

PotterShi

The Royal Lymington Yacht Club in 2017





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YOUR POTTERSHIP MAGAZINE

I am delighted to say we have some lovely articles for this edition – thank you very much to all contributors, I am most grateful to you.



From the extracts from The Bulletin 1958 it is interesting to see that the two predominant classes that year were X-boats and Finns, both of which feature in the magazine today.

It has been a bit of a struggle for me this year, as having a new left hip in the middle of production did stultify things a bit!

Readers will have to be extra tolerant of any typos, errors or omissions.

A big thank you to all proof readers as usual. I really do appreciate your support.

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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Front Cover Picture:
Tim & Abby Hire at
RS Feva Worlds



From The Commodore

As I settle down to write my reflections on the year I realize I am coming to the end of my tenure as Commodore. Indeed as you read this I will be a mere few weeks away from standing down. Members over the period, and particularly recently, have said "What's it been like?" and "Have you enjoyed it?". It is not my style to engage in long reflections but a couple of observations will stay with me for a long time, perhaps for ever.

Being Commodore has given me the opportunity through invitations, receptions, events and social gatherings to engage with all corners of activity within our Club. The Members I have met and talked with have without exception been interesting, open and warm. I feel exceptionally fortunate to have been Commodore and going forward I am comforted with the prospect of engaging further with the many Members I have had the good fortune to meet.

I have also, through invitation, had the chance to attend social functions at other clubs in the area. This has given me the chance to talk with their Flag Officers. Generally speaking I enquire around "What is working well?" and "What would you seek to avoid?" This in many ways has acted as a sense check for our own planning; after all no-one has a monopoly on good ideas.

Finally, if any member is given the opportunity to stand for a Flag Officer position, all I can say is "do it." You will, I am sure, find the experience both fulfilling and rewarding.

Many of you will have noticed or participated in the numerous new events being run for Members this year. These are proving popular with 'fully booked' appearing more often than not. It is not surprising given this extra participation to find that our membership numbers have held up well this year. The old adage of people who play together, stay together, springs to mind.

Activities on the water have in some ways been similar to the house-based events. There have been excellent participation rates, whether it be fleet racing, cruising under sail or motor boating. Judging by some of the photographs I have seen the level of enjoyment looks high.

Once again our Members have excelled themselves in various regattas and championships, both nationally and abroad - many congratulations. The champions may get the accolade but we all know that behind the scenes there are coaches and dedicated support teams who are equally deserving of our praise.



This summer I was once again in the car park for Junior Regatta to help with the usual rigging questions "Where does this go?" or "Can you help with this?" However, I was effectively redundant as all the youngsters seemed to know what they were doing and if not, their parents were on hand and they knew. A big change from last year which shows the skill level has gone up quite a bit. I then took to the water to watch the various fleets racing. What struck me was the amount of social chatter on the various boats with many being taken by surprise when they found themselves close to a turning mark. They then focused, rounded the mark and continued with their chatter. It was evident from the laughter and smiles that they were having a great time.

In closing I would like to thank you all for the encouragement and support you have given me.

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 Matilda Nicholls.



The Jubilee Challenge Trophy

Awarded to Felicity Gabbay.



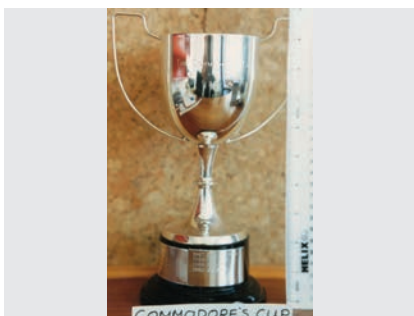
The Highlander Trophy

Awarded to Richard Down.



The Lionel Byrne Bowl

Awarded to Lord Laidlaw.



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 The Commodore's Cup was awarded to David Simpson.

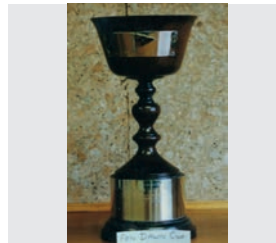
Cruising Awards

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



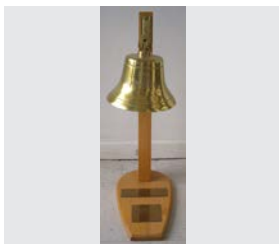
The Channel Trophy

Awarded to the skipper and boat attending the most meets organised by the Cruising Committee goes to Neil Morris



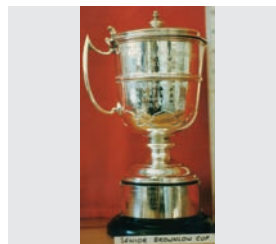
Fen Dawn Cup

Awarded for a log of a significant motor cruise went to Derek Barnard



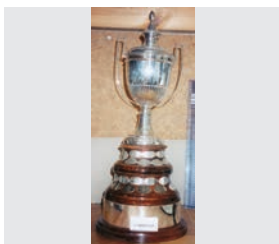
Seamanship Trophy

Awarded for a feat of seamanship and navigation is awarded to Donald Begg



The Senior Brownlow Cup

Awarded for the best narrative of a cruise under sail or motor to Likengkeng Sargeaunt



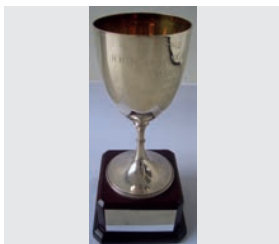
The Cadiz Cup

Awarded for a log of a significant and demanding cruise under sail was awarded to George Trevelyan



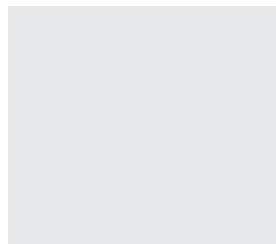
The Quains Cup

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



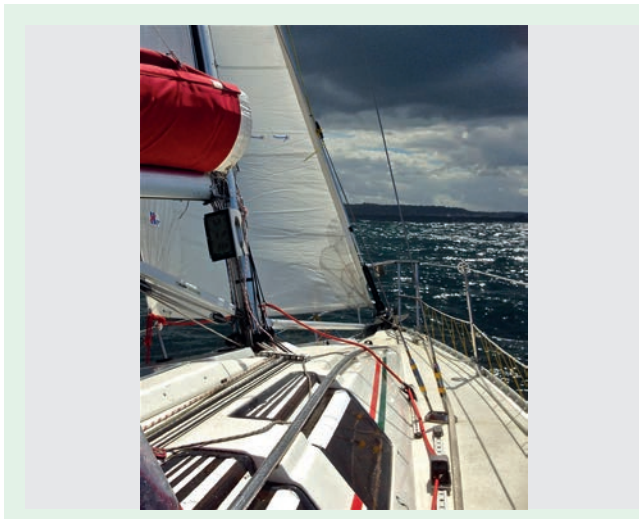
The John and Angie Bailey Trophy

Awarded for a lifetime achievement in sailing to John Bence



XII Bar Blues Trophy

To encourage the use of modern technologies in the production of blogs awarded to John Adcock



Photographic Competition

Awarded to George Trevelyan

Cruising Notes

PERRIN TOWLER

Managing a cruising programme is almost a contradiction in terms. For many, cruising conjures up idyllic views of solitary anchorages, deserted beaches and azure waters beneath a sky of endless blue. The allure is getting away from it all, tearing up the diary and following a whim at the behest of wind and weather. The reality is somewhat different. The vast majority of us have hectic lives with busy schedules and competing priorities.



To help Members get the most from their boating the Cruising Section runs a variety of activities in which members may participate. These include the day sails, weekends, a summer cruise and normally a charter event. As such we provide a home for sailing yachts, motor yachts, motor boats and RIBs, with all welcome to join in whenever possible.

In the winter the Cruisers tend to retreat to the Clubhouse and there organise a number of functions and activities, as well as strongly supporting the full round of evenings from bridge to yoga.

Evening Lectures

Over winter in 2016/17 we organised a full programme of 16 lectures drawing a variety of Speakers to the Club. Popular nautical themes were Solent Wrecks, High Speed Sailing and the Life of Sir Francis Chichester. Other topics included Bumble Bees, Horses of the Great War and the building of the Panama Canal. Not only do these form a focus over the short dark evenings, but also generate income for the first floor.

Cruising Suppers

In similar vein we organised informal suppers to maintain the free flow of

information, food and wine. Being a cruiser is, by design, a social hobby whenever the opportunity presents. Many would say that the voyage is the means to an end and that is often a hostelry. Each supper has had 50-60 diners.



Day Sails

These have in the main proved very successful and are the backbone of the regular activity. Closer to home in the winter months we traditionally visit Newtown Harbour in January and take over the New Inn at Shallfleet for a lunchtime. In February we often visit the Beaulieu River and in March Cowes. These events are relatively short and designed to get us out and about and more importantly afloat. In the autumn we run selected trips to Cowes and Warsash again with a view to wringing

out the last opportunities from the year. The day sails have been very well supported throughout the 2017 season and we intend to keep them as a regular feature of the programme.

Weekend Meets

We organised three significant weekend meets this year, two at Bembridge and one at Beaulieu. The first was the Spring Meet over the May Bank Holiday weekend. This three-day event was blessed by a window of fine weather. On the Saturday we enjoyed an early BBQ at the pits by the Duver pontoon and on the Sunday evening dinner at the Bembridge Sailing Club. There was a sharp frontal trough which caused some concern. In the end it passed through overnight. Yes, the water taxi ride was a little wet and windy, but we were in the warm and dry for the most part. Monday was bright and clear with a gentle breeze wafting us homewards on the ebb tide.

The other weekend meet was somewhat different in character, focussing on the arrival of our guests from the Sailing Club of the Chesapeake. The cruising team organised a rally at the Beaulieu on the evening of Friday 9 Oct with a view to remaining until the Sunday. This would

provide the opportunity for the visitors to be united with their boats and hosts and join on the Saturday for 'Ye Olde English' roast hog at Bucklers Hard. For once the weather gods were against us and the forecast for the weekend grew grimmer with each passing hour. Yes, Friday night was fine, if breezy, but Sunday was set to blow. In the end many cruisers left for Lymington on Saturday morning, but returned by road to support the evening event. At five o'clock in the afternoon I could see why. Putting up bunting in the rain beneath a boiler-plated sky was the epitome of a classic Giles cartoon depicting an English summer fete. The hog roast arrived in a downpour shortly thereafter, and for a while as the lightning flickered and thunder rolled we seemed doomed to a damp squib of a party. However, fortune favours the bold, and at seven the clouds parted to reveal a tear of blue sky and glimmer of sunshine as the rain cleared. Spirits were restored as the wine flowed and we were able to entertain our American guests in a very British setting. I am sure you will read more of the Chesapeake escapades in later pages.

The second visit for the Food Festival and Oktoberfest at the end of September was similarly well supported. Starting in an early morning mist the breeze filled in through the forenoon and lifted by the flood some nine boats made the HW entry at about 13:30. A slightly more informal affair, we mustered with many others for a busy weekend. Bembridge was full!



Amongst the other Clubs present were the Hardy Owners', Southerly Owners', Hornet & RNVR, RAF YC. Saturday evening saw music and revelry throughout Bembridge and the Duver and the Food Festival at the Sailing Clubs was well supported. Most of the Lymington contingent remained for supper at the Beach Bar Restaurant on Sunday before picking up a convenient easterly for the voyage westwards.

Summer Cruise

The Summer Cruise is loosely organised with a text link provided by Bill Parsons. This aims to allow the likeminded to

coordinate visits around the channel ports during July; 12 boats this year. In 2018 we aim to move the link to a web based app and provide a destination at the Morbihan in July. Here we aim to join the Moody Owners Club for their Summer Meet and provide a venue for those Members who keep boats in Brittany and Western France. An article by Derek Barnard describing this year's Bastille Day Meet can be found hereafter.

Charter Cruise

For those who prefer sunnier climes or simply to extend the sailing season the Cruisers organise a charter cruise to far flung places. These have in the past been to the Baltic, Caribbean and Mediterranean. Last year a transit of the Caledonian Canal added a different flavour and opportunity for motor boat mayhem amongst the lock, lochs and midges. This year Sue Sutherland (Vice Capt), arranged an excursion to Croatia in the Adriatic Sea. This we thought would provide for some late season warmth and an opportunity to muster some members of the 'Foreign Legion', principally Mike and Carolyn Derrick. A week in early September was recommended as the season can apparently end abruptly if the weather deteriorates. A small but select team flew to Split where Cosmos Sailing provided a selection of yachts to order. The sailing was enjoyed by all, but it seems that the Croatians have embraced EU economics wholeheartedly. Even for a Lymington sailor €120 for one night alongside in a 38' boat is steep. Having tested the water at the Cruising Forum, the mood for next year is to explore some of the French canals and waterways and we will make this so.



A cruise from Ireland, around Iceland and, on to Scoresby Sund, East and back again.



Lymington's Dr Jonathan and Ann Rogers have a favourite family motto: "All the treats, all the time" which describes our cruise this year perfectly. We had a great summer.

Our boat, *Annabel J*, was new to us in 2016. Her design is based upon the Bristol Channel pilot cutter *Marguerite T*. She was built of steel in 1996, is 56 feet on deck and displaces 40 tons. Her design and rig are very traditional. We spent that summer learning how to sail her. This was essential because the engine kept breaking down and we had to enter many of the harbours on the south and west coasts of Ireland under sail. By May 2017, we seemed to have solved those problems and we had a reliable boat.

