to pull Charles on next, resulting in Neil being pulled back into the boat with the vital ice axe left on the rock!



He re-established his position on land, Charles arrived next and the climb began. This turned out to be not only more difficult but much more dangerous than anticipated. There was almost nothing for Neil's multitude of climbing protection devices to get any hold. Any fall would not have been arrested before he hit the rocks below. Charles followed him up. Tim and Tony watched with interest from offshore as they would be next and it didn't look fun or safe!

Neil had a moment to savour at the very top before throwing down a monkey's fist tied to a thin line to haul back up the breeches buoy. With one end tied off at the top and the RIB in reverse to form a taut line, all the kit was hauled up. Out with the Phantom 4 quadcopter drone to do some spectacular filming. Watch "Rockall Scorpion RIB adventure" Youtube and be very impressed.



Neil climbed down to help Tony and Tim ashore to make it a full landing of all four of us at the same time. The boat was anchored with great difficulty in 60m of water on a very long anchor line with bungee to supposedly ping it back off the rock. It didn't, due to the perpendicular tide flow on the mooring warp. At this point Tim and Tony decided that for the safety of our return journey they would sleep the night in the open RIB.

On the only named piece of Rockall, Hall's ledge, Charles sparked up the BBQ for our night's supper of steak au poivre and champagne out of the Fortnum's hamper, while Neil drilled into the incredibly hard rock the light beacon from Hydrosphere he had promised he would mount there. Flashing white, once every 15 seconds is now Rockall's identity on the Admiralty charts.



Without tents, we settled down after midnight, tied to the rock in dry suits in our sleeping bags; yet another experience never to be repeated! The rock surface was like grease from the white guano which got everywhere and really stank. At this latitude north there is hardly any night. It's just grey-light. At 3.20am I noticed what looked like a worrisome fog bank rolling in from the south and imagined being marooned forever on this desolate rock. Enough was enough and we started to pack up but it took some time to raise Tony and Tim on the VHF who were sleeping on the RIB. It seemed like an eternity to disentangle their anchoring line. With the Fisherman's anchor, 10m of chain and 132m of warp all seemingly hanging vertically the call "knife it" was made. The kit was lowered down the vertical face into the RIB. Charles and Neil climbed down taking out the climbing protection as they went. Boarding the RIB was surprisingly easy. They had achieved their goal and more men have slept on the moon than on this stinking isolated rock!

The rock glowed in the rising sunlight. Floating like oversized bloated hippos Charles and Neil decided to go for a swim. The very next photo was the Killer (Orca) Whales surfacing! We were truly in the wilds of the Atlantic as if we needed yet another reminder.



Rockall sank to a speck as we returned to St. Kilda and civilisation. The water roughed up reducing our return speed to around 30kts for most of the journey. This also conserved fuel. We didn't know how much we had burnt and wanted to make it home. Initially stopping each time we saw whales and dolphins we eventually had to press on. Owned by the National Trust of Scotland, St Kilda's archipelago has the highest sea cliff in the British Isles and we saw it about 15 miles out. Word had travelled from North Uist to St. Kilda of our mad expedition and we were surprised by a welcome party of tourists and the National Trust's lady warden. It became one of Scotland's five World Heritage sites in 1986 and is one of the few in the world to hold joint status for its natural and cultural qualities. At only 40nm off the coast do visit there rather than Rockall.

With a flight to catch, Charles was keen to carry on. He was dropped on the sandy beach at the end of the Benbecula runway. A quizzical airport security guard on his rounds gave him a lift to the terminal building where he changed out of his dripping dry suit in the queue for his ticket for the 4.20 pm flight to Southampton.

The rest of us pushed on down the Atlantic side of the outer Hebrides then eastwards between Barra towards Mull and Oban where our night's sleep would be, a further 101nm away. We made it there with barely 100 litres of fuel remaining. We had used more than we thought. A Bank Holiday weekend jaunt with a difference, there certainly wasn't any traffic.

NEIL MCGRIGOR

Racing Notes 2016



RAMBLINGS FROM THE NEW CAPTAIN OF RACING

As some of you may know, I only took on the job of Captain of Racing, like the sacrificial lamb to the slaughter, at relatively short notice at the end of April. However, I've been a Club Member for 50 years (no, despite appearances, I wasn't born in the Club), and I felt it was time to give something back.

It has not turned out to be the daunting task (yet) I had imagined despite the huge number of regular Club events and national/open events we run. All the hard work for the season had been done by the class bosses, ably assisted by Kirsty and Vicky in the office, and the host of volunteers gathered by Jane Corden.

Fleet and event reports appear elsewhere in the magazine, so I won't bore you by repeating them. A couple of things are worthy of mention, though. The Scow fleet now stands at around 70 boats, just eclipsing the average age of owners which I'm reliably informed has dropped from 67 to 65 - if that's wrong, blame Dick Moore. The renascent J80 fleet has grown seemingly from nowhere to around 15 local boats, and 25 plus at their excellent Nationals, hosted by us. With much encouragement from Rear Commodore Sailing, Stuart Duffin, the Royal Lympington Cup has re-emerged, Phoenix-

like, as an inter-Club event, hopefully growing from this year's successful but slightly underrepresented event.

Club Members have had their usual keelboat and dinghy successes at home and abroad, but I think the Club's ethos is wonderfully represented by my pal Richard Breese who not only follows his daughter Emma around in her Oppie, competes on Thursday evenings, but then goes off and successfully completes SORC's inaugural solo Fastnet race.

We've got a busy closed season ahead with a few things to sort out - new Racing Rules, date/ format changes to encourage more entries in some events and the calendar (...scary).

However, if there's anything I've learnt over these first months, and race competitors would do well to remember this, without the unstinting support of the office staff and boatmen working long hours, and especially our volunteer race officers and race teams, our racing simply wouldn't happen. Raise your glasses to them all!

Have a good winter and enjoy next season.

CHRIS RUSTOM - CAPTAIN OF RACING

QUEEN VICTORIA CUP

Royal Lympington Yacht Club crew members of Bojar were presented with the Queen Victoria Cup on November 8th as winners of the Saturday race at the Royal Thames Yacht Club Cumberland Regatta held each year in June.



L-R: Nick Ryley, Andrew Pearson, Charles Watson. Centre: Rufus Gilday

Racing Roll of Honour

Sailor	Event	Class	Position
Tom Rogers	RYA Honda Youth RIB National Championships	-	2nd
Hattie Rogers	EUROSAF Youth Championships	29er	3rd
Pippa Cropley	EUROSAF Youth Championships	420 Girls	1st
Luke & Emma McEwen	RS 800 National Championships	RS 800	1st
Hannah Snellgrove	Laser Radial National Championships	Laser Radial	1st
Chris Turner & Alex Hayman	Scorpion National Championships	Scorpion	1st
Vita Heathcote & Milly Boyle	420 European Championships	420	1st
Luke & Emma McEwen	RS 800 European Championships	RS 800	1st
Brian & David Earl	Javelin European Championships	Javelin	1st
Nev Herbert	Albacore European Championships	Albacore	1st
Matilda Nicholls	U16 Laser 4.7 European Championship	Laser 4.7	1st
Chris & Hannah Neve	Round the Island Race	No Regrets	2nd J/80 Class
Chris Brown	Round the Island Race	Folkboat Class	3rd boat Class
Peter Scholfield & Melissa Ashcombe	Round the Island Race	Riot	3rd IRC Division 3D
Ray Crouch	Round the Island Race	Boomerang	3rd IRC Division 2C
Andy Roberts	Round the Island Race	Jin Tonic	2nd IRC Division 2B & J/105 Class
Cornel Riklin	Round the Island Race	Jitterbug	2nd IRC Division 1A
William Newton, Andy Roberts & Ray Crouch	Round the Island Race	Jelly Baby, Jin Tonic & Boomerang	2nd IRC Team
William Newton	Round the Island Race	Jelly Baby	1st IRC Division 2B & J/105 Class
Mike Slade	Round the Island Race	Leopard	1st IRC & Monohull to finish
Sophie Weguelin	Weymouth & Portland Sailing World Cup	470	2nd
Nick Thompson	Weymouth & Portland Sailing World Cup	Laser	1st
Pippa Cropley	2016 Eurosaf Team Selections RYA Youth Nationals, Pwllheli	420	3rd Girls Overall
Jenny Cropley	2016 Eurosaf Team Selections - RYA Youth Nationals, Pwllheli	420	2nd Girls Overall
Hattie Rogers	2016 Eurosaf Team Selections - RYA Youth Nationals, Pwllheli	29er	2nd Girls Overall
Matilda Nicholls	Laser 4.7 Summer Squad Qualifier	Laser 4.7	2nd & 1st Girl
Zac West	Laser 4.7 Summer Squad Qualifier	Laser 4.7	1st
Hattie Rogers	Awarded the 'Backing the Best' award by Sport England & Sports Aid		
Ella Bennett & Emily Gent	420 Spring Championships	420 Class	3rd
Vita Heathcote & Milly Boyle	420 Spring Championships	420 Class	1st
Jenny Cropley	RYA Youth National Championships 2016	420 Class	2nd

Charles Stanley Cowes Classics Week

All images © Jake Sugden

The biggest ever Charles Stanley Cowes Classics Week, which took place from 11th-15th July, welcomed a host of classic yachts, ranging from the oldest, 122 year old Gaffer *Spinaway X* and, just five years younger, built in 1894, *Peggy Baun*, to a pair of modern but classically designed Tofinous, just a couple of years old. The majority, however were designed, and mostly built, more than 40 years ago, the criteria for entry being that the yachts must have been designed before 1975.

The 188-strong fleet was the largest ever which, in its ninth year, is now fully established as one of Europe's most important classic yacht regattas.

During the week every type of weather presented itself, from excessive winds which forced the cancellation of the first day, to light and patchy breezes which made racing very tactical, especially in the strong Solent tides - something many of the visiting crews, especially in the Tempests, who are lake sailors, quickly had to get the hang of. Races were won



and lost on 30 degree wind shifts and lucky choices as well as cunning and skill.

Cowes Classics Week first took place in 2008 as a modest event for metre and classic dayboats, and continues to welcome more classic yacht classes and beautiful one-offs. The yachts, representing 30 yacht clubs both in the UK and overseas, competed in 18 different classes over a number of courses.

The XOD class was fiercely competitive right to the last race, where the antics of the fleet summed up a week of action and excitement. The dreaded black flag, threatening disqualification to any yacht

over the line, was flying at the third attempt at a start for the over-eager one-designs.

The Charles Stanley Cowes Classics Week New Helm Trophy went to Jamie Hoare in his Folkboat *Samphire*, which also won Classic Yachts Blue. Andrew Pearson in *Bojar* came second overall in Classic Cruiser Red fleet. I and my crew were pleased to come 5th overall in Blue fleet in our Contessa 26, *Thousand Knights III*. As mentioned above racing was cancelled due to high winds on the first day but the Race Committee laid on a practice start for those wanting to go out. We did, and it turned out to be a practice race with



gusts over 30kts and only five boats. Being the smallest at 26' by a long way we came fifth (sounds better than 'last') to cheers over the VHF from the Race Committee.