We had worked hard over the two winters refitting *Annabel J* and by 11th May we were pleased to leave Waterford and motor three miles down the River Suir to a peaceful anchorage off Buttermilk Point. Our destination was the west coast of Scotland and the Hebrides where we had an idyllic month of sailing and hill walking. We wondered why on earth we were planning to go any further. However on 13th June, we did - we sailed the 250nm to Vaag Fjord in the Faroe Islands. Here we bumped into a friend, Grenville Byford, whom we first met whilst sailing in Labrador three years earlier. We had lunch together onboard *Revenge*, this comprised of two stiff gins, before he left to sail back to Scotland.

Our "mission" for the season was to update as much as possible of the Faroes, Iceland and east Greenland chapters in the RCCPF book "Arctic and Northern Waters." We needed to visit every harbour in the Faroe Islands so hired a car to go to those we would not have had time to sail to.

On 25th June, at Vestmanna, we met Máire's brother, Donal, and his partner, Clare, they were also sailing their boat, *Lady Belle*, from Ireland to Iceland. Although we were following a similar route, this was the only time that we were together. We set off in a northerly for Djúpivogur on the east coast of Iceland. We motor-sailed for 19 hours when the wind dropped to a light northwesterly, then sailed the rest of the 280nm passage which we completed in 48 hours. The harbourmaster at Djúpivogur was very welcoming - giving us presents of a nautical almanac and fresh fish.

Once again we were keen to visit as many harbours as possible to obtain up-to-date pilotage information. Some days we sailed to a harbour at lunchtime and then on again to another port for the evening. The information we gathered is now on the Club database and will be incorporated into the new edition of "Arctic and Northern Waters." We were busy but still had time to make friends with some lovely Icelandic people.

We spent a week in Isafjordur preparing for the final outward-bound voyage which was a 250nm passage across the Denmark Strait to Scoresby Sund in E Greenland. The ice reports were not favourable and



we debated whether or not to go. Also strong NE winds prevented us from sailing for several days and we used the time to catch up with some maintenance. Although it was cold, the sun shone, so I thought we could work on the brightwork which had not seen any varnish since last year. The technique we used was to heat the varnish in a bain marie, pour a little into a jam jar with some drying agent and thinner, put that into another bain marie, insulate it with newspaper, put that in a bucket, then brush as quickly as possible before it all turned to the consistency of cold porridge. We would not have won any prizes in a concours d'élégance competition but it was worth doing.

On 1st August, a high-pressure system started to form to the NW of Iceland and the winds were forecast to abate so we cleared out with the customs official, topped up our tanks and made for an anchorage at Aðalvík at the north western tip of Iceland. We sailed in a moderate easterly wind for about half of the 250nm passage, motored, motor-sailed and then sailed again. Predictably, it got colder and colder as we sailed above the Arctic Circle. Out came the thermal base layers, the merino wool, fleeces and puffer jackets. The final layer of insulation being our floatation suits. The Inuit wear these at sea, partly for safety but mainly as the thick foam lining is very warm. Our life-jackets had to be expanded several inches. Máire wore three hats and hot water bottles were in constant use when off watch. If breakfast was eaten on deck, it soon took on the consistency of that cold varnish!

When we were about 70nm from the Greenland coast, we started looking out for ice in earnest. Peering into the worsening visibility every breaking wave seemed like a menacing ice growler intent on sinking us. The fog rolled in so we kept an "hour on, hour off" watch system until Máire saw the first ice when we were about 50 miles offshore. On seeing the ice, we decided to heave-to and drop our sails, manoeuvring the boat with sails set can be difficult in heavy concentrations of ice. It was the right decision. Initially, we both stayed on deck - one of us keeping a lookout on the fore deck and the other helming. The ice was "storis ice", the remains of bergs formed when glaciers to the north calved and then drift south on the East Greenland

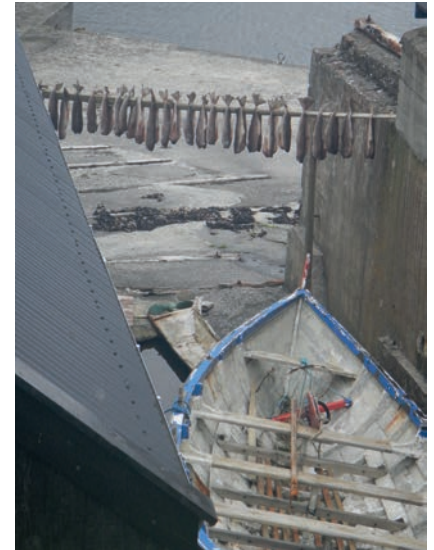


current. Like many icebergs and bergy bits, they were fantastic shapes. A typical steering instruction from the foredeck would be: "You see the berg which looks like the Sydney Opera House? Well, leave the dancing horse to the west, and steer for the rocket launcher. Go between the sombrero and the twin peaks. And don't hit the Loch Ness Monster!" One of the strange things about navigating in ice is that if there are two people looking for a route through it, they will identify two "obvious" routes, three people would identify three routes, etc. So, to minimise differences of opinion and get some rest, we reverted to our "one on, one off" watch system which we kept going until we made our landfall fourteen hours later. The sea temperature dropped to 0.2 °C. The running rigging started to freeze and when I ran up the Greenland courtesy ensign, the halyard was as stiff as dried spaghetti. *Annabel J* has a high prow so the helmsman has a blind spot ahead. To see ahead, one has to hop from one side deck to the other. Also, the traditional hull shape means that the boat likes steering in straight lines and the tiller steering is heavy so it can be hard work to slalom between ice. The pilotage was mentally and physically tiring. The fog and ice stayed with us all the way. We anchored off Ittoqqortoormiit at 0500 on 3rd August and went to sleep.

We slept until lunchtime then launched the dinghy to go ashore. Ittoqqortoormiit has a population of 370 and is similar to the Greenlandic settlements we have

visited on the west coast. Many things, including some house extensions are made from old wooden shipping pallets: there is always a background sound track of sledge dogs baying for their next meal and skidoos lie around discarded until the next winter. People drive fast in ATVs on the dirt roads and a few while away the day with a can or two of Tuburg. Everyone is very friendly and the children especially so. The shop was well stocked when we were there and sold everything from rifles to remoulade. We met the policeman and he told us there was no need for any formalities. Returning to the boat, we motored the half-mile to Amdrup Havn where we thought there was less chance of being disturbed by drifting ice. Amdrup Havn is surrounded by beautiful mountains and we seemed safe from wind, sea and ice.

We meant to get up early the next day but I forgot to set the alarm so we did not weigh anchor until 0830. There was not much wind so we motored the 80nm to the east coast of Milne Land, the large island in the middle of Scoresby Sund. Hurry Inlet, to the west of Ittoqqortoormiit, was disgorging it's winter sea ice into the sound and we spent an interesting couple of hours weaving our way through the bergy bits and growlers. When the sun is shining, "Believe me, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats," except perhaps messing about in boats with a generous sprinkling of ice to dodge in between!



As we approached Charcot Havn on the east coast of Milne Land, we found a lot of sea ice. I climbed the ratlines to look at the ice which I estimated was 9/10 concentration as far as I could see to the north. It was clearly melting though and, inside the bay itself, the water was clear. From deck, Máire spotted a polar bear and a number of seals on the ice.

Charcot Havn bay is about 2nm wide and faces east. The entry was complicated as the ice was almost across the entire entrance. We scraped through between the ice and shallow foul ground off the southern side of the bay to find a fine anchorage with good holding on the southern shore. The chart has very few soundings, pilotage notes are sparse and conflicting; we were pleased to be safe for the night.

The thought had occurred to us that should the sea ice drift a few metres south



in the night, we would be embayed and might have to spend the next day waiting for it to melt or move. We were relieved therefore to see that, in the morning, much of the ice had melted and there was now a clear passage through waters which had been solid the day before. Motoring south we were faced with the choice of going further east into open waters or negotiating the sea ice which was rapidly breaking up in the warm seas (8 ° C). We chose the latter and hoped that we might see some more polar bears hunting seals. We did not. In fact, the plan backfired because we managed to get ourselves stuck briefly whilst trying to negotiate a lead which closed as we approached - like a door being slammed in our faces. However, the lead opened again 15 minutes later and we proceeded on our way to open water.

That night we anchored in Hekla Havn which is on the southern tip of Milne Land and has excellent protection. In the morning we went ashore for a walk and target practice with the rifle. Then, in an act of pure vanity, hoisted all our sails and photographed the boat from various beguiling angles. We sailed out into light airs and, not content with our earlier preening display, I sailed slowly around icebergs whilst Máire rowed nearby and took more photographs. One of the joys of sailing in these waters is watching the groups of tiny guillemots scuttle along the surface or dive beneath it if they feel threatened. Tiring of the photography, we motored to Vikingebugt, a long deep fjord with the Bredegletscher glacier at its head. The fjord was choked with ice from the glacier and we thought it unlikely that our planned anchorage for the night would be achievable. However, we picked our way through the bergy bits and we were delighted to find a sheltered and relatively ice-free anchorage. The scenery was stunning. The ice around our anchorage was melting quickly and it fizzed and crackled as it did so. Every so often, a big berg in the fjord would calve, with a noise like a rifle shot. The new smaller bergs and bergy bits then slowly capsized and turned around as they readjusted their stability.

After some minor engine repairs the next morning, we motored back out into the ice. We spent an hour negotiating 4/10 rotting sea ice before entering relatively ice-free waters.

The southern coast of Scoresby Sund comprises steep and craggy mountains which outclass anything seen in the Star Wars movies. The walls and steep slopes are bare rock and the lesser slopes are covered in ice. The low arctic sun creates many shadows and the views have a lot of "texture." The valleys have glaciers which calve into the sound. Many are the size of cathedrals, some smaller and a few bigger, but they are more abstract and beautiful than anything man-made.

We returned to Ittaqqortootmiit where we met Niels Rasmussen who taught us how to pronounce it. The town is called: "Eat-cut-door-duck-meat". Good to know. We also climbed the hill to the weather observation station where the technicians showed us how they launch the metrological balloon which they do twice a day, every day. The following day, we set sail for Patreksfjörður in W Iceland. The 309nm passage took 48 hours, initially in light NE winds, then SW and finally light N winds. About half was completed under sail and half under power. Half way across, we said goodbye to both the ice and 24 hours of daylight.



Our pilotage survey of Iceland continued with visits to Patreksfjörður, Grundarfjörður, Stykkishólmur, Ólafsvík, and Reykjavik.

It was time to return home so we studied the long-range weather forecasts carefully, eventually deciding to leave Reykjavik on Monday 21st August. We could expect some strong winds on the Tuesday and Wednesday and hoped to be in Scotland or Ireland by the weekend before strong westerlies were forecast for the Portpatrick sea areas. The first evening at sea off the Rekjanes Peninsula on the SE Icelandic coast was a clear star-lit night and we spent hours



watching the Aurora Borealis perform a heavenly dance. The green bands, crowns and spectres formed and reformed so slowly or so quickly that we wondered if we had really seen them. The Inuit say the northern lights are the souls of the dead playing football with a walrus skull.

The wind increased from the E and by noon on Tuesday we were heading south sailing with a second reef in the mainsail and staysail. It was not a gale but the seas were rough and there was a big swell. It was hard to move around on the boat and waves sometimes threw the boat violently sideways. Crockery thought to be safely stowed in lockers was broken and Máire was thrown across the cabin. It was wet. Seabirds glided above the breaking waves with perfect grace and I thought they must think us very lubberly mammals. The 2nd reef pendant parted and we decided to drop the mainsail and continue under staysail alone. *Annabel's* cutter rig has an 860 sq ft main sail with limited lazy jacks so taming the sail and securing the rig kept the two of us busy. We continued south under staysail or a combination of staysail and engine. When

the autopilot broke on Thursday morning we had to hand steer in short watches. Thankfully the weather moderated in the afternoon and the seas subsided. We were then able to re-reeve the reefing pendant and fabricate a new method of connecting the autopilot hydraulic ram to the tiller arm. It was a relief to be sailing again and we resumed our normal "four on, four off" watch system. As we approached Ireland we had to decide whether to sail to the south coast via the slightly shorter eastern route or via the, to our minds, more interesting western coast. We chose the latter and made our landfall at Killybegs on Sunday 27th August.

We sailed to Teelin, Blacksod Bay and Inis Mór on the west coast, being weather-bound at the latter for five days with strong S and SW winds. A weather window of sorts opened on 6th September and we left Inis Mór for what turned out to be one of the hardest passages of the summer. We sailed and then motor-sailed into a SW 5 for the first 70nm of misery, wondering whether or not we would weather Dunmore Head and the Basket Islands. Thankfully, we did and gradually we eased

sheets as we rounded the Skelligs, Dursley Head and the Mizen. We could then bear away on the home stretch ticking off familiar headlands watch by watch: the Fastnet, Cape Clear, The Stags, Galley Head, The Old Head, Cork, Ballycotton Island, Ram Head, Mine Head and, finally, Hook Head. They are all old friends. On Thursday evening the autopilot failed again, this time a suspect relay in the control system, so we hand steered in short watches and rain. The strong WSW wind on our quarter made helming quite hard work. On Friday 8th September at 0630, we dropped our anchor off Buttermilk Point, in same place we had been 120 days and 4,300nm earlier. Then we went to sleep.

ANDREW WILKES

Find Out More

Andrew Wilkes' book, "Arctic and Northern Waters" is published by the RCCPF in 2014, with a revised edition in 2016. Further details can be found on the Imray website (Google "Imray Arctic and Northern Waters").



La Rochelle Rally 2017

WHIZZ, BANG and POP! And so La Rochelle displayed their thanks to the Royal Lymington Yacht Club and the Moody Owners Association who jointly held a rally in the ancient port on the quay of Bassin des Chalutiers. The barque *Belem* made an appearance; was it specially to salute our presence? But perhaps it was just a coincidence that the town was also celebrating Fête Nationale (Bastille Day) with the end of a Pop Concert, pounding on the opposite bank.

Twenty-three boats from the Club and the Association registered an interest in this event. On Day 1 eleven turned up and nine yachts stayed for the remainder of the rally, nestling on the comfortable moorings of the Bassin des Chalutiers in the centre of La Rochelle. All moorings were pre-booked and the Capitaineries were very helpful throughout our stay.

On Tuesday 11th July at our first port of call, Port des Minimes Marina, (where over 4,000 boats reside), we held a welcoming drinks party on pontoon 1. The pontoon had been allocated for our Rally and all turned up clinking their glasses, keen to sample the delights of France! The party must have been popular as it lasted 2 hours longer than planned.

On Wednesday 12th July the day was spent exploring sunny Minimes; watching the coming and goings in the marina and several national Finn teams getting ready for their days' racing. Holiday makers were stretched out on the beach, folk were promenading along the walkways and there was merriment in the adjacent cafes, and all before our parade into the Bassin des Chalutiers at 17.30 hours, (HW 19.33). Nine yachts lined up, including four from the Royal Lymington; they motored the mile into the Bassin where Neil Eccles clicked away on his camera as they entered. (This was the official reason why Neil got the prime mooring position before the rally got under way!)



Late afternoon there was a second drinks party, but 2 hours later it was abandoned (thankfully) as a rain shower was rather a 'party pooper'. The weather for the rally was decidedly mixed but very hot on some days which warranted 'Gin o'clock' being brought forward and every boat engaged in playing 'host', or visiting others. It was a very convivial 4 days.

On Thursday 13th July a lunch was held at the Le Mistral Restaurant which overlooks the Bassin. This accommodated all twenty-three of us including our RLYMC retired Secretary Ian Gawn and his wife Jane. An excellent three-course meal was provided at a fixed price and later Members and guests dispersed to enjoy the festivities in the town.

On Friday 14th July the rally was officially concluded, but all boats stayed in the Bassin des Chalutiers to watch the events of the Fête Nationale and the parade of officials nearby.

It was well worth all the effort of organising this rally, the moorings and lunch, to see Members enjoying the festivities and making new friends. Thanks must also go to the Anna, Number 1 on Yacht *Tangaroo*, who catered for both parties. Also to the Members themselves who helped to make this the success that it was. Some, keen to know what was planned for 2018, prompted me to suggest Vannes for its festival on the 14th and 15th July which would allow other RLYMC Members a better chance of attending. If you like the idea of sailing south to Brittany, then you are recommended to pencil this date into your diary and use Vannes as a springboard to visit this beautiful yacht-friendly part of France - the Morbihan, Loire Atlantique, Vendee and Charente Maritime sailing areas.

DEREK BARNARD

Cruising sub Committee and Captain of the France Atlantique Chapter of the Moody Owners Association (September 2017)



Chesapeake Visit

In September 2017 33 members of Sailing Club of the Chesapeake came to Lymington for a cruise round The Solent hosted by Club Members. SCC Commodore Rob Floyd has passed on his thoughts of the visit:-

While The Solent is a beautiful and historic place to sail, late summer on The Solent requires a few more layers than is usually required on the Chesapeake Bay during the same period, where we would normally be dressed in shorts, t-shirts and flip-flops.

The Solent apparently aims to please all when it comes to weather. If you don't like the weather, tide, current, or wind at any given moment, wait an hour or so -- dramatic change is likely. Adventurer, Sir Ranulph Fiennes, must have been thinking of The Solent when he said "there is no bad weather, only inappropriate clothing."

Of course, this could have been an odd year. Indeed, during our cruise, while the southeast U.S. was dealing with Hurricane Irma, the U.K. was dealing with Storm Aileen, a low pressure system that ripped across England and Wales. Late Wednesday night, in the middle of our cruise, peak winds of 83mph were recorded at The Needles on the Isle of Wight, not far from where we were sailing. Although we were tucked away in Portsmouth Harbor at the time, not many of us on boats slept soundly that night.

Starting out from the historic town of Lymington, we enjoyed visits to some fascinating and historic locations, such as Buckler's Hard, on the Beaulieu River. The winding and narrow river leads to remnants of a historical shipyard, which beginning in 1744 was responsible for building 43 Royal Navy ships over sixty years, including *HMS Euryalus*, *HMS Swiftsure* and *HMS Agamemnon*, all of which fought at the Battle of Trafalgar in 1805. It is hard to believe this sleepy little river lined with cruising boats, green pastures and stately residences was capable of this productivity.

From the Beaulieu River, we crossed The Solent, in a gale, to Cowes, Isle of Wight, a famous racing location and home of the Royal Yacht Squadron. It also happens to be the town from which Lord Calvert set



out on *Ark* and the *Dove* on November 22, 1633, on a voyage to Maryland to set up a colony. As we are a Maryland sailing club, to celebrate the occasion, both our visit and the history, we presented a welcome letter from the Governor of Maryland and a Maryland flag to the Mayor of Cowes, who in return presented us with a plaque from the town of Cowes.



From Cowes we were scheduled to sail around to Bembridge, but the winds refused to abate, so we decided to go back across The Solent to Portsmouth. There was so much to see in Portsmouth we were all happy to have the extra day there. Of particular interest was the contrast between Henry VIII's warship *Mary Rose* and the brand new British aircraft carrier, *HMS Queen Elizabeth*, all in the same harbor. In July 1545, while leading an attack on the French invasion fleet, *Mary Rose* sank just outside Portsmouth

harbour. 472 years later, Britain's newest and largest aircraft carrier entered her new home in the very same harbor. Amazing.

We rounded out our cruising with a sail back across The Solent to Yarmouth, Isle of Wight, where we all enjoyed a dinner, drinks and great number of sing-alongs, accompanied by the musically talented Commodore of the Yarmouth Sailing Club. Wouldn't you know it that the longest sail of the cruise from Portsmouth to Yarmouth was met with the least amount of wind all week.

ROB AND LAURA FLOYD



Our Real History: Retold by an Old Salt

In 1607 King James the First was looking for a profitable stock
And so he created the Virginia Company
This was 13 years before the Pilgrims landed on Plymouth Rock

They sailed the Atlantic - landing in a place so sunny and warm
A bit different from England where sailors often
looked a bit forlorn
Located on the Chesapeake it was,
He called it Jamestown, just because

He was hoping for silver and gold
But turns out tobacco was all that he sold
However, the sailing was good even if a bit light
And word spread to England
Come - it's almost as good as the Isle of Wight

So sailors from England flooded its shores - to be fair
Brits by the thousands made their home there
For 150 years, everyone was quite content
Living together under this great tent

And racing their boats under the King's rules
With subsidies and protection from England
They were not fools

But the great great great grandsons of these sailing folk
Wanted their own sailing rules - not the Kings vote
When King George heard this, he sent his ships
To take care of these American sailing misfits

But these Americans were smart and cunning too
They changed the colors of the buoys - you know
So that the Brits hard aground - would surely go
And aground they did find themselves
Passing the marks on the wrong side
Then kedging off and waiting for the tide

I have no doubt this was the reason the Brits finally said
Enough is enough - they aren't playing fair
Our boats aground - and they don't even care
And the winds are too light for our ships - even when bare
King George - can we come home? - do we dare?
And so it was done and the Americans could now
Sail by their own rules from stern to bow

In 1812 some years later
Those same Brits responding to Napoleon's ploy
Who wanted the Solent for his sailors to enjoy

At the same time
Across the great pond these Chesapeake sailors were making
another fuss

They wanted Canada to add to their bus
So to the Chesapeake came the Brits once more
Burning Washington and then coming to Baltimore

But both decided this skirmish is not for either of us - best
Let's be friends - let's put that to the test
200 year later the friendship endures
so much so that in 1900 and 76
Brits came over to the Chesapeake for a bit and a sing
"No hard feelings" was the familiar ring

2 years ago -- again they came
From Royal Lymington Yacht Club they came for a sail
Dressed as if they were expecting a gale and to bail
But the weather was warm --sunny and bright
We thought the winds heavy - they thought them quite light
It was a glorious week where friends were made
Drinks flowed freely as stories were relayed

And then the Lymington's said - come through
To the Solent to see what real sailors do

And so hardy sailors from the Chesapeake came
To find wind - I mean gales
And did I mention the rain
Frozen and wet with 5 layers on - whoa
These hardy sailors still said let's have a go

Started in Lymington - the mayor welcomed us
Don't know why for us - all the fuss
And then off the Club for a very fine dinner
The flowers were perfect - a true and true winner

Next day off to Beaulieu - the river we went
The pig roast was perfect under the tent
And then to Cowes and the Royal Yacht
Squadron where we would meet

Another mayor who received our governor's citation sheet
We were treated so well by the squadron it was tops
Made us wondering why did we ever leave these lovely spots

Even saw the plaque of the Ark and the Dove
That brought sailors to Maryland -- a state we all love
To Osborne House we trotted to view
Queen Victoria certainly was someone right on cue



Then from our cruise leader - Roger - came this alert
 The forecast looks grim – don't get hurt
 Aileen to our west is brewing up a nice gale
 40 knots plus - be ready to trim your sail

To our Brits this was just going to be another nice day
 But our Chesapeake sailors said – no way!!!
 So skipping Bembridge we hurried off to Portsmouth we did
 Awaiting her arrival and to spend a few quid

Aileen didn't stop us from having a party on
 Commodores Rob's boat
 With nearly 60 people we were surprised it could float
 She came that night with quite a fury and fight
 Dogs off chains it was quite a sight
 Joe said it blew 45 knots in his cabin all night
 We all wondered why he didn't close the
 hatch and turn off the light

But survived we all did
 The next day was nice
 Only 30 knots and it rained not once - but thrice
 Across the harbor in green ferries - we went through
 To the Spinnaker tower and a glorious view
 Even walking on glass - a few foolish few

Next day was sun and to the Navy yard we did go
 Ann Brunskill had our tickets for the wonderful show

Chris Knox was our guide and
 Lord Nelson and his story was told
 And his ship Victory
 When we went into the hold
 We were duly impressed and wondered how
 We could ever compete with this British bow
 And the amazing Mary Rose from under the sea
 But best of all was the afternoon tea

Off to Yarmouth – small sailing town
 The Solent Sailing Club quite renown
 Got in there without running aground
 Beautiful rainbows they have there
 Going down to their lands of gold
 This is what I've been told

Quite a time of it we had - food and song
 Especially David Brunskill starting the sing sing along
 Had everyone dancing quite a site
 For this quite proper crowd on the Isle of Wight

Now here at David and Fenella's we must say to our friends

Roger and Jenny
 David and Ann
 Jeremy and Max
 Don and Evonne
 John and Jennifer
 Brian and Susan
 Tim and Mayumi
 Andrew and Susan
 Michael and Hilary
 and
 Chris Knox

And especially our very dear friend Dorothy
 Who took us back home
 to Scotland where the Steele clan used to roam
 and Roger and Jenny we can't thank you enough
 For sharing your week with us
 I know at times it was tough

Thank you all so much for such a great week
 Our friendship of 200 plus years has been put to the test
 And all of us can say it's for the best
 This week lets rejoice - all of us have won
 Because everything was - just so well done

And just reflect if sailors were put in charge – I'd say
 The world might look a little different like
 Newtown's gentle bay

As we leave with our great memories
 We will do our very best
 To make another thousand years or more
 Pass the test
 And bring friendship to all and peace to the rest
 Sailing Club of the Chesapeake

MARSHALL STEELE



A Summer Of Two Firsts



The first "first" was the fact that this was our first cruise in our new 'motor boat' *Pilgrim*. A big change after the thousands of miles Annette and I have cruised under sail. *Pilgrim* is a 39 foot Nordic Tug (37ft waterline) made near Seattle in the USA. She is powered by one big Cummins diesel of 380hp and is technically a semi displacement boat. Doing her max of 18kts, her 1200 litres of fuel would go very quickly. Doing 7kts she has a range of 1500nm. We find 8kts is a happy compromise and at this speed we average under a litre a mile. Her electronically controlled engine is happy to run at 30% output for hours and days on end. I give these details as those of us used to sailing yachts are not always aware of the economics of 'the dark side'. This latter description is to my mind very inaccurate. Having spent years descending into a darkish cave, albeit a very attractive one, we now live looking out at the world from our main saloon.

Late on the evening of the 25th June I left our berth with my brother, John and Nick Walford, both RLYM members. We dropped the hook behind Start Point for three hours to await a favourable tide. Then late in the afternoon of the 26th we dropped the hook again in the outer reaches of the Helford River. After a calm night we left at the civilised time of 10.30 for a tide beneficial to rounding of The Lizard and Lands end. An easy night at sea was followed by what is the motor boats' weak point, a lumpy sea on the beam, but late afternoon found us tying up in Dun Laoghaire. Stepping out of our warm dry cabin we got a taste of things to come. It was cold and a light drizzle was falling. Two days of strong winds and much rain followed. We used the



commuter train which runs a very good service just a few hundred yards from the marina. Dublin was visited, so was Greystones - a coastal town in the other direction. Dublin was grey and rather run down from my memories of a visit many years ago. However an excellent meal of seafood washed down with Guinness and served by a very pretty

chatty Irish girl made the afternoon more enjoyable than the morning.