A host of historic gaffers and wooden cruisers including Contessa 26s, South Coast One Designs, two sleek modern classic Tofinous and other vintage yachts were joined for the first time by seven S&S Swans.

Adding a backdrop to the traditional sailing scene was the presence of two iconic yachts, Mariquita, the beautiful 38m

(125ft) Fife design built in 1911, and *Opposition*, built in 1971 for the then British Prime Minister Edward Heath as his second *Morning Cloud* and which went on to win the Admiral's Cup. Neither yacht raced but *Mariquita* was on the water each day with a full crew to show their support to the fleet, and competitors at Cowes Classics Week enjoyed the chance of getting on board both boats to have a look around after racing.

MARINA JOHNSON
RICHARD PICKANCE



Crews Union

Five of the club's top dinghy crews have taken time out to tell us a bit about their racing this season and give us some insight, top tips and advice for crewing to win.

Meet the crews...

Crew Member	David Earl	Alex Hayman	Emma McEwen	James Eales	Milly Boyle
Dinghy Class	Javelin	Scorpion	RS800	29er	420
Results This Season	1st European Championship	1st National Championship	1st Nationals, 1st Europeans, 1st UK Grand Prix Circuit	2nd National Championship	1st Female Junior European Championship
Years in Class	45	14	5	2 ½	1

We asked each crew member what they loved most about their boats...



Javelin: It's fast, looks good and handles well in all conditions with no bad habits. ...and you can sit down!



Scorpion: It's easy to sail with a range of weights as it has a raking rig



RS800: It provides all the adrenalin hits and athletic challenge we need, with high speed, competitive racing. It is righting-moment equalised so even though we're light for the boat we can compete fairly with the fat boys!

29er: It's exhilarating with a well-supported, competitive fleet



420: Everything! The speed, technicality, competition (and social of course!)

...and what they believe it takes to become a champion crew:

Q: What makes a good crew?

DE: Bring extra skills that complement the helm (in my case, tuning and an attempt at wind prediction). Stay observant and feed information to helm. Try to exude positive vibes to encourage helm even when things are going badly (bit difficult if he's being silly).

AH: Decision making, communication.

EM: Gritty determination to get on with the job regardless of challenges presented by conditions or helm. Ability to stay calm and keep communicating positively with helm.

JE: Fitness and commitment.

MB: The bond with the helm, a good attitude to improve and a passion for sailing - cliché I know.

Q: Do you do any special training?

DE: Boat handling and 'getting in the groove' practice outside racing. Weight training every morning for arms and stomach muscles plus extended leg-press sessions for strong trapezing legs.

AH: Not really! One open meeting a year then the nationals. I like to sail a few different classes to develop new skills.

EM: Sailing four times a week in the summer with base fitness from cycling, Pilates, daily sit-ups and press-ups. Circuit training in the winter when not able to sail so much

JE: I train regularly on the water in the Youth squad, and I enjoy going to the gym, running and cycling.

MB: We're always training, on the water whenever possible, off the water doing lots of boat faff and exercise.

Q: What would be your top tip for anyone wanting to join your class?

DE: Never give up. Focus all the time. Encourage helm.

AH: Communication even if it's basic. Take every opportunity to develop your skills.

EM: Practice boat handling until it is second nature; then you can get your head out the boat. Learn upwind tactics so you can make the calls on the beat so your helm is fully focussed on boat speed. Get fit and strong so you can still out-hoist the opposition on the final lap!

JE: Communication with your helm, personal fitness and agility.

MB: Sail whenever you can - you can never spend too much time on the water, there's always something to improve on.

Looking back at this season's racing; what hard graft have they put in to gain the winning edge and, at the end of the day, what made it all worthwhile?

Q: What was the secret to this season's success?

DE: Practice. Always looking for more speed e.g. photographing different sails from RIB which led to a critical change to the cut of main at the last minute.

AH: Years of sailing with different people, and both of us knowing the boat so well and team work.

EM: Combination of time in the boat to improve boat handling and boat speed, better understanding of boat set-up for the conditions, improvements in our crew-helm communication to stay upbeat even if race not going to plan in order to gain back valuable places... and our new boat!

JE: Always training and developing techniques.

MB: Lots and lots of time on the water; really nailing everything as quickly as possible.

Q: What was your most memorable moment of the season?

DE: It's all a blur! Maybe working our way from last place at the first mark to 2nd at the line in one of the Euro races.

AH: The relief of crossing the finish line to win my first national championship.

EM: Crossing the finish line at Garda in 1st place to win Europeans with race to spare was a magic moment!

JE: Coming second at the nationals wearing a skirt and a sailor's hat.

MB: Erm...the whole summer was incredible - unforgettable! (*well maybe apart from the last of worlds...*)

So, to the other person in the boat: The Helm. How do our crews succeed in getting the one at the back holding the stick to point the boat in the right direction and get it round the race course at the front of the fleet?

Q: Do you have any advice for managing The Helm...

DE: Do everything possible to keep him calm and positive.

AH: Just go with the flow, relax and it will happen.

EM: Don't say anything that might be interpreted as criticism; only provide positive feedback and advice.

JE: Regular banter.

MB: Let them make mistakes, you'll make many more I promise!

Q: On your boat, what are The Helm's best, worst or oddest characteristics...

DE: Best: Focus and determination. **Worst:** Poor arm strength which he uses as an excuse not to play the mainsheet enough.

AH: Seems to always leave his sailing kit in Newcastle!

EM: Best: Remains super calm 99% of the time **Worst:** Prone to falling over which can get tricky when twin wiring.

JE: We have the same name so we don't get confused...

MB: I think 'understanding' is the best word to describe her all round.

Our crews' essentials for remaining a happy on the water, whether it all goes to plan or not...

Q: Favourite bit of sailing kit?

DE: Tilley hat: great for sun and rain, but not very cool to look at...

AH: Zhik Superwarm wetsuit.

EM: I was going to say my woolly hat but after hiking the Endeavour Trophy in an RS200, it's got to be my trapeze harness!

JE: My hat.

ME: Bikini - ready to whip it out whenever there's a slight bit of sun.

Q: Favourite on-the-water snack?

DE: Jaffa cakes.

AH: Haribo.

EM: Malt loaf.

JE: Go Ahead bars.

MB: Kellogg's breakfast bar.

And looking to next season's goals...

DE: Win the Nationals and Europeans.

AH: Defend Scorpion national title. Albacore worlds. Take delivery and start sailing my Exocet International Moth.

EM: Defend our titles and hope for second chance at Endeavour Trophy to try and improve on this year's effort.

JE: I would like to continue to compete nationally and internationally, I am especially looking forward to the 29er worlds at Long beach in California.

MB: Possibly ISAF worlds..?

2016 Finn World Masters



The 2016 World Masters will be remembered for being the largest Finn event of all time (so far) and for a gladiatorial battle to be champion that was only decided in the last minutes of the final race.

An astonishing 355 Finns made it to Circolo Vela Torbole at the northern end of Lake Garda for a week of fantastically competitive and close racing. In fact the Finn fleet was dotted around all the clubs from Riva to Torbole. Lanfranco Cirillo, the major sponsor of the event through his Fantastica Sailing Team, spoke through the rain at the opening ceremony about the spirit of the Finn class and Finn sailors. He said The Finn was an Olympic class for all, for the strongmen of the sailing world. "The Finn is not just a boat, it is a lifestyle." Not many present disagreed with his sentiments.

Competitors in Torbole included many former Olympians and many former champions. Increasing numbers of sailors are returning to the class for the great competition that it offers and the standard is rising every year.

The scope of the racing was immense, with the fleet split into four starting groups on two course areas covering almost the entire visible water at that end of the lake. Early on it was fairly clear who the front runners were going to be with defending champion Vladimir Krutskikh and 2004 Olympic silver medallist Rafa Trujillo, sailing at his first World Masters, winning every race in their groups over the first three days.

Behind them, six time Masters champion Michael Maier and Piet Eckert were stringing together a series of top scores that left them in touch with the two leaders. The next group of Paul McKenzie, and Christof Burger, Laurent Hay, Harles Liv, Marc Allain des Beauvais and Yuri Tokovoi could hardly be separated. With four starting groups, it was almost impossible to get any significant points advantage if you were always at the front of the fleet, as shown by the fact that come the medal race on the final day, any of the top ten could still have won the event mathematically with only 14 points separating them. And in spite of a completely random selection fleet allocation, some of the top sailors still didn't sail against each other.

Many sailors arrived early at Torbole to put in some practice and were rewarded by a week of very light winds and rain. However, by the day of the practice race the weather had returned to normal and on four of the five days of actual racing, a cold 14-20 knot Ora swept down the lake challenging the fleet with tight tactical racing into the corners.

Lake Garda has been called by some sailors as the University of Sailing. Everyone learned something about the nuances of sailing on Europe's most famous lake. The Finn is also a university for life with stories and memories told and relived each evening in the bars and restaurants of Torbole. It was a huge melting pot of experience and knowledge.

But even if some sailors didn't have the day on the water they wanted, the scenery around them was simply breath-taking. The geography of the area that creates its world famous winds dominated the racing, with the huge mountainsides towering above the small boats putting everything into perspective. But it is the boat, the fantastic Finn, which is the true equaliser.

After nearly fifty years of competition, the Finn World Masters remains one of the most important events in the International Finn Calendar. A quarter of a century ago the event name was changed from the Veteran Gold Cup to the Finn World Masters to reflect this. The Masters has been often copied but never matched. It has survived because of the camaraderie and support of large numbers of Finn sailors worldwide who just enjoy racing a great boat together with friends made through a lifetime of involvement in the class. Many of those who raced in the early Veteran worlds were present in Torbole, attracted by the spirit of the class and the intense competition. No one gives away an inch in a Finn race and that is as true today as it was half a century ago, at all levels.

On the Thursday all racing was abandoned ashore as rain and unstable winds from the wrong direction meant any fair racing was going to be difficult. So the positions from Wednesday determined who would sail the medal race and for the first time ever, all ten sailors entering the medal race at the Finn World Masters in Torbole had a chance of walking away with the title.

Whatever the outcome of the final races, everyone was a winner with a spectacular day of sailing. The medal race itself was as dramatic as it was scenic. Sailed up against Garda's steep walls, the lead changed three times before the finish. Maier took an early lead and sailed away for what looked like a certain seventh title. But Trujillo wasn't quite finished and worked his way towards the front after a mediocre first upwind. He was right behind Maier and Krutskikh at the final top mark and split gybes on the run to the finish. The gamble paid and he found enough pressure to sail through for another race win and the title. Krutskikh passed Maier for second. It was a thrilling end to a thrilling week.



Photo courtesy Berit Hainoja

All week Grand Masters, Grand Grand Masters and Legends have been trading places with the younger Masters. The Masters and Grand Masters medals were all contained within the top ten with Trujillo also winning the Masters title, Maier took the Grand Masters while Marc Allain des Beauvais won the Grand Grand Masters title by a sizeable margin.