An anchorage to await a foul tide and then on to a night in Bangor Marina. Then with a strong west wind we decided to opt out of the west, but now windward side of the Mull of Kintyre and went up the east to Tarbert. This meant we would need to transit the Crinan Canal which both crew mates were keen to do as it would be a first for them. Twelve of the fifteen locks have to be worked manually by the crew, which can be hard slow work, but we were lucky to transit the first half with another yacht which had as active a crew as I did. We stopped for the night and enjoyed country walks and a good meal in the Cairnbarn Hotel. Next day we

finished the canal and with some days in hand before we were due in Ardfern we turned left and went south out of the canal with the intention of rounding Jura. Motoring gently down the east side of Jura we poked our nose into several anchorages but ended up in Craighouse on its southeast corner. Perhaps the whisky distillery there had something to do with our choice. So with a long walk, the purchase of whisky and a peaceful night behind us we went up through the narrows which separate Jura and Islay. The sun shone on a truly beautiful landscape. Exploring began as we entered into Loch Tarbert, a five-mile inlet which almost bisects Jura. We made it most of the way but had to forego the final mile as the tide was not high enough and we could not wait as we needed to go north to get through the infamous Gulf of Corryvreckan at slack tide. This proved to be a slight anti climax as a combination of slack tide and little wind made for a complete lack of the usual whirlpools and upwellings of water. The Dorus Mor was also fairly peaceful so it was a relaxed crew that tied up in Ardfern Marina at the head of Loch Craignish in mid afternoon. Eighty-nine hours on the engine, 650 miles on the log and ten days since we left Lymington.

On 6th July, the second "first" occurred. Sandy Walford and Annette arrived by car bringing with them Coco our working cocker spaniel. We were to cruise with a dog on board. John left for the south by train and we enjoyed a weeks cruising with Nick, Sandy, Annette and myself

plus Coco. It turned out to be the best weather of the whole trip. Highlights were a day motoring round and through the Treshnish islands at low water with their abundance of puffins, seals, and many types of seabirds. A lovely wilderness anchorage in Craigaig Bay on the south of Ulva, a sunny visit to Coll and a trip to Staffa. There was a large swell the day we went to Staffa so a dinghy trip into Fingal's Cave was not on, we had previously done this and it was an awe inspiring experience. Alas I had not recorded the Hebridean Overture and with no 3G was unable to play it as we motored past.



During this time we discovered one of the minus points of cruising in Scotland with a dog. Many of the lovely uninhabited anchorages have no easy way ashore. Coco and I got very used to scrambling over acres of seaweed strewn rocks last thing at night and first thing in the morning. She thought this was heaven, I was not so sure, especially when it was

raining. The other point to note is that there are comparatively few footpaths on many of the islands so a walk is undertaken through waist high heather and or bracken. She loved the shoreline, adored scrambling up and down near vertical hillsides and at the end of two months was of a level of fitness I never thought was possible for any creature. The dinghy was her second home and the sight of her standing with her front paws on the dinghy tubes and her ears flying in the wind as she sniffed the approaching land is something I will always remember with happiness.

Sandy and Nick left us in Tobermory for what turned out to be an interesting bus, ferry, train journey back to Lymington.

After two days of gales Annette and I left Tobermory and moved north. A series of anchorages plus the interest of passing through Kyle Rhea with its 7kts tides brought us to Pull Domhain a delightful anchorage on the mainland opposite Skye. This we enjoyed in the company of *Dafony* with that well-known Lymington duo Mike and Liz Redfern on board. Here, at about 0700hrs Annette combined an outboard failure, strong wind, oars that were long term stowed, and a dog that wanted ashore into a little drama. This at about 0700hrs. Not the usual time Mike Redfern is used to getting out of bed. My shouts prevailed and he was the gallant saviour of my crew. Both of them.

Both boats decided to go to Loch Shieldaig at the head of Loch Torridon.





Dafony left first and enjoyed a reach in a brisk ESE wind in calm water up the coast. The wind was all the time strengthening. We caught them up as we turned SE into the wind at the entrance of Torridon. *Pilgrim* happily shouldered her way into what was by now a 30kts headwind. Mike and Liz had to beat into this. As the loch narrowed and the hills surrounded us we found ourselves with 52kts on the anemometer. When we got to Shildaig it was still blowing 30 plus. We admitted defeat and turned round but first looked into upper Loch Torridon hoping to find more sheltered waters. It was worse. Pure white water everywhere. I subsequently discovered that Loch Torridon with its backdrop of spectacular mountains is known for its down draughts when east winds blow. We both beat a retreat up the coast to Badachro.

So the days passed. We went north to Ullapool via a visit by Annette and the Redferns to Inverewe Gardens in sunshine. I stayed on board as dogs, even on a lead, are not allowed in the gardens. After sitting out more inclement

weather for a day in Ullapool we enjoyed a rare sunny calm day in the Summer Isles and then with more unsettled weather forecast gave up going north and crossed the Minch to Stornaway.

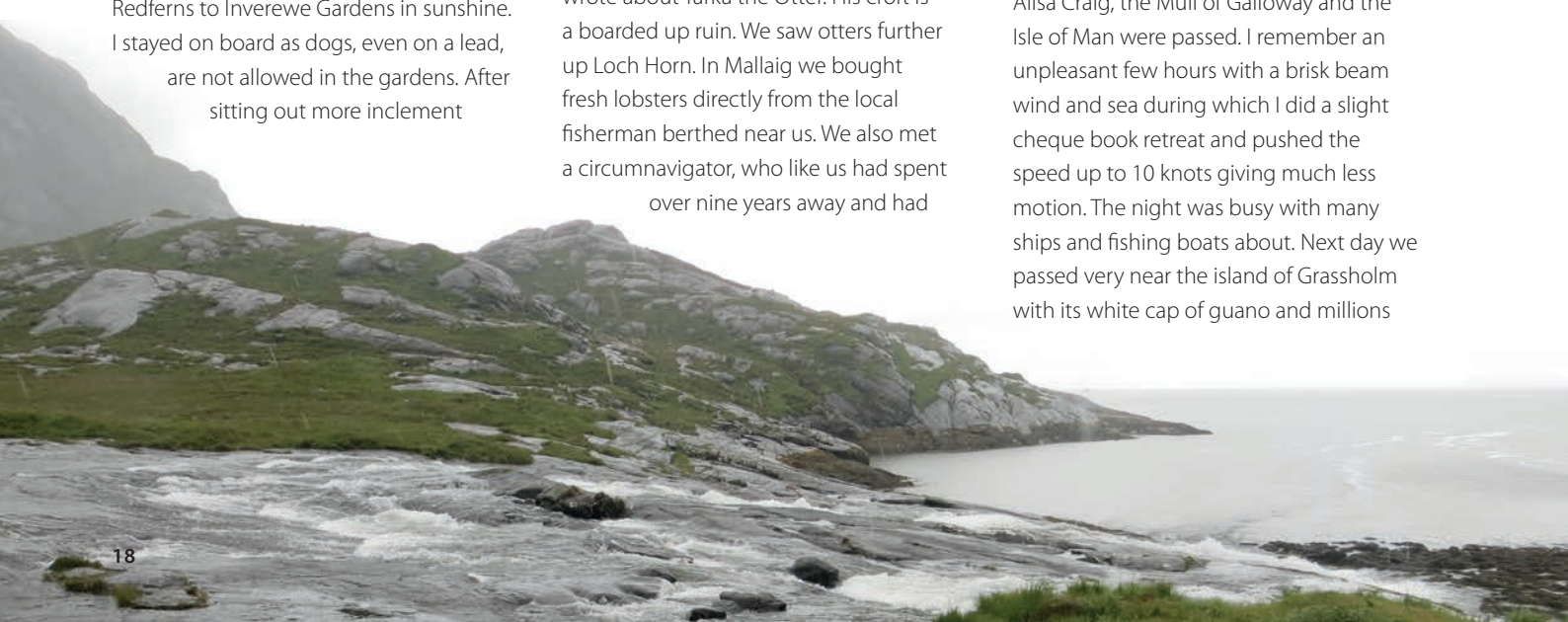
We were trapped by weather in Stornaway for a week but time passed happily enough. We drove with the Redferns up to the Butt of Lewis and the port of Ness and then south to South Harris. For a brilliant description of this part of the world I recommend the Lewis Trilogy, by Peter May. One of the great joys of the cruising life is the wide variety of people one meets. We gave a drinks and nibbles evening on *Pilgrim* and I was the only British born person on board. French, American, Swedish and Danish nationalities were represented.

I will not go on in detail but mention a few high and low lights. We visited the now deserted cove where Gavin Maxwell wrote about Tarka the Otter. His croft is a boarded up ruin. We saw otters further up Loch Horn. In Mallaig we bought fresh lobsters directly from the local fisherman berthed near us. We also met a circumnavigator, who like us had spent over nine years away and had

covered many of the places we visited. We had much to reminisce over. Janny Bernays (Club Member) joined us and through her connections from a past life, we met many lovely people and visited some stunning houses. However, we endured endless rain and wind. Scotland alas was having one of its worst summers anyone could remember. I wanted to walk round Loch Corusk but the river going down to our anchorage in Scavaig was far too dangerous to cross. Before when I had visited it had been a trickle. The Royal Cruising Club meet in Ardfern never left port due to the weather but the yard shed made a fun setting for some great parties and BBQs. We went through the Cuan Sound where the tide is so strong the water goes slightly down hill. A great experience, especially with 380hp in hand but the visibility was so bad in driving rain that little of this was seen.

After another transiting of the Crinan Canal we set about exploring the Clyde and its regions. The Kyles of Bute where my mother had cruised on her father's motor boat as a child in the '20s was visited. So was Rosyth Harbour from where we made a visit to Stuart House. This was a huge success and well worth the effort to get there. We anchored in Loch Goil off Carrick Castle near where the nuclear subs are refuelled and we went up to see Faslane from the water before coming to rest in Rhu Marina.

From Rhu Annette, Janny and Coco departed by car and I was joined by Nigel Reid. He and I left on the morning of the 30th August for Ardrossan where three hours later in hot sunshine we picked up Dick Moore of Captain of SCOW fame and by midday we were heading south. Ailsa Craig, the Mull of Galloway and the Isle of Man were passed. I remember an unpleasant few hours with a brisk beam wind and sea during which I did a slight cheque book retreat and pushed the speed up to 10 knots giving much less motion. The night was busy with many ships and fishing boats about. Next day we passed very near the island of Grassholm with its white cap of guano and millions



of gannets. This off St David's Head which with its outlying islands was passed in sunshine and calm seas. A peaceful night followed and dawn brought us to the Longships. Passing the Runnelstone reminded me of the time I had spent anchored off it with not a breath of wind and a u/s engine in our Swan Born Free. A busy day and half a night crossing the channel shipping lanes and 0130hrs on Saturday morning found us tying up in a crowded St Peter Port, 550 miles and 65 hours from Rhu. As a skipper having such a competent crew meant that a system of two hours on and four off gave plenty of sleep and with both crew members vying happily to outdo each other in the galley department we ate very well.



The main reason for the 40-mile diversion to Guernsey was their very sensible attitude to fuel prices at the dock in the industrial tidal harbour of St Sampsons. This we visited at 0700hrs on Monday morning, followed by a pleasant twelve hour trip to Lymington where we were met by our wives and much was discussed over an 'anchor dram'.

Thus our first serious cruise under motor, 2080 miles logged, came to an end. *Pilgrim* had behaved very well. She had kept us dry and warm in very inclement conditions. Mechanically she had behaved perfectly and had shown herself to be a very able vessel. Her only snag being the rather quick motion in a beam sea. More speed and a bit more tacking would help this, unless one wants to go

down the gyro stabilising route - a rather expensive journey. Even doing our 8kts we had used just less than a litre per mile.

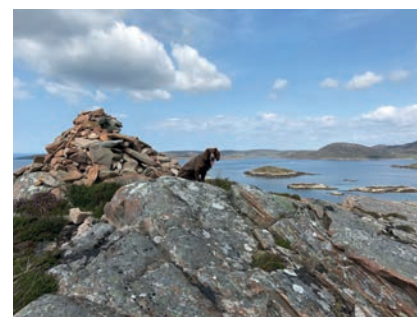
Our second first, *Coco*, was a delight most of the time. She took to the life very well even if her owners found wet late night or early morning trips ashore irritating at times. Harsh weather and general cruising life tends to put the alcohol consumption up and to compensate she caused us to take a lot of strenuous exercise. Passages are not her thing as she stubbornly refuses to use our aft deck as relief! Early house training no doubt.

We look forward to many more cruises in *Pilgrim* both with and without *Coco* but will probably search out

a bit less rain, wind and cold even if this means less stunning scenery.

If any club member would like more information on Scotland, the best charts to use or places to go we would be happy to help. This was our 5th season over the last 30 years, 'up north.'

DAVID RIDOUT



Racing Roll of Honour

Sailor	Event	Class	Position
Tim Hire	RS Aero Southern Circuit Championship	RS Aero 7	3rd Overall & 1st U16 and 1st U19.
Abby Hire	RS Tera Sport End of Season Championship	RS Tera Sport	3rd
Tim Hire	Chelmarsh Sailing Club RS Aero Open	RS Aero 7	1st
Liam Willis	"RS Aero Cup, Lake Garda"	RS Aero 9	1st
Nick Thompson	Laser European Championships	Laser Standard	1st
Emily Mueller	IOCA End of Season Championships	Main Fleet	2nd & 1st Girl
Lizzie Beardsell	Laser 4.7 Inland Championships	Laser 4.7	4th Overall & 1st Girl
Tom Mitchell	Laser 4.7 Inland Championships	Laser 4.7	3rd
Abby Hire	Alton Water RS Tera Open	RS Tera Sport	1st
Abby Hire	RS Tera Eastern Traveller Championship	RS Tera Sport	1st & 1st Girl
Drew Barnes	RYA Squad Qualifiers	Pwllheli	4th
Sam De La Feuillade	RYA Squad Qualifiers	Pwllheli	6th
Tom Mitchell	RYA Squad Qualifiers	Paignton	5th
Flo Nicholls	RYA Squad Qualifiers	Paignton	8th
Henry Wood	RYA Honda Youth RIB National Championships	8 - 12 Category	4th
Tom Rogers	RYA Honda Youth RIB National Championships	Senior National Champion	1st
Tim Hire	RS Aero Nationals	RS Aero 7	1st U16
Flo Nicholls	UKLA Laser Nationals	Laser 4.7	8th
Tom Mitchell	UKLA Laser Nationals	Laser 4.7	5th
Flo Nicholls	UKLA Laser Nationals	Laser 4.7	1st British Girl
Flo Nicholls	UKLA Laser Nationals	Laser 4.7	Girls National Champion
Matilda Nicholls	UKLA Laser Nationals	Radials	8th
Milo Gill-Taylor	UKLA Laser Nationals	Radials	3rd
Matilda Nicholls	UKLA Laser Nationals	Radials	Girl's National Champion
Milo Gill-Taylor	Youth Laser Radial World Championships	Overall Boys' Championship	2nd GBR Boy
Arthur Fry	Youth Laser Radial World Championships	Overall Boys' Championship	5th GBR Boy
Arthur Fry	Youth Laser Radial World Championships	Boys' U17 Championship	1st GBR Boy
Henry Beardsall	Youth Laser Radial World Championships	Boys' U17 Championship	4th GBR Boy
Matilda Nicholls	Youth Laser Radial World Championships	Overall Girls' Championship	2nd GBR Girl
Matilda Nicholls	Youth Laser Radial World Championships	Girls' U17 Championship	1st
Tim Hire	RS Aero National Youth Championships	RS Aero 7	1st U16
Haydn Sewell	Optimist British Nationals	Senior Gold Fleet	5th
Delfina Sesto Cosby	Optimist British Nationals	Senior Silver Fleet	4th
Ella Lightbody	Optimist British Nationals	Junior Silver Fleet	4th
Matilda Nicholls	U17 Girls Laser Radial	World Champion	1st
Ian Williams	M32 Scandinavian Series	M32	1st
Matilda Nicholls	British Laser Radial Youth	Under 19	Women's National Champion
Flo Nicholls	British Laser 4.7 Ladies Nationals	British Sailor Mixed	5th British Sailor Mixed 3rd Under 16 mixed
Hannah Snellgrove	Laser Radial Worlds	Women's	2nd British Sailor 26th Overall
Tom Mitchell	Laser 4.7 Nationals		4th British Sailor 2nd Under 16

Sailor	Event	Class	Position
Milo Gill-Taylor	Laser Radial National Championships	Laser Radial	2nd Under 19 3rd Overall
Robby Boyd	RLymYC Youth Laser Open	Laser Standard	3rd
Milo Gill-Taylor	RLymYC Youth Laser Open	Laser Radial	1st
Tom Mitchell	RLymYC Youth Laser Open	Laser 4.7	3rd boy 1st U16 boy
Matilda Nicholls	RLymYC Youth Laser Open	Laser 4.7	1st
Tim & Abby Hire	"RS Feva World Championships, Medemblik.	RS Feva - Silver Fleet	1st
Irvine Laidlaw	Round the Island Race 2017	Observer Trophy	1st Monohull to finish
Irvine Laidlaw	Round the Island Race 2017	Helly Hansen Alive Trophy	1st O/A IRC Group 0
Roberts and Edgerley	Round the Island Race 2017	Shepards Throphy	1st IRC Chartered Surveyors Boat
Sarah and Ross Applebey	Round the Island Race 2017	Jeremy Rogers Trophy	1st IRC Contessa 26
Sarah and Ross Applebey	Round the Island Race 2017	Contessa 26 IRC Class	1st
Roberts and Edgerley	Round the Island Race 2017	IRC Division 2B	2nd
Amy & Ronan Grealish	Round the Island Race 2017	IRC Division 3B	2nd
Jeremy Rogers	Round the Island Race 2017	IRC Rating System Div 7C	2nd
Assent <i>Pickle & Growler III</i>	Round the Island Race 2017	Jeroboam Trophy	2nd ISC Rating Team
David Houlton	Round the Island Race 2017	Contessa 26 IRC Class	3rd
William Newton	Round the Island Race 2017	IRC Division 2B	4th
Jeremy Vines	Round the Island Race 2017	ISC Rating System Div 5C	4th
Olivia and Charlie Roberts	Round the Island Race 2017	ISC Rating System Div 7C	4th
<i>Jin Tonic</i> <i>Gravity & Jelly Baby</i>	Round the Island Race 2017	IRC Team Race	5th
Abby Hire	Bough Beach RS Tera Open	RS Tera Sport	1st
Ben Mueller	RLymYC Optimist Open	Main Fleet	2nd
Tim Hire	Downs Sailing Club RS Aero Open	RS Aero 7	1st
Luke & Emma McEwen	RS800 Championship	RS800	1st
Hannah Snellgrove	"RS500 Class	Netherlands"	2nd Overall
Kate Wharmby	RS Tera Southern Areas	RS Tera Pro	4th
Tim & Abby Hire	RLymYC Feva Open	RS Feva XL	1st
Ross & Sarah Applebey	Antigua Sailing Week	<i>Scarlet Oyster</i>	Governor General's Cup - 1st overall in CSA 5. Peter Deeth Trophy for 2nd overall in CSA 1-6.
Ian Williams Tactician aboard <i>Rev</i>	M32 Miami Series	3 1st places 1 2nd place	Overall Series Winner
Cameron Bignold-Kyles	Royal Victoria Optimist Open	Regatta Fleet	6th
Findlay Bignold-Kyles	Royal Victoria Optimist Open	Regatta Fleet	1st
Emma Breese	Royal Victoria Optimist Open	Main Fleet	5th
Annabelle Vines	Royal Victoria Optimist Open	Main Fleet	4th
Ian Williams	Congressional Cup	Team GAC Pindar	2017 Congressional Cup
Matilda Nicholls	Laser European and World Championships	Adult Fleet	2nd Overall
Liam Willis	RS Aero Uk Championships at The Oxford Blue	RS Aero 9	1st
Tom Mitchell	Draycote Winter Championships	Laser 4.7	6th
Matilda Nicholls	Draycote Winter Championships	Laser 4.7	3rd
Sam de la Feuillade	Draycote Winter Championships	Laser 4.7	2nd

RACING NOTES

Having just completed my second season as Captain of Racing, I must confess to feeling rather superfluous (partly with the excuse of house moving and renovating rather than sailing). Apart from taking the odd bit of flak, I've got such a competent bunch of class and fleet captains, more than ably backed up by Kirsty and Vicky (in her new role as sailing events person), I think the only useful thing I did was agree to a second IRC class for Thursday nights.

My roots are very much in cruiser racing, especially short handed, and it's been great to have John Turner taking over from Richard Truscott as Captain of Cruiser racers, and pushing the Duo series.

One thing we are struggling with, and this doesn't only apply to our Club, is getting weekend races well supported for cruiser racers. Regular weekly events for one designs and dinghies are holding up, as are Thursday nights, but the Summer Regatta for instance was poorly supported. Apart from big events such as the RTI, are our lives too busy nowadays? Very few Lymington boats do any serious offshore stuff now. Comments welcome.

Signing off,

CHRIS RUSTOM

Second win for Don at the Panerai Mediterranean Classic

RlymYC's Don Wood Wins the Panerai Mediterranean Classic Yacht Challenge For The Second Time.

One of the great things about our chosen sport is the diverse range of options it offers, from cruising locally and overseas to racing at club, national or international level. Over a lifetime of sailing Don Wood, a long-standing member of the Club, has covered just about every aspect of the sport from owning and running

international racing boats at the highest levels to cruising locally and further afield.

Don's most recent project started in 2013 with the acquisition of a truly classic, ground breaking racer of the early '70s called *Ganbare* (Japanese for "Good Luck"), a 34 foot "one-tonner" which had recently been renovated at the Pezzini yard in Viareggio, Italy.

Ganbare was the late and great Doug Peterson's first design which, it is no

exaggeration to say, revolutionised racing yacht design in the early 1970s. Built in California by Carl Eichenlaub in 1973, *Ganbare* won the One-Ton North American Championships and would have convincingly won the 1973 One-Ton World Championships in Italy except for a navigational error.

Don has been campaigning the refurbished *Ganbare* in the Panerai Mediterranean Classic Yacht Challenge circuit for the last three seasons with an eclectic crew of experienced amateurs from Lymington and Hamble, most of us dating back to the days when *Ganbare* was a new sensation on the world racing scene!

The Panerai Mediterranean Classic Circuit consists of four regattas per season across the South of France, Italy and Spain, starting in June and ending in September. Venues alternate around Antibes, and Cannes in France, Argentario and Imperia in Northern Italy and Port Mahon in Spain. Of the four regattas three count towards the season's overall result.

Whilst the venues alternate from year to year, the array of racing boats from eras past remains consistent and spectacular. Racing is under the event's own C.I.M.



handicapping system and is broken up into four divisions comprising Big Boat, Vintage, Spirit Of Tradition and Classics. The fleet includes legendary veteran yachts such as *Cambria*, *Halloween* and *Moonbeam Of Fife*, some dating back over one hundred years but lovingly maintained in immaculate condition. *Ganbare* races in the Classics Division, in which all yachts must have a design date prior to 1976.

Ganbare has spent the last couple of seasons racing against legendary yachts such as the mini-maxi *Il Moro Di Venezia* and the 1976 one-ton world champion, the Dick Carter designed *Resolute Salmon*, as well as the well sailed Italian one tonner from 1968, *Ardi*, amongst many others. Racing, which has been in predominately light to medium winds, has been diverse but consistently competitive with great camaraderie amongst the crews off the water.

In the 2016 season *Ganbare* sailed a consistent series of races in Antibes, Imperia and Cannes and, although we didn't win any individual regattas, consistent placing throughout was sufficient to allow us to win the Classic Division overall for the season.

In 2017 *Ganbare* started the season with a creditable 2nd in Les Voiles D'Antibes regatta at the end of May. We then moved on to the event based in the picturesque Italian town of Argentario, winning a hard-fought regatta from local favourites *Ardi*. We missed the Port Mahon Regatta but re-grouped in September to race in the Regate Royale in Cannes. This was a very light airs regatta which was neck-and-neck to the end but where we managed another win in the Classics Division, giving us the overall season's championship in our Division for the second year running. This was the first time the Classics Division has been won by the same boat for two consecutive years since 2007.

Ganbare's association with Lymington goes beyond Don and some of the crew's long-standing involvement with the Club. For example, the boat has been equipped throughout with a full wardrobe of sails, built specifically for the Mediterranean conditions, by the newly formed Classic Division of Lymington based Sanders Sails. Additionally, back in the 1970s *Ganbare's* original crew

included the late Bill Green, world famous boatbuilder and a prominent resident of Lymington for many years.

That original crew also included other icons of the sport including Doug Peterson, Ron Holland and Lowell North. So now, being given the opportunity to sail on this boat has been a real privilege for all of us.

Typical of Don's skill in putting together a competitive and successful campaign, this has been a meticulously planned and prepared project leading to a really satisfying set of results - and it was a lot of fun too!

CHRIS HILLS





© Harry KH/Land Rover Bar

Simon's Bermuda SIMON NUDING

Simon, Marion, Lucas (7) and Tristan (5) Nuding experienced the 35th America's Cup, these are a few emails sent to family and friends, which they have agreed to share. Simon was aboard the communications boat, which housed high tech equipment that allows the guys on board to monitor every second of the race boat.

8th January 2017

'Today is my eighth week and the rest of the family's three week anniversary of moving to Bermuda, and while we sat around the breakfast table this morning we all agreed that the time has flown by.

Bermuda is a great place which is full of very friendly people (in fact I don't think that a two hour wait in the airport, due to the fact I had no work permit, could have been as pleasant in any other country!)

We currently live in a house which is a five minute walk to the marina and to the hotel where the RIBs and the rest of the team are staying, but far enough away to be able to cocoon yourself away with your family. We have our own little beach, a garage, and on good days the house turns into the BAR water sports centre with paddle boards, windsurfing, snorkelling and swimming all taking place in the little bay between our house and the hotel.

The kids are settling in very well and started their school (located on the hotel complex) last week. They were presented with their BAR school uniform, which they insisted on wearing for dinner last night. Tristan is missing his 'Lymington toys' but admits that having a football and a cricket pitch in the garden, along with a couple of extra players, are a good thing.

The weather has been good (for an Englishman) with mostly warm

temperatures, although we are currently going through a bad patch which means sailing has to be scheduled around the weather. We had five inches (130mm) of rain on Wednesday which was the highest one day rainfall in 50 years. When it rains in this country it does not muck about!