For the first time ever the class introduced a prize for Super Legends (over 80). Pedro Jiménez-Meifren may have been the only one, but he got the biggest cheer of anyone at the prize giving, simply because he epitomised everything that the other 354 sailors hoped to emulate when they reached that age – the

ability to still sail the Finn. Pedro also completed most races when sailors half his age were staying on shore.

Victory for Trujillo is a milestone for the class – the first time an Olympic medalist has won the title. He said he would be back. "The group of sailors in the Finn masters are very nice and I really enjoyed my time here. I enjoy coaching the Finn but I still enjoy sailing it as well." Everyone returned home sad that the event was over for another year but buoyed by the knowledge that in one year's time, the Finn World Masters fleet will meet again, in Barbados.

ANDY DENISON.
GBR20 PRESIDENT FINN MASTERS FLEET.

Photo courtesy Berit Hainoja



J/80 – The Club’s Newest Fleet

The J/80 is the perfect combination of family day boat and ‘one-design’ race boat.

Thanks to its simplicity, its strength and its performance record, this 8m keelboat has become a worldwide reference, and remains so despite being launched two decades ago.

It is easily controlled, forgiving and sea-kindly but at the same time incredibly exciting to sail and race. It is also the only sportsboat that is certified for offshore sailing and is capable of over 18kts, yet designed to cruise under just the mainsail with friends and family. Typically, the boat races with four or five crew.

The J/80 fleet is competitive, but at the same time extremely friendly. There are over 100 boats in the UK mainly concentrated in the Solent, but until recently only a couple have been racing in Lymington under IRC, with June and Nick Kirkman as pathfinders with their boat *Jane*.

Last season everything changed; steadily the number of boats increased and by the end of the year there were sufficient boats to form the newest ‘one design’ fleet of 14 boats at the Club. Nearly all race regularly as a ‘one design’ class; a few race against cruiser-racers using a handicap system.

This season the Club has provided approximately 30 class starts for the J/80s, supplemented by ‘one design’ racing during Cowes Week, Round The Island Race, Tattinger Regatta and Lymington Town’s Solent Circuit.

The Season’s highlight was the Club hosting the UK National Championship over the August Public Holiday weekend, which could be summed up by



© Rebecca Clarke

misquoting the most famous Briton... Never was so much packed into so little (time) by so few (organisers).

In just three days PRO Roger Wilson and his team ran nine near-perfect races, in winds from 0-30kts, tides from 0-4kts, using two very different race areas set 7nm apart. Meanwhile, on shore, competitors and guests enjoyed a genuinely ‘rammed’ social programme with well-organised functions every evening. To further help things along, organisers and event sponsors sorted out three days of sunshine to accompany the complete range of sailing conditions.

Day one saw the 25-boat fleet head into Christchurch Bay for three testing races, the wind ranged from 1-16kts and shifted around much of the compass. At the end of three races local boats were in the ascendant; Oly Dunford’s *Purple Haze* steered by Simon Shaw topping the table from Chris and Hannah Neve’s *No Regrets* and ‘young’ Ray Mitchell and a team of real youngsters on *Checkmate*.

Mitchell’s youthful team would go on to have an exceptional regatta, only interrupted when their boat was badly damaged by a port-tack rival in the strong breezes of day two... God bless redress.

Day two brought the breeze and lots of it with four fast races in the western Solent. By now the two favourites had found their feet, multiple J/80 champion Kevin Sproul’s team scoring 2,1,1,1 and regular J/80 performer John Powell on *Betty* ending the day with 1,2,3,2.

As well as *Checkmate*’s earlier crash, there was some off-piste action for *Fiducial* crew Al Newton – builder of Iain Percy’s gold medal winning Star boats – who achieved some nice air when flying overboard during a rather too speedy gybe. While *Flipper*’s crewmates struggled to dowse the kite and turn around, Chris Kirkman’s crew on *Jane* eventually picked up the (moderately) grateful casualty.

The final day was a race officer’s nightmare, now back in Christchurch Bay,



© Rebecca Clarke

almost pulling off one more before the morning's zephyrs faded completely and Wilson's patience was rewarded two hours later when the sea breeze finally filled in, with a race win for Lymington's *No Regrets* and (more) grey hair for Kevin Sproul, shut out at the start but fighting back to 8th to take the overall win by 4 points from John Powell and *Betty*. That evening Roger Wilson and his race team were still smiling having completed two good races.

With Sproul taking his 5th national J/80 title and Powell a worthy runner-up, the family Neve – top local boat – slotted in to 3rd overall on countback with 2nd, 3rd and 4th (*Purple Haze*) all tied on identical points.

The Corinthian prize duly went to Ray Mitchell in 5th... plus merriment for the scorers who spotted some rather too illustrious T-shirts among the amateur entries!

Kevin Sproul's polished victory aside, a big prize would also have been appropriate for those who worked behind the scenes to organise such an excellent event, Jim White and James Harrison, plus the Club's now legendary Kirsty and Vicky.

Last but not least, as well as convincing superstar umpire John Doerr to interrupt his global schedule for a weekend of local entertainment, White and Harrison had arm-twisted enough sponsorship for this regatta to run an America's Cup.

The very slick Amis Productions video of the event can be viewed here <https://youtu.be/KMU6eo12CxM>

With the season not yet ended, preparations for next season's packed race programme have already begun. The Nationals and the Worlds are being held on the Hamble. I wonder how well the Lymington boats will do after this season's experience with the boats?

JIM WHITE



© Rebecca Clarke

XOD

I must firstly start on a sad note. As many of you will know, Mike Till, our Class Captain, friend and fellow sailor in Xs, Finns and Ethchells passed away on Tuesday 11th October. Mike was a wonderful man and he handled his illness with an incredibly positive zest for life. This year he took part in the Finn Worlds, Cowes Classic Week as well as Cowes Week and was out racing in Osborne Bay in 25 kts in his X, and coming second, 2 weeks before he died. A truly remarkable man.

Moving on to Lymington division. Stuart Jardine in *Lone Star* enjoyed an excellent Charles Stanley Cowes Classic Week, leading the regatta after the first two days and finishing third overall. Rory and Stuart Paton finished fourth in *XL* and Rory won the new helm trophy as it was his first appearance. Unfortunately Paul Woodman, Oliver James and Simon McCarthy in *X32 Ibex* were not able to recreate their first place from 2015 but finished a very credible sixth. A further eight boats from Lymington took part in the fifty-two boat event.

Aberdeen Asset Management Cowes Week this year was a spectacular event with excellent racing in a fifty-six boat fleet. Eleven boats from Lymington competed including two under-25 teams who received funding from the Class. Lymington placed two boats in the top ten with *Ibex* in fourth place and one of the under-25 teams, Nik Froud, Charlie Cox and Henry Lloyd Williams in *X72 Venus* in sixth.

Back in Lymington, both the Saturday and Wednesday series were very well attended with a total of 31 boats taking part in the Saturday series and 26 in the Wednesday series. Average numbers were approximately 18 for the Saturday series and 16 for the Wednesday series.

It is well known how competitive the fleet is and how many boats are capable of winning races and the results back this up. On Saturdays seven boats achieved at least one first place with sixteen placing in the top five at least once. On Wednesdays the numbers were eight boats with at least one first place and 17 boats achieved a top five finish at least once.

And we have just finished a great Autumn series with some very high quality racing with over 20 boats out in many of the races and a couple of us falling in! Not just me!

Unfortunately we lost some races due to the weather this season. Next year we will schedule reserve dates for our one-off events.

NICK FROUD



Ninth Javelin Europeans Win

We were introduced to sailing in Chichester Harbour by our father at the ages of ten months for David and four years for Brian. He used to go dinghy cruising in a ten-foot, clinker-built open boat, before the war. We learnt in the same boat, progressing to Albacore 89. Although we never raced it, every boat in the harbour was a challenge! In 1971 we upgraded to a new-fangled fibreglass boat (we never thought it would catch on!) to avoid all the weeks of varnishing and to increase excitement with a spinnaker and trapeze.

In those days, virtually all boats were fibreglass copies of existing wooden ones which didn't always work, while the Javelin had been designed specifically to be built in fibreglass by Peter Milne, the designer of the Fireball. New, it was a snip at £390 for everything; significantly less than the cost of our latest centreboard today!

As we were new to such a high performance dinghy, we practised alone in Chichester Harbour for 12 hours or more per weekend for a year before racing. We did tacking and spinnaker exercises for an hour in the harbour before going for a burn out to sea for many miles; on two occasions sailing round the Isle of Wight. This gave us good boat handling in all conditions, but didn't include tuning.

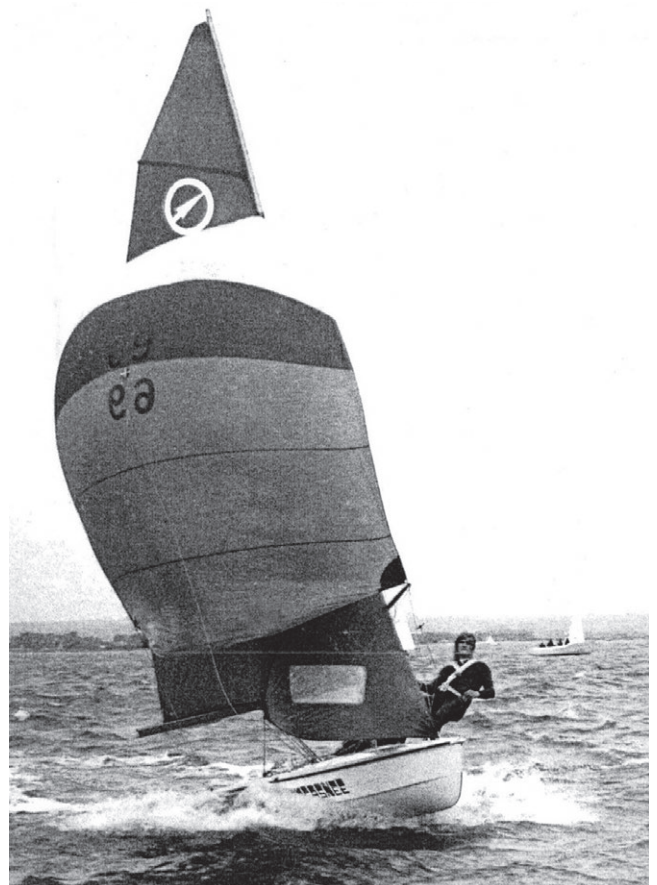
Eastbourne, our first Open Meeting in June 1972, was blowing hard so boat handling was critical and we won against the National Champion which surprised us and him!





He normally had the edge in lighter winds and our rivals all improved in stronger winds so we had to up our tuning skills. There was less access to training as there is now, so we simply observed others and read lots of books by Patterson, Oakley, Law, Houghton etc.