Work, as expected, has been hard. We arrived to find a half finished base with no running water or electricity or floors in some places, so to be sailing from that same base less than three weeks later (at the same time as them winning the World Series) has been a big achievement by the team. The sailing has been good and bad but nothing new in that. We have raced other teams and sometimes we are on top and others we are not. It is fair to say that this AC is going to be one of the closest events and we haven't seen the Kiwis yet, who are rumoured to be doing very well. Those of you following the AC might know we are

now in a blackout period for testing the race yacht, meaning that the launch is delayed until early February. This means we will have our first opportunity to properly race the other Bermuda based teams in our turbo boats later this month if all goes well.

5th March 2017

As I write this email it is chucking it down with rain and blowing dogs off chains which makes us think of all you lot! In fact, it is probably the coldest day I have had here, with a strong north wind making temps around 12 degrees. Saying all that there are, I am told, signs of spring in the form of long tail migration birds and humpback whales, which Marion and the kids were lucky enough to see from the beach last weekend. Although they were a good distance from the shore, they could still make out the tails and the squirting water.

We have had a couple of changes here; the main one is that we have now moved to the hotel from the house. This has many pros and a good few cons but we have our own space and the kids seem happy with their own hotel room. It is a credit to Marion that the kids have settled in so quickly after their second move from somewhere we call home.

Bermuda continues to be a very welcoming place. Marion has found a good network of mums outside the BAR WAGs group which keeps her just about sane. I am still on a six-day week which is set to continue right through to the end of the Cup. The kids play rugby once a week and we are lucky enough that some of the local mums give us a lift there and back. This place is still eye wateringly expensive so drinking now happens at the end of our hotel block, which can turn into a very social affair although does not always sit well with the hotel who I am sure would prefer us to drink in their own bars!!

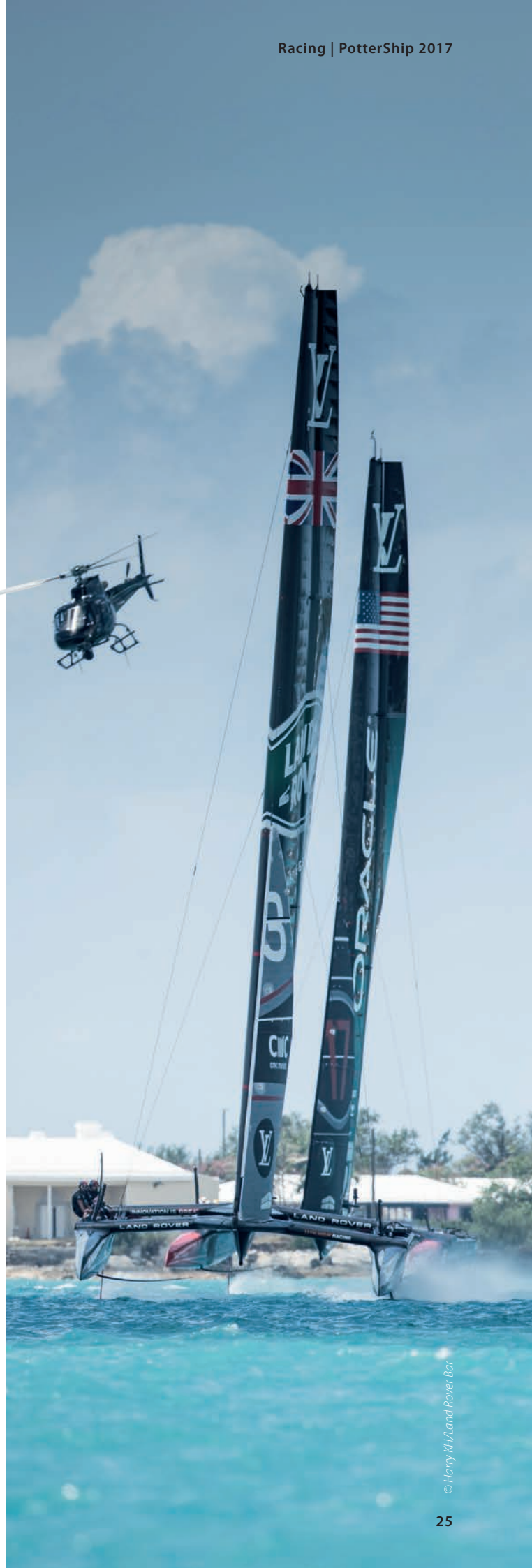
We have launched the race yacht (*Rita*), which we hope will do the job. It was the first race yacht launched in Bermuda and to date we have also notched up the most sailing days. As expected, the Yanks look good as do the Japanese. Artemis has been a little elusive, but has had a few days out. Unlike the last breed of boats, we are not allowed to 'line up' and check in with the other teams in our race yachts to check speed and boat handling, so we will not really know how we are doing until we start racing. I am sure there will be a bit of 'pushing the rule' and that this might change. This is the American's Cup after all!

We are generally pleased with the fact we have launched a new boat and on the whole have had very few issues with her and are able to push her quite hard very early on which gives the sailors lots of confidence going forward. We do however feel we are a couple of steps behind some of the other teams but the whole BAR team are still massively focused and the gap is closing all the time.

As some of you guys know the Kiwis have gone down a slightly different route in the form of cycling grinders. I won't be too rude about them as I have a few Kiwi cousins, but the noses are very close to the bums!!!

21st May 2017

I am writing to you on what is possibly my last day off before we head home! Although the date for the start of the AC has



© Harry KH/Land Rover Bar



© Harry KH/Land Rover Bar

been set for a few years now, it really hit home today as we walked into town and saw that the countdown clock (located on Front Street with super yachts in the backdrop) stated that we only had seven days left. The last two weeks have been mental with the amount of hours put into R1 (both development and repair) and there is no let up as we try and catch up with the others.

Bermuda has transformed since my last mail in that someone has switched the summer switch on which not only turns the weather into a predictable sunny 25 deg but also brings in all the cruise ships and holiday makers which really fills the place up. Not only do we now have a steady influx of super yachts, our first of eight J Class yachts turned up last week as well. It is going to get proper busy very quickly and I don't know if the island can cope! The race village is nearing completion and the banners are on the streets, everyone seems ready but not sure any of the teams are!

The family are all well especially now the sun is out which brings water temp up to 24 deg which the boys feel is just warm enough to swim in the sea. Lucas is snorkelling pretty much by himself and Tristan took his first swim in the sea last week. We are all, of course, very much looking forward to getting back to our own house and catch up with you guys but the weather is going to be difficult to bring home.

The competition is really hotting up and the knives are out. As you may have heard we had a little brush with the Kiwis which damaged both boats and the so-called media fallout was there for all to see but I can assure you (especially my Kiwi cousins) that good sportsmanship in the form of a few crates of beer were exchanged and relations between us and the Kiwis are back on track.

It is still going to be fascinating and one of the fastest developing cups. By that I mean the difference in performance from now to the last race of the cup will be massive, the teams are still finding knots of boat speed not fractions of a knot.

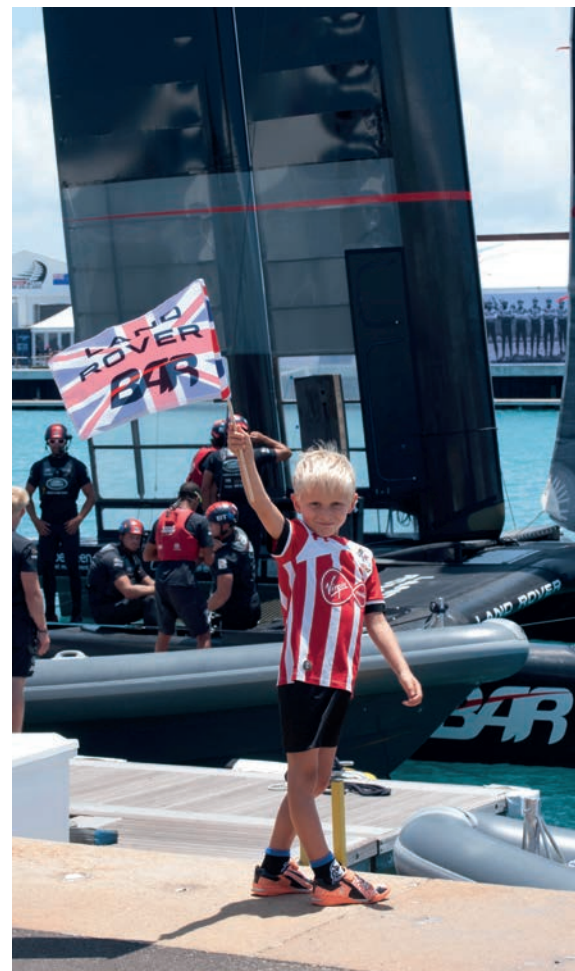
Well I'm off to spend an afternoon on the beach so I will wish you good evening and look forward to seeing you all soon.

8th June 2017

So this is the day where we all know it will probably take nothing short of a miracle for Ben and the team to remain in the competition. No one has voiced it out loud, out of fear it will jinx the very small chance BAR have left to remain in the cup, but somehow everyone is on the dock today; kids waving flags and tirelessly chanting 'bring-the-cup-home'; wives smiling until their faces hurt in a bid to encourage the boys towards the impossible task of winning not one, but two races against ETNZ; shore-crew, looking exhausted, sweaty and tanned, somehow pleased they got this far. They have been working 16-hour days, seven

days a week for so long they're mostly surviving on adrenaline and none of their wives have complained once about it, because 'that's just what we are all here for'.

As the sailing team walks out, the first notes of 'Waters Runs Deep', the theme tune which has carried us all through the entire campaign, boom out of the building behind us (I still don't know



who pressed that button, but it was a stroke of genius). The sailors are focussed, but they smile to their families, they wave to the team, and off they go.

We watched the first race from the base, in nail-biting silence as Ben somehow managed to stay ahead of the Kiwis to take his first, much needed win. Then several families walked to the AC village in blistering heat because we wanted the lads to see some British flags as they crossed that finish line, potentially for the last time. There is a lingering hope in the troops – after all, if Ben has won the first race, maybe, just maybe... But we all know what happens next.

We walked back to the base in time to see the boat come in after the third race and what I will always remember of that day were the hugs, the tears, the love that was running through the entire BAR base. With 50 plus families in the same hotel for eight months, not everyone saw eye-to-eye but at that precise moment all grudges we forgotten. Every person stepping on or off the pontoons with a BAR T-shirt and were greeted with roaring applause from the 20 odd kids sat on the wall. Every sailor who walked past was duly congratulated and cheered. Many of us were in tears and every single person was hugged. Emotions ran high: disappointment that it was over, sadness

that we'd be on our way home soon, some relief that the lads might get a day off at last, but above all else, pride: we were so proud that the team got as far as they did.

Georgie [Ainslie] holds a press conference upstairs. Until now, we've been keeping the children well away from the 'grown-up' area, but today they are very much a part of this. And as if they knew, they all sit at the front in amazing silence as Georgie congratulates Ben and the team for their achievement, as "The Bear" [Jono Macbeth] announces he's ready to retire, and Land Rover confirms funding for the next cup.

And before you ask: yes, we'd do it all over again. And hopefully we will!

LYMINGTON MUSINGS ON THE AMERICA'S CUP IN BERMUDA SEPT 2017

Well, it is all done and dusted and for the New Zealanders' the first decision has been made to hold the AC36 in New Zealand. Their next decision was taken to move from multihulls back to monohulls and to remove the pedal power. This means that many of the lessons learnt in Bermuda will not be relevant to the next event.

One of our members was headlining in Bermuda, that is to say Sir Ben Ainslie of BAR. He always said that it would take more than one attempt to win and although their tactics and strategy shone, the boat was not up to the speed of the eventual winners.

For Bermuda, it was a "golden" summer, the pinnacle, of course, being the America's Cup. But seven J class racing was a sight to behold and over a billion dollars' worth of super yachts stretching along the waterfront was awe inspiring. A 150-foot sailing yacht dwarfed by a 300-foot motor yacht. The 100 footers being just window dressing.

The opportunities for "speckled potatoes" to view the racing were various but needed good binoculars. The sailing projectiles moved so fast they were easy to pick up as the spectator fleet was static. What made it all work was first class coverage online with drone footage, great graphics and filming on board as well as normal TV. The commentators were well informed and some racers themselves. So whether on a promontory in Somerset District, on *Mercator*, a 32 foot motorboat by the start line or a boatyard at the finish or in the AC village, the racing could be enjoyed and appreciated.

Into the middle of this cornucopia of sailing, suddenly the tall ships appeared from the Caribbean. You could say the sublime to the ridiculous or, depending on your point of view, the ridiculous to the sublime. They were on their way to Boston and then onto Europe.

Then the four deck super game fish boats came to town for the eight hours round the world fishing competition.

The boats can fish from 08.30 to 04.30 in their time zone. Each boat puts 5,000 USD into the pot and the winner takes 80% of the pot. Bermuda is a hot spot, as the fishing is so good. Boats fish from Madeira, the Azores, the Caribbean, Bermuda, Florida, Mexico, Hawaii and beyond. In fact, the winners from the Gulf of Mexico pocketed 1,000,000 USD.

Talking of wildlife, the turtles did not have such a good time. Though the racing area in the Great Sound was monitored, high speed foilers against slow moving turtles was no contest and some were maimed or killed. One day the authorities made a sweep of the Great Sound and relocated the turtles to the Aquarium.

A Lymington family who had a very interesting time there were the Nuding family of Simon, Marion and their two boys. Simon was driving the data collection boat for BAR and was on the water everyday, seeing it all close up. BAR had its own school for the team children on the island and so family life went on in Bermuda for the six months the campaign lasted.

One of amazing things about an event like the America's Cup is that a whole infrastructure for a team is created and then razed to the ground in a period of about ten months.

Every photo published of the event had a back drop of coral reefed golden Bermuda and, as a marketing and media exercise; it must have worked perfectly to put Bermuda back on the map after a few quiet tourist years. And now with its enclosed Sound, good winds and calm waters, Bermuda aims to become the foiling centre of the world.

NICK RYLEY

Cruiser Racing in 2017 JOHN TURNER



On reflection the weather seemed kind to us this year, however that's probably because we had several races cancelled due to the "wrong sort of wind on the sea" so we only raced when it was pleasant!

Cruiser racing followed the same format as previous years: Spring Series, Thursday Evening Early Series, Duo Series, Thursday Evening Late Series and Thursday Evening Late Late Series, followed by the Potter Ship Race, but this sadly also fell victim to cancellation due to that "wrong sort of wind".

Spring Series

Cruisers raced in two fleets LAH and IRC. The turnout was down on the previous year with only 17 boats taking part split roughly between the fleets (24 in 2016). Unfortunately, the series was also reduced from 8 to 4 races due to wind conditions.

In the IRC fleet, William Newton's *Jelly Baby* was the winner, beating Bob Baker's *Jaywalker* on count-back, with Ray Crouch and *Boomerang* coming 3rd.

In LAH, Pat Stables' *Google Eye* was the winner with Robert Young's *OK Yah* coming second.

Thursday Evening Early Series

The Thursday Evening Series proved to be as popular as ever, with nearly 70 boats taking part in the IRC and LAH fleets. The weather improved at last and all the

races in the series were raced, with only one race in LAH2 running out of wind.

Combined with the Folkboat and J80 fleets, some 100 boats were out on the water – the Western Solent suddenly becomes quite popular leading to some interesting conversations at mark roundings – thank goodness we had the 2017 update to RRS 69 to keep greetings friendly!

IRC 1 Results. The usual culprits took the leading positions with *Jelly Baby* 1st from *Boomerang*, and Andy Roberts *Jin Tonic* in 3rd.

In IRC 2 Results. Rick Otten and John Boyd's *Kit Off* were 1st beating Harry Hutchinson's *Anna Mai* with Rory Fitzwilliam's *Simplicity* in 3rd place.

LAH 1 Results. Dick Young's *Charlotte* was the winner with Jim Gill's *Crystal* 2nd and Sandra Fielding's *Strega* 3rd.

In LAH 2 Results. John Turner's *Dynamic* was the winner with Adrian Maityard's *Grasshopper* second and David Harmer's *Tactile* 3rd.

In LAH 3 Results. Rory Paton's *XL* was the winner with David Lewis' *Swift* 2nd and Richard Rouse's *Fox Hound* 3rd.

Duo Series 2017

The Duo Series was once again enjoyed by many of our cruiser/racers. The Series comprised 7 races, typically of 3-4 hours duration, and included the two handed Round the Island Race.

Racers competed in two fleets: LAH and IRC, with LAH being the more popular fleet.

The LAH fleet had 13 competitors who raced, with an average turnout of 6 boats. The IRC fleet had 10 competitors who raced with an average turnout of 4 boats.

This year a few changes were made to the courses to increase the fun. Both fleets raced the same course thus allowing LAH boats to directly compare performance against the IRC boats. In addition some extra marks were added to give more balance to the up tide/down tide legs of the courses.

In general, the fleets benefitted from good, fast sailing conditions, with the last race of the series been pronounced by some as "The best day's racing this year".

The Around the Island Race, held a few weeks before "that other race", proved to be a challenge as always. Conditions on the route to the Needles were not representative of what lay ahead – an easy beat in medium winds and bright sunshine brought the fleet out into Freshwater Bay where spinnakers started to make short work of the long leg down to St Catherine's. A wind increase and shift halfway along this leg led to some interesting conditions along the bottom of the Island with choppy seas between St Catherine's and Dunnose. After Bembridge and the tricky sands off Ryde, there remained only the long beat home to Lymington against the tide, looking forward to that beer - and it tasted good!



The photo above shows *Susimi* on her way to the Needles on the Around the Island Race.

The final race of the season, around the Brambles and back in glorious conditions, determined the final order in the two fleets. In LAH, Richard Truscott's *Unity* beat off the challenge from Justin Houlton's *Elinor*, while in IRC, Simon Watson's *J-Wife* was the winner from Andrew Higgs' *Wee Bear*.

I hope that we will see more competitors next year – it really is more fun than fully crewed racing!

Thursday Evening Late Series

The Late Series continued to be popular with still around 70 boats in PAH and IRC competing, despite it now being

the holiday season. Unfortunately the vagaries of the weather impacted the racing and so only 6 of the 9 planned races took place. LAH fleets were combined into 2 fleets for this series to improve the race starting sequence.

In IRC1, *Boomerang* was the winner, beating Richard Balding's *Philippides II* into second with Richard Down's *Islay* in 3rd place.

In IRC2, *Kit Off* was the winner with *Google Eye* 2nd and Ronan Grealish *Gravity* in 3rd place.

In LAH1, Graham Broomfield's *Headstrong* was the winner from *Ok Yah* and *Charlotte*.

In LAH2, *Unity* was the winner beating *Tactile* with Toby Collyer's *Pathogem* coming 3rd.

Thursday Evening Late Series

This event is very much a fun series for those owners and crew who are either retired or able to slip off work early on a Thursday afternoon. So a motley fleet of IRC and LAH boats were combined into one class and not surprisingly, were still competitive. The weather was finally favourable and the competitors were treated to some balmy September evenings.

The winner was James Harison's *Megstar*, followed by *Dynamic* and John Corden's *Kipper*.

Potter Ship Race

Unfortunately the Potter Ship event was once again impacted by the weather and was cancelled.



Dinghy Roundup LUKE MCEWEN

The Club's dinghy sailors enjoyed a great year of racing in 2017. We have been very fortunate with the weather and with the continued generosity of the Club's volunteers who lay on fantastic races for us every week.

Monday Evening Dinghies

The foundation of the dinghy calendar is the Monday Evening Dinghy Series run by Ann Brunskill and her team, who manage to squeeze in an impressive five starts between ferries. Over 100 boats entered each series, with the SCOW fleet in particular growing stronger again this year and split once more into Silver and Gold fleets to reduce pileups at the first mark. Compared to Wednesdays, Mondays had substantially better weather with only a couple of races lost. One of those unfortunately was the mid-summer Pursuit Race on a windless evening, but the sailors who came down anyway enjoyed a very pleasant barbeque in the sunshine.

Lymington Dinghy Regatta

The 2017 Lymington Dinghy Regatta was the biggest ever, attracting over 130 boats including 60 visitors, who came for two days of exciting racing in The Solent. Jointly hosted again with the Lymington Town Sailing Club, the weekend was made a great success by the hard work of dozens of volunteers helping on and off the water and a great spirit of cooperation between the two clubs. The regatta was generously sponsored by Lymington businesses Nick Cox Chandlery and Harken UK. Five of the seven classes competing this year, were won by local sailors.

The formula for the regatta is simple: three short races followed by tea and doughnuts ashore each day and a supper on Saturday night, giving fun competition for our Members and visitors. The weekend's racing was split across two courses, east and west of the Lymington river entrance, run by LTSC and RLymYC race teams respectively. The main drama came from The Taittinger Regatta keelboat fleets beating through the dinghy courses, despite numerous attempts to persuade their race officer to start further away. The 2018 Dinghy Regatta will be on 7th-8th July, just after the Round The Island Race departs The Solent, but crucially avoiding a clash with The Taittinger Regatta.

Potter Dinghy Race

After several years of being thwarted by winds too strong or too light, the Potter Dinghy Race 2017 finally had a good result in decent breeze. Race officer Vince Sutherland and his team set a windward-leeward course which all the dinghies raced around for an hour, the faster ones doing up to 6 laps. The boats were scored on Portsmouth Yardstick handicaps based on average lap times.

Although the sun was shining and the southwesterly breeze was only 15-20kts, the strengthening ebb made the conditions to the east of the river entrance pretty exciting at times. Of the 21 starters, only 10 finished the race, the rest keeping the safety fleet busy. First overall were Luke and Emma McEwen in their RS800, while Brian and David Earl came second in their Javelin. Vita Heathcote and Charlotte Boyle were third overall and first Medium fleet boat in their 420; Robin Taunt was the first SCOW

sailor. None of the Slow fleet finished but Abby Hire was awarded the Endeavour prize for persevering in her Tera until the mast broke as she battled upwind.

In 2018 the race will be called the Pottership Race for Dinghies, to avoid confusion with the SCOW Potters.

Success Away From Home

The Club's dinghy sailors have notched up some notable victories in national and international competitions. Nick Thompson won the Laser European Championship, Luke and Emma McEwen retained their European Championship title in the RS800, Hannah Snellgrove was second in the RS500 Dutch Eurocup and Hattie Rogers was selected to represent Britain in the 29er at the ISAF Youth Worlds in Japan.

The Year Ahead

We look forward to the 2018 racing season with a full calendar of fun events. But of course none of this can happen without all the volunteers on RIBs, committee boats, balconies, slipways, results computers and registration. Our Club is unique in having such a dedicated group to run our racing without any compulsory duties for the competitors. We sailors owe a massive thank you to all those people. For the coming season we are very keen to welcome more volunteers into the race teams so if you have time to help or feel you would like to put something back in, please let the office know. There is a full programme of race team training over the winter for those who would like to brush up, learn new skills and be able to join in with confidence.



Idyllic Caribbean Encounter For Finn World Masters

One hundred and thirty seven Finns from 21 countries headed to Barbados in June for the first ever Finn World Masters in the Caribbean. The sailing conditions were fantastic in the very warm azure waters of Carlisle Bay, where flying fish and turtles abounded. We launched from a pristine sandy beach at the Barbados Yacht Club, always the perfect hosts.

The racing was as challenging as it ever is at the Finn Masters, with winds generally at 20-25kts, but it was also so much fun to race Finns under the Caribbean sun and skies. The defending champion Rafa Trujillo, the Spanish 2004 Olympic silver medallist, led almost all the way until the final day, when a mistake in the medal race let the 2015 champion, Vladimir Krutskikh from Russia, escape to take the win. Trujillo dropped to third, while Laurent Hay, from France, sailed a spectacular week to take second overall, as well as the Grand Masters Trophy. As ever, there were stories within stories, with battles throughout the fleet for the various categories, and for many, a personal challenge just to get round the course and back to the beach for cold beers, rum punches and good companions.

The 31 strong GBR fleet was the largest, taking advantage of the special offer from Geest who sent four containers from the Portsmouth yard.

The fleet included the most recent three Finn Masters World Champions, Trujillo, Krutskikh and Michael Maier, a six time Masters champion, in addition to a dozen sailors or more who had been propping them up for the past few years.

The fleet comprised sailors of all ages including 13 'Legends', those old enough to know better but who had failed miserably to give up Finn sailing before they reached the age to 70.

At the opening ceremony, the local speakers told of the legacy of running



sailing events in Barbados, especially for the youth of the island. The Finn World Masters was the sixth event that this small island had run in recent years and followed on directly from the OK Dinghy World Championship the previous week.

The 140-boat fleet was split into two starting groups, Yellow and Blue, with fleet assignments based on random selection, though opinions on what is random varied widely with some groups full of the top sailors on some days. This made it harder for some and slightly easier for others.

After the practice race was abandoned because of strong winds, Trujillo opened his week with two wins on Monday, in strong winds, moderate seas and close racing. The fleet was held on shore early in the day as the strong winds continued, but were eventually released. It was still a very windy day though with awesome off-wind legs in big seas, a battle just to survive.

Maier took the lead on Tuesday after another tough and windy day, while Trujillo dropped to second, but he was back in front again after Wednesday's single race in the lightest winds of the week. Trujillo extended again after the fourth day and went into Friday's medal race with a small but useful points margin.

The last day began with the final race for everyone except the top ten. A severe chop upwind and a hairy downwind made it a great finale for those who ventured out, while others

had already had enough fun and had started on packing the containers.

The medal race defined who took home the medals and it turned out to be a dramatic, and for some, calamitous, conclusion to an otherwise perfect week of racing in the Caribbean. With the course set just off the beach, it produced a plethora of wind shifts, overall place changes, mistakes from sailors and general chaos on the race course with 40 degree shifts and huge pressure changes as the wind pulsed off the shore.

Of the Brits, the top sailor again was Allen Burrell from the East Coast, in ninth place. It has been a while since there was a British winner at the Finn World Masters, but there is also a lot of depth in the UK fleet with four boats in the top 30 and increasing numbers every year. Next year the event heads to El Balis, just north of Barcelona, and the class is expecting a huge turnout again, of 300-400 boats.

But anyone dreaming of a relaxing Caribbean sojourn at the 2017 Finn Masters will have been sorely disappointed as the conditions proved to be as challenging and tough as any Finn World Masters in recent memory. The upside was that the sea was very warm, the air was warmer, the sailing was awesome and the beach side was simply fabulous, while the racing all week was close and competitive. Do we want to go back? You bet your Mount Gay we do.