We have always realised that much of our success resulted, not from talent, but from wanting to win more than most of our rivals. As well as practising for many hours each weekend and analysing each race performance, this also expressed itself in a rather fanatical approach to fitting out. Although it seems excessive to make a change that may gain you a few feet when you can lose 200m in a bad tack, we know we'll make the bad tack anyway!



With all this, it still took us until 1987 to win our first Europeans. By 2013, our 18 year-old fourth Javelin had helped us win a further seven Europeans, but we were just missing the main events. As this was obviously a fault of the boat and not our increasing decrepitude, we decided to fit out a fifth Javelin.

We just missed the Europeans in 2014 by capsizing in force 8 on the last day just 100m from the line. We used to love strong winds, but now, in our 60s, everything seems a bit frantic! This year, we were lucky to get light to moderate winds until the last day and won with a race to spare. Although there are obviously much more competitive fleets than the Javelin, winning never seems to have been easy!

BRIAN AND DAVID EARL



Nordic Folkboats

2016 proved to be something of a vintage year for the Nordic Folkboats. In all, there were over 75 starts in the west Solent, and that does not include events such as Cowes Week, Cowes Classics Week, and the Taittinger regatta, which also had starts for Nordic Folkboats.



© Tony Smee

Such abundance of racing opportunities means that most boats opt to concentrate on the series that best meets their racing aspirations, though some boats seem to turn up for just about every regatta!

As in the past, *Crackerjack* was the boat to beat in the early season races, with wins in the Portmore Spring Series and the Thursday Evening Early series, with *Tak* hard on her heels.

Crackerjack continued her form with wins in the Southern Area Championships and the Saturday Series, but with other contenders making the podium in the supporting roles.

Meanwhile at a glorious Folkboat Week in Yarmouth, it was *Madelaine* who emerged victorious with *Crackerjack* and *Tak* in second and third.

However, in the Nordic Nationals, *Tak* took the title, helmed by Ado Jardine, with *Madelaine* second and *Padfoot* third, in a fleet of 17 entries. This proved to be a tough regatta with very strong winds on the Saturday, and almost no wind on the Sunday, so the competitors had to deal with the widest possible range of conditions.

The most popular series for the Nordic fleet was once again the Royal Lynton Thursday Evening Series, generously

sponsored by Moore Blatch & Station Financial. Over 20 boats entered the series, and on most occasions were the largest fleet of the evening. The best turnout was 17 boats on the start line, a very respectable fleet indeed.

As usual the racing was close, but in the early series *Crackerjack* showed her class with six straight wins to count, and her two discards were 2nds! *Tak* finished a comfortable second, while *Bonnie* continued her 2015 ways with a firm grasp on 3rd place. In the Late Series, the racing was much tighter, with *Tak* in command, but only just ahead of a well-sailed *Jen*, while *Bonnie* yet again claimed her customary 3rd.

The West Solent Series consists of six longer races, and the starts are mostly shared between RLymYC and the RSYC, the exception being the Round The Island Race. Nordic Folkboats have the best record of wins of any class of boat in the RTI, though 2016 was a rather windy race, which favoured the larger boats. Nevertheless *Riot*, Peter Scholfield and Melissa Ashcombe, managed a very creditable 13th in IRC overall, in their first RTI outing in a Nordic.

The West Solent Series was eventually won by *Crackerjack*, with *Bossa Nova* 2nd and *Bonnie*... in 3rd (where else?)

In the Saturday Series, *Crackerjack* was the winner, but *Bonnie* finally managed to relinquish her customary place to come home 2nd with *Tak* in 3rd!

As always the social scene centered around Thursday evenings, which saw most of the fleet congregate at the northern end of the Club bar, with the hardier crews fighting for room out on the Club balcony.

However, there was plenty of room at the main social event of the year, the annual overseas beach party at Newtown Creek. Once again, Sarah Fraser on *Crossbow* supplied the pre lunch cocktails, and then everyone made for the shore to compete in the BBQ bake off, aided by several canine members who contributed to the fun and finished off left overs.

2016 has seen a number of new faces appear in the fleet, and the good news is that they are all experienced competitive sailors from other classes. We have also seen greater participation in the RLymYC series during 2016 from boats based in Yarmouth, which is most welcome.

The Nordic Folkboat fleet continues to flourish in the west Solent, and the prospects for the 2017 season are looking excellent!

CHRIS BALDWICK



© Tony Smee

Round the Island 2016

The day before the Round the Island race the forecast was 25-30kts from the west going southwest, but at least it wasn't going to rain, and our start was at a respectable time so we didn't have to leave Lymington until 0700 hrs.

We had a crew of seven, Mark Harris, Tom Filose, Rod Clark, Dave Wilson, Bill and Richard Darley, and myself, six RLymYC Members. A big boys crew, which would hopefully keep the boat upright.

Breakfast en route, bacon rolls and brown sauce, courtesy of Mrs Harris. It wasn't a day for a weight watchers breakfast. Initially we thought we would start from the island end of the line in more favourable current, however with a westerly wind, changed our minds and started at the north end of the line. Irrespective of our decision we started 40m behind the line and with no clear air. Not one of our better starts.

Beating down the Solent was uneventful except for witnessing one port and starboard collision. At the Needles it was my decision to go inside the wreck. The majority of boats passed outside, other than another Club Member, John Allison (*Jumbuck*) who was alongside us. John unfortunately was dis-masted later in the race. Having passed inside the wreck we had clear air, the wind settled and freed, so we set the fractional spinnaker and off we went, with the speed at between 14-16kts, and the occasional burst of 18kts.

Approaching St Catherine's, the crew noticed a helicopter filming overhead. Did the Paparazzi think we were famous? A few days later we found the clip on YouTube. Nice to see that we were travelling faster than the boats around us!

In spite of it being a shy reach we made St Catherine's without having to drop the spinnaker.

At St Catherine's the overfalls created a nasty sea state, and coming off a large wave we recorded a speed of over 20kts! We quickly made the decision not to try and gybe, so jib out, dropped the spinnaker, gybed and re-hoisted.

Off we went to Bembridge Ledge buoy. At this stage we were in company with our main J105 and Club rivals Andy Roberts and Bill Edgerley's *Jin Tonic*. The adrenalin kicked in and we managed to sneak ahead. Afterwards they claimed they had delayed their spinnaker hoist following their gybe to have lunch!

We were not overtaken by any boats from The Needles to St Catherine's. We considered changing to a masthead spinnaker, however checking the true wind speed at 29kts quickly thought otherwise, and continued with our fractional spinnaker. The sea was much smoother on the way to Bembridge, so having to gybe four times before reaching the buoy was not a problem.

At Bembridge down came the spinnaker, then a reach in the direction of the post near No Mans Land Fort. The wind had not abated in spite of being in the lee of the Island, so we put in a reef. From here it was a beat along Ryde Sands to the finish only having to tack three times, with the absence of boats around us very unusual, and a pleasant change from previous years of continuous tacking in traffic.

With the erratic wind off Norris, we didn't go further out into the tide, but just kept trimming, crossed the finish line and continued to sail on to Lymington. We texted in our declaration and as always, we were glad to receive confirmation that we were not OCS. Out came the drinks and cake, courtesy again of Mrs Harris.

During the dreadful return journey to Lymington beating into 25kts of wind and a foul tide, we received the odd text saying we had done well. One well-known group of RLymYC Members just went as far as Bucklers Hard, left the boat and got a lift home by car!

We realised it had been a fast race, completing the 55 miles in 6 hours 50 minutes. The most important thing was we had enjoyed ourselves, the only negatives being the loss of two hats, and gaining a few bruises.

We retired to the Club on our return to finish the cake and have another beer, when it was confirmed that we had won class 2B, and with our fellow Club Members on *Jin Tonic* and *Boomerang* had won the second place team prize, a Jeroboam of Champagne. A great day out.

Three weeks later the Royal Southampton, Citando Island Double took place. This time it was east about round the island. Once again in IRC class 1, the three

RLymYC boats who won the Jeroboam team prize in the JP Morgan event triumphed in reverse order: *Boomerang*, *Jin Tonic* and *Jelly Baby*.

The advertised bottle prizes will no doubt supplement the Champagne at our annual team barbecue!

**WILLIAM
NEWTON**



Dinghy Report 2016

The Club's dinghy scene was vibrant in 2016, with a near-perfect season of Monday evening dinghy races, the Lymington Dinghy Regatta and our two Christmas events in loaned Scows to bring sailors from all the fleets together.

The Scow fleet continue to go from strength to strength, likewise our junior racers; their exploits are numerous enough to justify separate reports. And those dinghy sailors who have occasionally strayed away from Lymington have come home laden with silverware: the Club's members have won 2016 National or European championship titles in the Scorpion (Chris Turner and Alex Hayman), Javelin (Brian and Dave Earl), Albacore (Nev Herbert), RS800 (Luke and Emma McEwen), 420 youth (Pippa Cropley), Laser Radial (Hannah Snellgrove) and Laser 4.7 under 16 (Matilda Nicholls).

More competitors than ever before entered into the fun on Monday evenings: Over 130 boats including 18 Fast, 38 Medium, 13 Slow handicap, 27 Silver Scows, 27 Gold Scows and eight Optimists. Our experienced race teams and safety boat volunteers demonstrated their usual cheerful competence in all conditions, making the racing such a pleasure for those of us lucky enough to be able to take part. We were also very fortunate with the wind; only one race was blown off and the race team still managed to run a fun race. With a nice high tide, lots of the sailors piled into Scows, Lasers and other wind-tolerant boats for a lively blast into



Oxey Lake and back. Whilst the racing is run to a very high standard, the whole point of Monday Evening Racing is to get out on the water and have fun, so don't forget that the Club has two Scows that can be hired by members if you don't currently have your own dinghy. For the less experienced, dinghy sailing lessons can also be arranged through the Club.

The fourth edition of the Lymington Dinghy Regatta was shared again with LTSC, a formula that is proving successful for both clubs. Despite a clash with all the RS classes' Europeans and the Taittinger Regatta, the event was enjoyed by a good number of locals and visiting sailors, thanks to fair weather, professional organisation from the experienced teams – and of course the regatta's trademark tea and doughnuts. As a date for your diary, the regatta weekend in 2017 is set as 15th and 16th July, and as usual you can enter just for one day if you can't make both.

Sadly the Potter Dinghy Race had to be abandoned for the second year running, but we hope to find a fairer day for it in 2017.

Still to come as I write this are the popular post-Christmas Peter Andreae and Penguin Trophies. The events at the end of 2015 went well, with equal enthusiasm for the closely-fought racing in front of the clubhouse and for the tasty refreshments ashore. The juniors competing for the Peter Andreae Trophy also had to contend with gusts near 30kts but managed this with aplomb, teaming up with each other to get enough weight on the rail.

As ever we rely on the generosity and skill of the many volunteers who make our Club's excellent racing possible, from the safety RIB crews to the race teams, timekeepers, recorders, race officers, trolley helpers, results compilers and shore team who make sure we get out and back safely. There's always room for more helpers so if you can spare a few hours and would like to be a part of this friendly team, contact Kirsty in the office, Ann Brunskill who runs Monday Evening Dinghies, or of course come and talk to me.

LUKE MCEWEN
CAPTAIN OF DINGHIES



RS800 Championships

In 2010, after eight years of no dinghy racing (other than in our eight foot sailing tender against *Alice III's* folding tender *Origami* in Spain, and against a 72 foot yacht in Tonga) and with mid-life crises looming, we were keen to try our hand at racing something challenging before age took its toll. Looking about, the RS800 class seemed like the ideal choice: a skiff-style dinghy with twin trapezes, big asymmetric spinnaker and good turnouts at events.

Learning curve

Ben and Jenny Vines very kindly offered to let us take their boat out for a spin. A few capsizes later, we were hooked. After a full year of borrowing their boat (thanks guys!) we took her to the 2011 Nationals, a windy regatta sailed from the brand-new Weymouth and Portland Sailing Academy: this was the venue's warm-up for the Olympics. If you managed to get round the windward mark without capsizing, and hoist the kite without trawling it, the feeling of blasting along the reach in a big gaggle of 60 identical boats all doing 18kts+ was just amazing.

The RS800 is weight equalised: everyone weighs in at the start of the regatta and boats are adjusted so they all have the same total weight and righting moment. So you know if you're going slowly it's not because you're light or heavy, you're just not doing it right. We scraped into the top half of the fleet, thanks to a light wind day in the bay (not capsizing made a big difference).

Over the next four years, in our own boat, we gradually worked our way up the fleet thanks to lots of Monday evening dinghy races at the Club, Wednesdays and Sundays at LTSC, going to every open meeting and picking the brains of the experts. Coaching is a greatly underestimated resource for adult dinghy sailors: We arranged sessions with four RS800 ex-national champions (helms and crews) to learn the art faster. Olympic medallist Nick Rogers came out on a windy day and showed us how to plane fast upwind in big breeze (basically



steer with incredible precision: sail like a professional, not an amateur!). Vince Sutherland and Chris Baldwick were very generous with their time driving RIBs to support us. In 2013 we finally won our first open meeting, in Lymington, against the reigning National and European champions. This was the spur we needed to believe we could win.

The Europeans

The 2016 Europeans were at Torbole on Lake Garda, northern Italy. As well as warm weather and stunning scenery, Lake Garda enjoys a thermally-driven wind each afternoon which can reach 25kts or more on sunny days, making this the Mecca of skiff sailing. Not so different to the Western Solent, except the tide runs at less than a knot (yes there really is a current, driven by the wind), and instead of mud banks there are spectacular cliffs stretching up hundreds of metres. Competitors travelled from the UK, France, Germany and the Netherlands for this five day regatta.

We didn't go in with great expectations. Our main competitors included two previous Garda winners, the current National champions and a pair of young upstart 49er sailors in the RYA Podium Potential squad, who'd won the first RS800 event they turned up to and the first race of the Europeans. We didn't make a great start to the regatta but through the week the wind built and we gradually improved. On the third day we won our first ever RS800 championship race. Going into the final day we had a slim lead in the overall rankings and (after a nervous night) we

knew we just had to beat our two closest competitors in one race each. The first race went like a dream when one of them capsized on the first beat, but we nearly threw it away on the second lap, failing to cover the other rival. One of the key lessons we'd learned was how to regain our composure when things turned bad. We talked positive to each other, Emma got back in sync with the wind shifts (she does the tactics upwind) and we pulled back past them to win the race. RS800 races finish on the downwind leg: it's a pretty amazing feeling to cross the line at full chat with the kite up, knowing that the championship is in the bag.

Nationals

Expectations were by now somewhat higher for our attempt at the Nationals at Hayling Island a month later. Having said that, we'd never finished better than 8th at the Nationals and five boats had previous or current RS800 national champions on board. We tweaked the rig, gave the hull a bit of tender loving polish (including a wipe of vinegar to remove limescale, kindly provided by the Club's catering staff) and made sure we took every opportunity to get on the water in the windy week before the regatta. It paid off: Over seven races in 8-18kts we had confident pace and crucially didn't (quite) capsize on one proper Solent run, during which the wind-against-tide waves demolished all but one of our main opposition. The final day was blown off completely, so we went home very happily with our first Nationals trophy.

LUKE AND EMMA MCEWEN

The Rising Sun

NICK RYLEY

Having been in love with sailing J24s for decades Stuart Jardine decided to have one last fling. He entered the World Championships, September 2016, in Wakayama, Japan. His crew were two other club members, Tim Knight and Nick Ryley, a long term crew Graham Love and a Japanese sailing friend of Tim's, George Motoyoshi from Tokyo. With an average age of nearly 68, peaking with Stuart at 83 it was hoped that experience would win the day. Very importantly we were accompanied by Mayumi Knight who translated for everyone and Mary-Ann Jardine who was boat mother.



Wakayama is just over an hour by road from Osaka on Honshu Island. There is an active marina and it is one of the Olympic centres for Japan. They have 80 new 470s and numerous other classes. The sheds have tall doors so that fully rigged Stars can be rolled inside. They are already winding up for the Olympics in Japan in 2020.

Also in the marina is an active fishing fleet which we learnt to respect and avoid. When fishing, boats are often on auto-pilot and lined up in a 40 or 50 boat fleet steaming down the bay hoovering up the fish. Having said that the local fish were a succulent treat. A Yellow Fin Tuna was chopped up each morning at breakfast for sushi.

The hotel faced the south and we could watch the skies as a typhoon worked its way towards us from Taiwan and blew off the Tuesday racing. We spent the morning of that day at Japanese baths getting very clean and slightly pink. It was hot water from an underground spring. The marina area of Wakayama is powered by steam energy.

The boat was chartered and needed three days of intense work to bring it up to racing standard. Bottom polished,

deck gear checked, rig set up, boat measured and weighed and the new North Sails fitted. High humidity and 30 degrees meant that there was no problem in weighing in and we came 3.5kg under the 400kg limit. A few beers made up the difference very quickly.

There were crews from Japan x 33 obviously but also Korea x 3, Singapore x 1, Germany x 2, USA x 3, Peru x 1 and GBR x 1. The language of the event was English (maybe American) but all repeated in Japanese, which did make for convoluted briefings and ceremonies. Having said that it was extremely well organised and a real flavour of Japan came across.

Well, how did we do? Forty-four entries and we came 22nd. Unfortunately our rig set up for the first two days was not quite right but when sorted out we did have a 10th, 15th and 17th to go with larger ones in the first two days! I have not sailed on a boat before where you



could practically tie a knot in the forestay it was so slack. The wind was very variable and direction-wise a bit of a mystery, though George managed to make some sense of it. In the light airs tacking was costly but deciding which headers to sail through was a toss of the coin. Some crews did well just banging the corners.

We were a scratch crew. Some just go from J24 event to J24 event and their crew work and roll tacks and gybes were immaculate.

One of the pleasures of the event was seeing the respect that Stuart was held in by the J24 fleet. He presented a Royal Lyngington Yacht Club burgee to Wakayama and also was introduced at the first briefing.

We finished off with a visit to Kyoto which I think made us all want to return.



My Story: Hannah Snellgrove



This year I became Laser Radial National Champion for the third time. I was the first ever female to win the Radial Nationals back in 2012, missed 2013 and 2014 due to sailing trips abroad, then reclaimed the title last year and defended it this August, counting ten bullets and discarding a first and a second. It was a brilliantly fun week.

I was honoured to present the prizes at Youth Week. I recounted a story of my first Youth Week, or Junior Regatta as it was then known. It was my first time heading out down the river and my residing memory is the mortification of having to be retrieved from a lee shore by race officer Stuart Jardine, not once, but twice. By the end of the week, Stuart went up to my mum and I was terrified that she would be informed of my ineptitude, but instead he told her I had “so much potential,” that I needed my own boat. And that is how my adventure really started!

At Youth Week prize giving, I was asked to write the full story of how I went from stuck-in-the-mud sailor to three-time National Champion. It's something I've had to have a good think about!

I would love to be able to say that I had always dreamed of becoming a sailor but the reality is that my relationship with the sea started as a skive out of P.E. at school. Wednesday Junior Sailing came up as an option and I jumped at the chance not to play 'catch' or 'netball' or indeed spend hours running away from a horribly heavy

and injury-inducing hockey ball chased by other people wielding even more potential-for-injury-inducing sticks.

I was the schoolchild who actively kept running to the back of the queue to do the 110m hurdles when the P.E. teacher wasn't looking. My sports reports were usually along the lines of “Attainment C, Effort 1. Hannah tries exceedingly hard, but her talents probably lie elsewhere,” which was a polite way of saying I was extraordinarily incompetent.



I would also love to be able to say that I was a natural sailor. I wasn't. My lack of coordination at netball and hockey also

applied to my on-the-water skills, or lack thereof. Unfortunately I was younger than most of my classmates, so I had to wait to reach the grand old age of eight before I could start WJS. I had so set my heart on sailing that I joined the Salterns.

Several bangs on the head later I decided it was a silly sport and I hated it. It was then that I learned the importance of challenge. I read the Swallows and Amazons books and decided I wanted to be like that, exploring islands and going on expeditions. I realised that to have that kind of fun with boats I needed to get better at boats. So that's what I did.

It was a slow process. I failed my red pennant (the second level at Salterns at that time) and it made me so incredibly cross that I spent every spare moment thereafter sailing. I persuaded the Chief Instructor to reassess me at the end of the year and passed. Did Bronze Fleet training at Salterns in the autumn and spring, passed my blue pennant the following spring and then got offered a place on the final green pennant later the same summer by the Chief Instructor who said;

Racing | PotterShip 2016

"it will be good experience for you, but don't expect to pass." Of course that was a serious gauntlet thrown down, and I passed, first time, on my 10th birthday.

The decision to start taking my sailing seriously was very much my own. My parents aren't sailors. They just about knew one end of a boat from the other when I started sailing, and they had to learn as I learned. Eighteen years later, they can do port and starboard!

They never pushed me. I remember launching at my first ever National event. It was the Optimist Nationals in Largs, I was ten years old and all the parents with their oversize binoculars and their big fancy RIBs were telling their children to go this way up the course and make sure they start using that technique and measuring the sail ties to the millimetre. My mum would take my trolley and say; "Now make sure you eat your sandwiches and mind your head, and have a nice day." That was the best advice anyone ever gave me throughout my entire sailing career.

I didn't take the conventional route through junior and youth sailing, mainly because despite my best efforts I kept missing out on selection to squads. I moved into Laser 4.7s just before my 13th birthday. I'd been folding myself in three just to fit into an Optimist for a while! At the time the 4.7 wasn't a recognised RYA class so there was no structured squad system. I moved into a Laser Radial a year later making it to the transition squad on the second year of trying, but failed to be selected for National Youth Squad the next spring.

It wasn't easy, seeing the people I was trying to compete against going through the tried and tested pathway. I maintain that ultimately it made me a stronger sailor.

My coach from the age of 13 was 2007 Laser Radial Men's World and European Champion Ben Paton. Ben and I spent almost every weekend on the Solent, training for hours and hours a day, all through the direst conditions in winter. We would ask Ian Gawn, then Club Secretary, to keep the Club radio channel on because we were going out to do some strong wind wave training out near Hurst, or in the rough seas of Fiddler's Race.



There's something about working together towards a shared goal that creates a strong bond (even though he used to steal my hand warmers), and I think Ben and I were equally proud when I finally made it into the National Youth Squad aged 16.

Sadly it wasn't the end of my unconventional sailing journey. I contracted glandular fever only a couple of months after making it into Youth squad, and then suffered from M.E. for nearly two years, being able to sail very little during that time. It felt like everything I had worked towards had arrived, and then been taken away.

A year out after finishing school gave me the chance to resume my sailing career, and I was determined to do so. I was outside the squad system again, and it was a hugely steep learning curve being the only non-supported British Radial sailor at senior international events. The first time I drove on the 'wrong' side of the road and on a motorway I was 18 and I took myself off to north of Amsterdam for the Delta Lloyd Regatta, boat on the roof.

After success at the Europeans and Worlds that year, I was invited to train alongside the British Sailing Team. It was an honour, and the start of the next challenge which I brought on myself by choosing Cambridge, possibly the most inconveniently placed university in terms of proximity to the sea.

There followed three years of juggling. I'm quite proud to say I emerged from

Cambridge with a first, still as a member of the British Sailing Team, having won a Nationals, and having never missed a work deadline. Many long hours writing essays sat on the floor of commuter trains down to the south coast at the weekends, many long hours of fitness training in the dark and cold before anyone else was awake and before the 9am lectures.



I took a year out in the middle of my university course to gain experience and train full time for the 2012 trials. It was a real insight into the life of a full time sailor; intense training, travelling, living out of a bag, attention to detail, logistics of what boat is going where, and the additional pressure that comes when your hobby becomes what you are doing as a 'job'. Ben came back as my coach for the first event of the 2012 trials, the 2011 Sail for Gold regatta in Weymouth. I don't think either of us really imagined, back when

he was stealing my hand warmers, that only a handful of years later we would be at the 2012 trials. Attended by all of the world's best, I had a smashing regatta and finished 11th, exceeding everyone's expectations, especially my own!

After graduating, I sailed full time with the British Sailing Team for 15 months before I was hit with the massive shock of losing all my funding in September 2014. Back to another year of campaigning unsupported. Fortunately I'd had plenty of practice, and it led to some exciting adventures and difficult challenges. Sadly, financially the challenge became insurmountable and I retired, maybe temporarily, from international sailing. At the moment I'm trying to get used to jumping into boats just for enjoyment's sake, and I love coaching up-and-coming sailing superstars.

But what a journey it has been! I have won races at World and European Championships, I have learned how to get away with copious amounts of excess baggage, I know how to load and unload shipping containers, I am an expert in charades and Pictionary

(they are both truly international and can get you out of all kinds of pickles), I have a completely revolutionised attitude to fitness and I have met some really incredible people on my travels.

At the end of the day, all of those great things happened because I spent

years sailing a boat in circles around inflatable marks, starting and finishing on invisible lines. It sounds quite frankly ridiculous when you put it like that! It hasn't always been easy but I have had such fun, and learned such a lot about myself and about life along the way.



Cruiser Racing

It was a somewhat frustrating season for the cruiser racing section but notwithstanding they had some very enjoyable racing in the Solent and Christchurch Bay.

The prime event this year was the Duo Series which sadly suffered from a drop in entries. We're trying to work out why and how we can improve things for next year. Certainly the variable weather played a big part with the two-handed Round The Island Race abandoned, and in the autumn two other races were so blustery that the J80s had to withdraw because they are not rigged out for reefing. One other race coincided with the J80 nationals, and another clashed with a JOG event in Brighton. One idea for next year is to have two races each month instead of the current formula of two 3-race mini-series – one in May and the other in September. Also, with the growing J80 fleet perhaps we can run an exclusive J80 two-handed class leaving the other keelboats to race either in IRC or LAH. I would appreciate your thoughts and views.

The overall Series winners were Bill West's J109 *Jo Jo Gunne* in IRC1, Emma Gage's Sigma 33 *Ephesian* in LAH1 and Richard Truscott's Westerly Konsort *Unity* in LAH2.

The revamped cruiser racing event scheduled to be a passage race to Poole and back with the Cruising Section and coinciding with the Bournemouth Air Show had to be abandoned due to high winds.



We will be looking at the Cruiser Section programme for next year to see if we can piggy-back on some events. Again, any thoughts and views should be sent to me.

RICHARD TRUSCOTT

Youth and Junior Round up

It has been another great year for our 80 or so young sailors in the six classes that make up the Youth and Junior Sailing section of the Club. We have some very talented youngsters, definitely ones to watch for the future.

Our youngest sailors in the Optimist Fleet number, around 30, have been busy with training and competitions throughout the year. Vale Sesto and Joff McGill, the Heads of Class, have been tireless in ensuring that there is something for everyone.

RS Teras have gone from strength to strength with Nicola West running

the training sessions locally and Julian Hire acting as Head of Class.

RS Fevas under the guidance of Sarah Richards have been joining in with Club racing and making good use of the Club boats provided with the assistance of Sport England and the Amanda Dingwall Fund.

Dori West, the head of the Laser Class in the Club has worked extremely hard this year arranging some excellent training for the 4.7 sailors. She and her family are off to Australia in January for work purposes and we wish them

every success in their new venture. Her untiring efforts to get the Laser 4.7s back into action will be greatly missed.

The 420s, now under the leadership of George Heathcote, have also had a busy year – the majority of the sailors have joined the class fairly recently and have been training hard to get up to speed.

Finally the 29ers, a small group of highly competent sailors, lead by Nick Eales have had some fantastic sailing this year.

JENNY WILSON - HEAD OF JUNIORS

Oppies

Europeans, Flanders, Naples, Garda, Braas. Lymington is a golden platform for our young Oppie sailors, who move steadily through the stages and soon find themselves shining afar from the minis to the International sailors.

From the Salterns to WJS the children have the opportunity to explore the river and handle their Oppies on their own from very young age. Olympic star Nick Rogers led training sessions and Maria Claridge, worked alongside him for the first season. Maria became the queen of the minis, delivering really fun days out. We saw the fleet flourishing, braving the winter training, and enjoying the after-school sessions. All under the tuition of some of the best coaches in the country and beyond, including Greek Vagelis and all three of the UK (RYA/IOCA) National coaches, including Tom Hayes, Robbie Burns and Kat Covin. The programme is so successful that we have sailors




coming from all over the country to train with us. This is also thanks to Nick Froud, Josh Atherton, Max Moyles and Charlie Cox, who are regular coaches in Lymington and travelled to some of the main events, where their knowledge and support have been key in the children's success; most of our children, made it into either the Zones or Nationals squads.

Needless to say, none of this could be possible without the unconditional

support of the Club, the ladies in the office, the Boatmen, our Junior Committee and all the parents. We are proud to belong to the RLYMC team!

VALERIA SESTO

 **READ THE FULL REPORT**

Read the full report on the club website:
https://rlymc.org.uk/OnTheWater/Juniors/Junior_Youth_Classes/Optimists.aspx



Lasers

The Club's Laser sailors have had a fantastic season and had a lot of success. Three of our young sailors took turns in dominating the fleet, making the RLYMJC a top club in the Laser 4.7 class. At the beginning of the season, Zac West started by winning the RYA National Winter and later the Summer Squad qualifiers, securing his place in both the European and World's team. Matilda Nicholls and Arthur Fry also secured places in these teams.

UKLA held the GUL Ladder Series consisting of nine weekend competitions, practically one a month. We had our three top sailors in the top four in the U17 category and in the top three in the U16. Arthur won the series overall, Matilda finished 3rd and Zac 4th

In preparation for the European and World Championships in the summer, the Laser Youth Easter Regatta in Malcesine Italy was a good opportunity for practice and four of our sailors travelled to the beautiful Lake Garda in March. They all did really well in the strong international fleet of 109 boats.



Zac West, Arthur Fry, Matilda Nicholls & Flo Nicholls



Zac West

The next big challenge was the European Championship in Crozon-Morgat, France at the end of June. Our four sailors made their Club very proud by achieving the best GBR results for many years!

In the girls' competition Matilda Nicholls fought well and after a series of great results was crowned as the U16 European Champion! Her younger sister, Flo, one of the youngest female sailors at the Europeans and finished 5th Under 16 in the Silver Fleet.



Arthur Fry & Matilda Nicholls

In the boys' category Arthur Fry also wrote history by moving into the Gold fleet. Arthur sailed really well in the finals and finished in 8th place U16! Zac also did very well in the Silver fleet and finished as second GBR boy.

The youngsters had three weeks of rest before they set off to Kiel for the next challenge, the World Championship. The competition and the sailing conditions were different, much tougher than at the Europeans. However, our sailors fought very well on the water and made many friends. The qualifiers were sailed at two different areas and the finals were affected by stormy winds of up to 28kts creating big waves. This was of benefit to the heavier sailors and the lighter ones practised their swimming

skills! In the girls fleet of 125 Matilda was in good shape and finished 3rd U16 and 20th overall. Her sister Flo finished 3rd U16 and 9th in the Silver fleet.

The boys had a massive 256 boat fleet, split into four and spread across the two sailing areas. This competition was very tight and this time both Arthur and Zac missed out on qualifying for the Gold fleet. However, they raced in the Silver fleet extremely well and finished the competition as the top two junior GBR boys.

Congratulations to all our sailors on their awesome successes so far and to our wonderful coaches who have been behind these results.

DORI WEST

Zac West downwind at Lake Garda



RS Teras

RS Tera Worlds in Santona, Spain. 1st August 2016

Four Lymington Tera sailors went to Santona in Spain, on the north coast. Representing the Club were Kate Wharmby, William Homewood with Abby Hire in the 'Sport' fleet and Tim Hire in the 'Pro' fleet.

At the opening ceremony the sailors lined up behind their countries' flags and followed a brass band to the town square where, in front of the hundreds of people, they were welcomed by the town's mayor and other dignitaries. The sailors followed the band back to the compound for a pre-event party.

There were refreshments and Zumba warm up classes prior to the pre-race briefings whilst waiting for the breeze to fill in. The regatta target was 14 races although the sport fleet only completed 13 due to light winds on the penultimate day.

In the 'Sport' fleet, a great result from Kate who got the prize for 2nd girl, finishing 11th with a best finish of 3rd. Abby was 6th in the girls section. In the 'Pro' fleet, Tim came 12th with six top ten finishes.

The closing ceremony was conducted on the crowded seafront; the prizes were given out by local dignitaries including the major, the police chief, the head of the local coast guard and the warden from the local prison where the inmates had made



the engraved porcelain plaques that were given to every sailor taking part.

RS Tera Nationals in Pwllheli, Wales. 26th August 2016

Four Lymington sailors made the journey to Pwllheli. Abby was the only Lymington sailor in the 'Sport' fleet Kate having moved up to the 'Pro' fleet to join Tim and Annabel Luxton.

The wind was very light and really tested the skills of the sailors. It was a struggle to stay near the line between races as there was only just enough wind to beat the tide, indeed some failed to cross the line within the given time limit after the start gun!

Thanks to Nicola West's enthusiasm and encouragement, the Lymington Tera fleet has continued to grow.

Over the summer we have had 25 different sailors training with the squad. A big thank you

must go to Hannah Snellgrove as she seems to be fitting in all her own sailing around coaching the Tera fleet!

We got to the point where we were able to split the training into a transition fleet for those starting to sail in the Solent for the first time (aged eight and over subject to the right level of experience) and a race fleet for those looking to take full advantage of Hannah's experience by honing their racing skills and knowledge. Due to the purchase of 'mini' sails we no longer have to cancel if it is too windy, instead the sailors can downsize to a more manageable rig, training in 20kts is now an option!

We had two very successful outings; the first was a trip to Hurst castle and back, made by 11 adventurous sailors and the second was the most recent training session, which had 13 in the transition fleet and 5 sailors in the race fleet.

JULIAN HIRE



The Lymington 29er Fleet

...a small select group!

After rigorous training throughout the winter our Lymington sailors prepared to do battle at the RYA Youth Nationals in Pwelli. The weather was challenging, starting with light and shifty conditions. Lymington girls Hattie Rogers and Orla Mitchell smashed the first race with a convincing win and went on to finish 8th in the qualifying series. All the Lymington sailors made it into Gold Fleet and put up a sterling performance, with Max Moyles and James Eales finishing 12th and Hattie and Orla finishing 18th (2nd all girl crew) and qualified to represent GBR at the EUROSAFs in Austria.

After the Youths, exams became the priority until mid-June. The first event after this was Kiel week. This was the first chance to see how we fared against the European competition. It was a very social event with many different classes not just the Youths, taking part. It had a fantastic carnival atmosphere, with big TV screens and trackers fitted to the boats, allowing spectators to enjoy live racing and in the evening, cheap beer and live music! Two Lymington boats went out, James Eales with his new helm James Hammett, and Sarah Jarman and Nick Devereux. The competition was tough, a sign of what was ahead. James and James managed 19th (2nd GBR boat) out of 86 boat fleet. Sarah and Nick came 46th.

The two James' boat was packed onto a massive eight boat trailer and driven to Tonsberg in Norway for the Europeans at the end of June. We were given a warm Norwegian welcome and settled down to some very competitive racing with wind conditions ranging from 30 kts with thunderstorms, to light sunny champagne sailing. Twelve British boats attended with Huw Edwards and Josh Dawson coming 3rd (1st GBR boat) and Nick Robins and Jake Todd coming 5th (2nd GBR boat) showing that GBR boats could be competitive on the European circuit. James and James came a respectable 20th (4th GBR boat)



Sarah Jarman & Nick Devereux

Next we were back in old Blighty at Hayling Island for a Grand Prix prior to the worlds. This was a light wind and tactical event, which saw Hattie and Orla putting in some amazing results and coming 7th (first all-girl team). James and James were 11th. This also saw new Lymington 29er crews Tom Mitchell and Cian Ashby coming 22nd overall, an impressive 2nd Junior. Well done boys!

So now onto the main event of the calendar, the Worlds! Held in Medenblik this attracted an incredible 228 boats of whom approximately 50 were from GBR. The qualifying series was split into six flights, which meant that to get into Gold fleet you would have to be in the top five in most races, which is a pretty tough challenge. The shallow water of the IJsselmeer, probably no more than 2m deep caused nasty short chops which sailors needed to overcome fast. Eight GBR boats made it into Gold fleet and Tom Darling and Crispin Beaumont finished 3rd overall. Lymington boats, James Eales and James Hammett came 63rd (10th GBR boat), Hattie and Orla came 89th (2nd GBR girls boat) with Sarah and Nick 124th. All amazing results in light of the strong international competition; all three were new pairings for 2016.

The 29er Nationals were next, held in Torbay, personally one of my favourite UK sailing venues. This attracted a fleet of 76 with a lot of newbies to the squad. The 29er Association had a packed social program including a black tie dinner and fancy dress competition. After an action

packed week and a lot of fun, James and James came 3rd overall, Hattie and Orla 18th (2nd all girl crew), Sarah and Nick 28th with Tom and Cian 19th in Silver fleet.

So with baited breath James and James waited to see if they had done enough to make it into National Youth Squad and had two events left at Rutland and Weymouth, before the RYA confirmed places. Hattie split up with Orla. Orla needing to concentrate more on her studies so Hattie has now teamed up with Tilly Matthews a former 420 crew.

James and James sailed consistently at Rutland and Weymouth and managed 3rd & 4th. Sarah and Nick clicked and got some impressive top ten results making them 10th overall (first mixed pair) in Rutland and in Weymouth won their first race and finished 9th overall proving persistence pays off in this class and I'm sure there is more to come.

Hattie and Tilly were 23rd at Rutland and 14th at Weymouth but early days for the new pairing and the 29ers take some getting used to. I'm sure they will be back in the top ten soon

James and James made it into the four strong RYA National Youth Squad.

Hattie and Tilly have been invited into a P3 squad for girls.

We are all off to Lake Garda for the next Eurocup event. Watch this space!

NICK EALES

420s

Our 420 sailors have had a terrific year, which culminated in the RLYmYC's girls being the most successful of any club in both the World and the European Championships. The boys didn't do too badly either... It wasn't all plain sailing though, and the sailors had to work hard throughout the winter, initially just to earn their place in the team, subsequently producing the results they aimed for.

As with any Youth class, the sailors seem to move through very quickly, so that whilst we seem to gain a lot of new sailors, we also waved goodbye to some of our finest assets.

As a matter of interest nearly all the new sailors to the 420 fleet come from the Optimist class – both boats being relatively technical (and fiddly!) and the racing tactical. Then most graduate on to the 470, and some onto the 49er; furthermore their highly developed dinghy racing skills stand them in good stead for university team racing.

On the weekends when we are not away racing we train locally, usually just half days so we can balance up with homework and family time and we favour using our home grown coaches like Kirstie Urwin, Charlie Cox and Maria Claridge.

GEORGE HEATHCOTE



THE RS FEVAS *SARAH RICHARDS*

The Fevas have had a good season. This year many Club sailors of differing abilities enjoyed trying out the Club's four Fevas, a number using them for Monday Evening Racing.

We held many training sessions everyone having a great time learning to sail an asymmetric dinghy. Well done to all and in particular to Freya Cox and Amy Spreiter who achieved a place in the RYA Feva South Zone Squad. The Club Fevas proved popular during Youth Week with a good entry to Gold Fleet, the standard of sailing improving considerably during the week.

The Eric Twinham Youth and Junior Team Racing Championships held at Farmoor Reservoir in October, saw Club Member Tim Hire in the winning team for the Junior Championship.

Many thanks to all the coaches and helpers for their support for the class. We are looking forward to seeing even more Feva sailors out on the water in 2017.



Wednesday Junior Sailing

This has been an excellent year for WJS, we made the most of both the new pontoons and the weather. We are very grateful for the continued sponsorship by Lymington Yacht Haven, which has meant we could replace the remaining Optimist dinghies. We also bought some new sails for the Teras and Scows, and some containers for the WJS equipment.

The new pontoons have been a fantastic asset. Many thanks are due to Andy Eady for all his hard work on the tubes for the rigs, and the interior fittings of the containers. This made stowing everything much easier at the end of the sessions.

We were fortunate with the tides and weather this year and made several excursions outside the wave barriers. We took all 76 WJS sailors around Pylewell Island in one session, using Optimists, Teras, Scows and Visions, it was quite a sight! These trips have given the sailors greater confidence, especially useful for Youth Week.



and fun for both sailors and helpers. We had a word search and treasure hunt around the WJS area. Ducks, rings, and pennants had to be collected from various RIBs and buoys, and returned in a seamanlike fashion to the Club pontoon.

At the end of some sessions we organised some jumping in which helps our sailors to become more confident in the water if they do capsize. We were also lent a liferaft to experiment with from the RNLI. This proved very popular not only with the sailors, but with the instructors too, it was interesting to see how hard it was to pull yourself on board.

RIB driving has been ably taken over by Richard Clarke and has proved to be extremely popular. We are now taking the sailors for sessions leading up to Level 1. The emphasis is on safety, and if we have taught them to put on the kill cord, or encourage others to wear it correctly, we will have achieved something.

Many thanks must go to all the various volunteers from Senior Instructors, RIB controls, RIB crew and all the numerous Office staff who help to make for the smooth running of WJS. We had 167

volunteers registered with us this year, with 318 sailors. The RIB rota has been organised very competently by David Gibbons, and we have had a variety of RIB controls over the year. The Office has been under the expert control of Sue Seddon and we introduced computer registration for the children this year which worked well. We are busy developing more improvements for the future.

Prize giving was very well attended, and Sarah Gosling nee Webb (one of the three blondes in a boat) kindly presented the prizes. She brought her two Olympic gold medals with her and gave an encouraging speech to the sailors to show what can be achieved. Emma Bennett was the worthy winner of the Jolly Roger as an excellent instructor and role model. The evening continued with a most enjoyable dinner at the Club for the volunteers.

Training takes place in March and proves very useful to refresh ourselves after the Winter. There are always lots of exciting ideas for the coming year after our wash-up meeting. We are always looking for more help, so please check next March and come and join our friendly team.

ALI HUSBAND



We had ideal weather for most of Youth Week, the fleet of WJS Scows were able to have very competitive racing. There were 11 WJS boats, many of whom had never raced before. There were also WJS sailors in the Optimist and Tera fleets.

Rowing has had a busy year, the rowing pontoon always attracts an enthusiastic group of learners and instructors. The rowing card is proving very popular and helps to encourage seamanship skills as it includes towing and man overboard drill.

We held our own Olympic Party in the summer which proved very successful



Youth Week

A record number of over 180 competitors enjoyed glorious sailing conditions on the Solent at this year's Youth Week regatta (August 15-19) Lymington Yacht Haven supporting the event with Joules Clothing.

Monday 15 August was indisputably one of the best opening days of Youth Week for some time. It was also the Sail for Gold Roadshow day with coaching by members of the British Sailing Team on the water. The RLymYC celebrated the Olympic sailing medal races in Rio, Brazil with its own 'medal races' sailed in the river off the Club featuring British Sailing Team members and the higher scoring Youth Week sailors of the day. The competitors enjoyed warm sunshine for four days out of the five and 'sailing friendly' breezes of 12 – 15kts, with the occasional period of very light winds. However, the last day of the regatta saw conditions not unlike 2014 (when the tail end of Hurricane Bertha brought in strong winds and violent squalls) so racing was abandoned on safety grounds and the sailors were given various activities to do around the Club.

Jenny Wilson, Principal Race Officer and her race management team ran four separate fleets in the Solent and its lakes off Lymington. The brilliant sunshine was a huge boost to morale and the wind kicked in at some point each day with all fleets enjoying some excellent racing.

The Bronze Fleet with 30 beginner Optimist sailors, many in their first year of racing, showed real potential and lots of determination to keep sailing in a range of conditions. Exhibiting more confidence each day this fleet enjoyed some good racing delivered by Race Officer Steve Green.

The Silver Fleet with Karl Thorne as Race Officer combined intermediate Optimist sailors and RS Tera sailors, all competing in exciting and often challenging conditions of wind and tide. The standard was impressive this year and it was a delight to see youngsters growing in confidence on the start line. The fleet

also enjoyed a fun swimming + sailing + running triathlon when there was insufficient wind for racing to take place.

Experienced Gold Fleet Race Officer Malcolm McKeag ran some excellent high standard racing for the advanced mixed fleet of Tera, RS Feva, RS Vision, and Laser sailors. It was great to see how the newcomers to Solent tidal racing just got better every day.

Fran Wilson was Race Officer for the large Scow fleet with over 70 competitors all under 17 (years) divided into teams of mainly three per boat in three separate fleets. It's a tough job helping to build confidence on the water as well as juggling the numerous crew changes that go on amongst the youngest and most inexperienced sailors. With such great weather the sailors were brought back to the Club at lunchtime for refuelling so they felt confident and not too tired to go out again for more racing in the afternoon.

Commenting on Youth Week 2016, Principal Race Officer, Jenny Wilson said the Race Officers were delighted to see such enthusiasm this year from many of the young sailors keen to get out on the water in strong competition with other entrants. The racing was of a high standard in all fleets. The improved confidence of many was heartening to see as the week progressed, with progress in boat handling and crew management during racing.

We had few protests on the water this year but those who did benefited from the guidance of David Brunskill, who encouraged crew as well as helm to sit in on the debate to listen and learn for the future.

Head of Safety Andrew Eady said it was gratifying for the race teams to see just how many Club Members and volunteers turned out to help in safety, mark laying and coaching RIBs as well as all the shore-side support. It takes over 100 on-the-water volunteers to run this event and the Club is indebted to them for their commitment and enthusiasm.

Prize Giving

Trophies were presented by Sally Kalis (past Rear Commodore Sailing of the RLymYC and wife of Lymington Yacht Haven founder, Dirk Kalis), the new UK National Laser Champion, Hannah Snellgrove and, Miss Kelly Burgess, manager of Joules in Lymington, presented the Joules Trophy.

Lymington Yacht Haven is a long term supporter of Wednesday Junior Sailing, the RLymYC's successful local community sailing programme, which has produced the odd Olympian over the last six decades. Joules has supported Youth Week since it opened its shop in Lymington High Street over four years ago.

SHIREEN CROWE



Olympic Monday

Overall winners in each class were:

Joules Trophy

Kate Wharmby best helm in own boat

Dirk and Sally Kalis Trophy

Harry West (aged 8) for a young competitor who has embraced the competitive opportunity of racing on the water.

Scow Senior Fleet

1st Overall White Scow winning the Christian Cup: Annabelle Vines, Sam Webb, Toby Hamilton & Ollie Vines

Witherby Cup

Scow WJS Fleet: Alice Wood, Henry Wood & Samuel Dockill

Scow Fleet

Highest placed girl helm - Alice Wood

Optimist Bronze Fleet

Highest placed sailor under ten years of age in RLymYC Club boat: Harry West

Optimist Bronze Fleet

Winner in Private Boat:
Cameron Bignold-Kyles

Silver Fleet RS Tera Sport Class

Henry Patten

Silver Fleet Optimist Class

Ella Lightbody - winning the Stuart Jardine Cup

Gold Fleet PY Fleet

1st Santi Sesto-Cosby - winning the Frier Jardine Cup

Gold Fleet RS Tera / Vision Fleet

1st Kate Wharmby - winning the New York Club Plate

The Shrimp Cup was awarded

to the Youngest competitor,
Harry Baddeley (aged 8)

The AJ Slipway Trophy for the

most helpful sailor of the week was awarded to Ewan Horn by Beach Master, Sebastian Chamberlain

The Wednesday Trophy for the

Best Wednesday Junior Sailor was awarded to Peter Bennett

The Oliver's Boat Trophy for the 'Spirit of the Regatta' was awarded to PRO Jenny Wilson in recognition of over three decades of commitment to Youth Week. For over 25 years she has been ensuring the safety of competitors whilst delivering the best possible racing.

Jenny Wilson has been helping at Youth Week since 1993 taking on the Principal Race Officer role in 1999. She is now stepping down after a record 18 years of delivering excellent racing and fun on the water, in safe conditions. Jenny will remain a stalwart of the RLymYC sailing programme including RO for Thursday night racing and other major Club Events.

Now in its fourth decade Youth Week attracted over 180 competitors this year. Over the years around 7,500 young sailors have enjoyed the fun. Competitors come back each year often progressing to help in support boats as they reach 16 years.

In 2015 it was testimony to her commitment when youngest daughter Pippa announced she would like to get married the week before Youth Week. Jenny took it in her stride. Church flowers and RIB rotas were successfully organised, bridesmaid dresses and new race flags bought. Jenny and Roger were in Beijing in 2008 to see Pippa win her gold medal in the Yngling class with Sarah Webb and Sarah Ayton.

The Wilson family came to Lymington in 1982 and joined the RLymYC in 1990, having previously been members at Keyhaven. Jenny's own sailing background is Enterprises, Wayfarers, XODs and Scows. In recent years she has been involved as a Race Officer at three Laser World



Championships, four Sail for Gold Regattas, 2007 Cadet Worlds, ten IRC Nationals, five Commodore's Cups and 2012 Paralympics in Weymouth

Jenny is a dynamic force within the RLymYC race management team helping to deliver professionally run races for all major Club events. She and Roger are credited with continuing the Club's reputation for professional race management developed by Nick Potter and Tony Blatchford.

Dunlop Stewart, Commodore Royal Lymington Yacht Club said: "Members and in particular the Juniors are full of admiration for the contribution Jenny has given over 25 years. She brought, skill, commitment, energy, but above all else she brought enthusiasm. Jenny and her team have a lot to be proud of."

Jenny leaves a well-honed framework for a successful Youth Week 2017.

SHIREEN CROWE



Kate Wharmby & Kelly Burgess



Harry West

Social Report

St. Valentine's Day

The Club celebrated Valentine's night in great style – Photo of Vice Commodore Clive Sparrow and his wife Tricia in a valentine heart.



Fitting Out Party

On Saturday 19th March the Club launched the sailing season with a Fitting Out party. The flower arrangement on the first floor landing was stunning with spring flowers entwined with new ropes, fenders, sails and an anchor.

Following a delicious dinner the music of the ever-popular Zac and the Zeros summoned everyone to the dance floor

Burns Night

Burns night was celebrated in fine style with Ian and Norma Hunter (our tame Scots) creating a great atmosphere. Haggis and Reels were enjoyed by all.



The Bard and the Sword.

This year St George's Day was marked with an Elizabethan banquet to commemorate the 400th anniversary of the death of William Shakespeare.

This was followed by a brilliant programme of entertainment by members of the Lymington Players led by Norma Hunter. It featured speeches from The Merchant of Venice, Midsummer Night's Dream and Henry V as well as a humorous sketch about Shakespeare and his manager.



Ladies Lunch 2016 – 'The Real Alice'

On Wednesday 8th October Diana Stewart greeted lady Members with a welcome glass of champagne. A delicious two-course lunch was enjoyed at tables decorated, in the Alice theme, with teapots. These did not contain sleepy Dormice but delightful flower arrangements.

Our speaker Angela Trend, delivered a fascinating account of the life of Alice Liddell, the little girl for whom Lewis Carroll wrote 'Alice in Wonderland' and 'Alice Through the Looking Glass'. They are said to be the only period children's stories that do not have a moral purpose.

Alice was a charming woman and a benefactor to the area around Emery Down where she lived.

Summer Ball

The Summer Ball, following the Regatta was well attended, the Clubhouse beautifully decorated - even the weather played ball with champagne on the balcony on a lovely summers evening. The chefs produced an elegant meal, the star of which was a wonderful Hampshire fillet of Beef Wellington.

Bridge

Social Supper Bridge is held the second and fourth Monday of the month through the winter, when we play Chicago bridge, with a staggered interval for supper



Dan Bran 1867- 1950

One of the greatest legendary characters of the Lymington River was Dan Bran. The son of seaman George Bran, he was born at the Waterford end of town and named by his mother as Daniel Plat Bran, after Colonel Platoff who was standing for parliament at the time. After learning the trade at Lymington Shipyard and at Poole, Dan began his own boatbuilding business in 1910, in a large shed on the river's edge by the seawater baths.



Dan never worked from plans for boatbuilding, but would draw lines on the dirt floor of his shed and say; 'I keep the Measurements in my head'. He lived in King's Saltern Road, next door to the Mayflower Hotel, where his drinking capacity was renowned.



He was not averse to firing his shotgun at any intruder on the river, and once fired both barrels of his 12-bore shotgun into the wheelhouse of Southern Railways Lymington to Yarmouth ferry 'Solent' having repeatedly complained that the wash from the paddle-steamer had caused his dinghies to break from their moorings.

Dan Bran was documented as saying there was always a Yacht Club on the river that flew a white burgee with a red rose. This was intriguing and until recently unproven.



But the Archivist recently found the following entry in "History of Lymington" by Chas Jones 1930 .

"1895 – 1900 Lymington Yacht Club:- Their Club House was the Bath House. The Club being founded by Mr G Inman and Major Fox-Roe and their Commodore was General Sartorius."

Apparently they were a club that basically sailed the Big Cutters of that era.

Early in 1914 the Lymington River Sailing Club was formed with 18 members with Captain HH Nicholson of Creek Cottage as their club captain. The Club was disbanded at the start of the war.

Dan designed and built the first 11-foot 'Lymington Pram' for Captain Nicholson,

who was one of the founder Members of the Royal Lymington Yacht Club in 1922. In 1925 came the 14-foot Pram. His famous Lymington Scows underwent a revival in the 1980's and are now the most popular class in the Club.

Dan died in December 1950, followed by his wife one week later and they are both buried in the cemetery of St Mark's Church in Pennington

Subsequently Dan Bran's shed, which was considered to be an eyesore by many and rather spoilt the view down the river, was burned to the ground - many believe it was arson.

That is why the Harbour Master's pontoon in that location is named the Dan Bran Pontoon.



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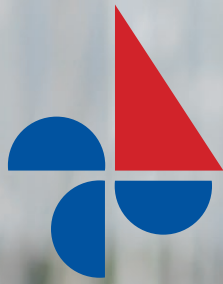
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