ROBERT DEAVES & ANDY DENISON

Nordic Folkboats

CHRIS BALDWICK



Twenty seven will be remembered, amongst other things, for the number of races that were cancelled owing to too much or too little wind. From the Portmore Spring Series which lost 4 out of 8 races, to the Thursday Evening Late Series which lost 4 out of 9, races were cancelled from the beginning to the end of the season!

The intrepid Nordic Folkboat fleet turned out in all conditions throughout the season. In total, 40 Nordic Folkboats raced in the Western Solent during the year, making over 700 individual starts. Nearly 500 of these starts were made in races run under the RLYMYC burgee. The largest turnout of 31 Nordics was for Folkboat Week, run by the Royal Solent Yacht Club out of Yarmouth. The Thursday Evening Series, run by the Royal Lympington had a regular turnout of 15 to 17 Nordics, the record being 20 boats on the start line for one of the early series. On most evenings, they were the largest fleet.

It is encouraging that the last two years have seen several new owners joining the fleet and it is pleasing to see the enthusiasm of the new entries and their ever improving performances. Special mention this year must go to *Pilgrim* and *Jos*.

Pilgrim (Sally Kallis, Claire and Julian Sowry), managed to make the most starts in the fleet, and still find time to go to the San Francisco International Regatta, where they won the final race. Meanwhile *Jos*, another relative newcomer, (Chris Brown and Robbie Scott-Bowden) was also on the start line for more races than most competitors.

In local racing, the top boats showed their consistency and came forward to claim prizes during the season, including *Tak*, *Padfoot*, *Crackerjack*, *Samphire* and *Chavala*, with *Jen* and *Pilgrim* now knocking on the door.

No doubt 2018 will be another good year for the Nordic fleet, with several boats changing hands, but all remaining in the area.

The fleet continues to flourish in the Western Solent, and the Royal Lympington is the focus for most of the fleet, and the majority of the racing.



Ken Kershaw: Gold Medal from World Sailing

You may have seen him instructing juniors on Wednesdays, driving RIBs on Mondays or involved in other race event duties of late but these recent efforts belie the tremendous behind the scenes contributions Ken Kershaw has made to our sport over the last 4 decades. In April this year Ken's efforts were formally recognised by World Sailing, the international governing body for sailing, he was awarded one of their prized Gold Medals. This award which acknowledges "Individuals who have contributed to the development of World Sailing in a remarkable way" is the highest level of presentation made by World Sailing to volunteers. Over the last 30 years only some 60 have been awarded of which 9 to Brits. In Ken's case the award marks his retirement as one of the GBR delegates to World Sailing.

Since the mid 80's Ken's international work with World Sailing has spanned two main areas - measurement and equipment control, including competitor personal safety.

Under the heading of "measurement and equipment control" Ken has been a prime player in the foundation and development of the Equipment Rules of Sailing. These rules which today are invoked and feature in most sets of class rules from Optimists to 12 Metres and including the Lympington River SCOW, XOD, Folkboat and J80 classes, were drafted by a World Sailing working party formed in 1988 of which Ken was a founder member. The initial edition of the rules was published in 1993 following numerous meetings of this international group, many of which were held in the RLymYC.

Coupled with the introduction of the Equipment Rules of Sailing Ken was instrumental in the development of the international training scheme for measurers and equipment inspectors which he rolled out to World Sailing National Authorities in 2006 and to Olympic Equipment Inspectors just prior to the 2008 Olympics. Ken himself acted as the lead UK Equipment Inspector at the 2012 Olympic Games. Much of the structure and documentation of Ken's training scheme is also included in the World Sailing In-House Certification Programme under which some 30 sail lofts have been licensed in 12 countries and today account for the in-house measurement and certification of over 72,000 sails worldwide.

Another main area of Ken's international influence is in the field of competitor



safety. During the early 2000's the administration of the Offshore Special Regulations for the minimum level of safety required for racing yachts was passed to the World Sailing Offshore Special Regulations Committee. Ken was appointed to this committee in 2005 to represent British interests because of his close work with the RORC technical office and in the development of ISO International Standards for offshore safety equipment. Under this umbrella Ken was able to contribute significantly to the current Special Regulations covering lifejackets, safety harnesses and safety lines. Indeed, some of the features of the latest Level 150 lifejackets can be attributed to Ken. Add to all this the introduction of the ISO International Liferaft Standard (9650) now adopted by World Sailing in preference to the previous ORC raft. Ken together with Alan Green of the RORC were able to prompt the introduction of this Standard which had been in abeyance with ISO for a number of years. Some of you may recall the early testing of Liferrafts undertaken by Ken at the RLymYC.

In addition to lifejackets and liferafts, as a Naval Architect and dinghy sailor Ken was able to help World Sailing in the development of Special Regulations for the hull construction (scantlings), stability and keel attachment for yachts and for the quick release trapeze harnesses standard and Appendix L – Category 6 of the Special Regulations dealing with inshore (dinghy) races.

During his final 4 year term as a World Sailing delegate Ken was a member of the Oceanic and Offshore Committee where he was able to help with the expansion of the Equipment Rules of Sailing into the sphere of offshore racing; he was also responsible for empirical handicapping and the publication of the first World Sailing Empirical Handicap Scheme for yachts.

After his 40 year stint one might think Ken would welcome a rest from his toils but rumour has it he is currently leading a UK Maritime and Coastguard Agency working group in developing standards for inflatable lifebuoys and inflatable dan-buoys.

Over the years since Ken joined the RLymYC in 1980, he has acted as PRO for two World and numerous Nationals Championships and has been Captain of Racing on two occasions.



RS800 European Championships

Medemblik is a lovely old-style Dutch town just north of Amsterdam, criss-crossed with canals full of solid wooden barges. The harbour opens onto the IJsselmeer, a huge inland waterway 20 miles across, separated from the sea by a causeway beyond the horizon. This year was the first time the RS800s have held their European Championships in Holland, and the venue was ideal.

The regatta centre at Medemblik hosts several championships each year and is home to the national 49er squad. The centre is run by a lovely couple; she organised everything shore-side and he was our very competent race officer in what turned out to be quite challenging conditions. The wind ranged from flat calm to force five, blowing offshore with big windshifts every day, but the race team managed to get all nine races in, despite having to abandon two of them (frustrating for us too, as we were leading both of them), and the turnaround between starts was the fastest we've ever seen. The calms also brought dark clouds of flies in a plague of biblical proportions, landing on the sailors, decks, ropes and telltales. Their collective hum sounded like an electrical substation until the rain came and washed them away.

Going in to the event as defending champions, this regatta was more challenging for us psychologically than last year's European championships on Lake Garda. Our main competitors were ex-29er national champions Phil Walker and John Mather, who won the RS800 European title two years ago and were hungry to win it back again; a very smart French team and several good British boats who have been getting stronger over the last year. There were also new teams from Holland and Germany who gave the event a great international flavour.

After a quick pre-regatta practice session and a photo shoot for our sponsors Gul Watersports, we joined the rest of the crowd for the first of several pleasant



evenings in Medemblik's abundance of good restaurants and bars - an advantage of being in a class that takes the fun on shore as seriously as on the water. The next morning before the first race we ran the weigh-in: the RS800 is fully weight equalised so all the sailors have their weight and righting moment measured before every event. That means lying on a 2-metre long wooden plank with a set of scales at one end, and we type the results into a computer to work out how wide the racks can be set. Unfortunately our friends bringing the plank forgot the bolts that hold it together, so we jury-rigged it with eight screwdrivers in the bolt holes, much to the amusement of the 49er professionals.

The racing went well for us, but the competition on the water was close as expected. When the weather was light the lake-trained Frenchmen Gilles and Mathieu seemed to find every puff, banging big corners but usually coming out ahead, and they were still pretty handy when the breeze was up. Luckily for us they had a bad first day so an OCS on the second day

was enough to limit their chances of a low score. We had our share of ups and downs, having to go back twice after premature starts; the whole fleet was pushing the line hard and a second-row start in an 800 is disastrous as they depend so much on apparent wind. Phil and John missed the first start on day two, so by the third and final day we just had to beat them once out of three races to guarantee the win. We managed it in the penultimate race, which left us with a relaxing last race in sunshine and the best breeze of the event to end the regatta on a high. We tried to stay out of the way of the boats fighting for the remaining podium positions, which in the end went to Gilles and Mathieu (the best ever result by a non-Brit 800 team) followed by Phil and John.

Olympic hopeful and RLYM Member Hannah Snellgrove was also racing at the event but in a different class, crewing for Richard Russell of LTSC in this leg of the RS500 Eurocup series. They won two races and finished 2nd overall, just three points behind the Italian winners.

LUKE MCEWEN

Small Boats, Large Fleets, Maximum Fun.

The two hundred members of the SCOW Division enjoy a huge variety of activities. We race, of course, we potter around the local waters and occasionally further afield. We walk every Thursday in the winter and we hold various talks, training sessions and social events throughout the year.

For many SCOW racers, the highlight of the 2017 season would be the Figure of Eight Race, held on a Saturday when there is sufficient water to scribe the traditional course through Oxy and Pylewell Lakes. The 23 starters this August were led home by three double handed boats, with Jonny Tait in *Whimsy* winning the handsome glass trophy, presented whilst we were all enjoying the legendary tea provided by our supporting team, led by Anne Evans.



Our racing statistics demonstrate the extent and depth of the Fleet's activities. Statistician John Evans reports that there were 35 racing opportunities planned in the year, of which we lost 5 to the weather. Seventy-one Club Members' boats sailed more than one race and it is enormously encouraging to see younger members winning so often, notable Nik Froud and the brothers Ollie and Jonny Tait.

On Monday evenings, we averaged 15 boats in both the Gold and Silver Fleets. On two occasions the total entries reached a record 40 boats.

From all these events, a single winner of the Christine Sutherland Trophy emerges.



This prestigious trophy is awarded to the person who has scored best overall through the entire season, and supported the fleet in doing so. The winner is a closely guarded secret and is announced at the SCOW Annual Dinner. The fleet was delighted this year when Vince Sutherland presented the trophy to Jane Pitt-Pitts who has a long and distinguished history of SCOW racing, and proves yet again that SCOW sailing is for everybody.

Meanwhile, the Potters continued in strength, organised by Graham Neal. The voyage to Yarmouth and onwards up the River Yar was successfully accomplished,

although some of the other planned adventures fell victim to the unhelpful summer weather. Nevertheless, fleets of up to 20 boats ventured forth each week and 46 Members' boats participated in more than one Potter.

And what do we all do in the winter? We walk each week; we have numerous talks, suppers and other social events, and some of us titivate our infuriating but charming little boats in a valiant attempt to crawl a little further up the fleet.

ROBIN TAUNT
CAPTAIN OF SCOWS



XOD Report

By the time this report is read the XODs will have completed their Autumn Series and the boats will be tucked away in various barns and workshops for winter fettling!

It's been another great season with some fantastic successes by Lymington boats

- X X33 *Claire da Lune* first at Cowes Classic Week, X32 *Ibex* second
- X X32 *Ibex* third place at Cowes Week
- X X179 *Expeditious* first at The Taittinger Regatta

We have seen very good turn outs for both the Saturday & Wednesday Series, despite the weather;

- X 28 boats raced in the Saturday Series, 15 boats achieved at least one top 5 finish

- X 24 boats raced in the Wednesday Series, 16 boats achieved at least one top 5 finish

The Wednesday Series was won by X5 *Madcap*, Chris Torrens and the Saturday Series by X48 *XL*, Rory & Amanda Paton.

Lymington XOD Week was very successful, after being rescheduled due to summer gales! The visiting boats enjoyed the racing and hospitality and the event was won by X53 *Quest*, Jonathan Clarke and James Meaning from Cowes.

Next season's calendar is being finalised now. There will be more races planned in the central Solent next year and Lymington Week is scheduled for the summer between The Taittinger Regatta and Cowes Classic Week, so watch this space!



Match Racing

Despite having passed their 80th birthdays a year or two ago, nothing seems to have dimmed the competitive instincts of the Jardine twins. Here they are, on a pond in deepest Lobstershire, fighting out the final of the Beatrix Cup, an annual match-race series sailed in Optimists with arcane rules involving occasional use of a paddle and a flexible regard for racing convention.

Stuart won by a length.



Tom's RIB Challenge

I started RIB Challenge in 2014 after Will Hancock had become the 2013 Honda RYA Youth RIB Junior National Champion (8-12). As the champion he was due to compete in the club Head to Head in this age category the following year at the National Finals, but he had aged out, so would be unable to compete. Competing in the Head to Head means you challenge the newly crowned champion the following year, about an hour after he/she has been crowned. As the challenger, you are also not allowed to compete in any of the regional rounds that year or the actual final itself, so you go in cold.

Will knew I was keen on RIB driving and asked whether I would consider trialing with the idea of maybe taking his place, with the approval of the RYA. I trialed with the Club in the summer of 2014 and I came out as the fastest junior. The RLYMJC selected me to take Will's place, and I was then entered for the 2014 Junior Head to Head at the Southampton Boat Show. I trained hard with our coaches Andrew, Martin and David along with the other competitors James Eady, Ollie Tait, Will Hancock and Alice Wood, all hoping to qualify for the National Finals place through the Regional Championships.

The Head to Head was pretty intensive as I arrived only having trained and never having actually experienced the pressure of competing. I was so happy when I won this Head to Head and won a fantastic RYA trophy for the Club. This gave me a real taste of what the RIB Challenge was all about and I wanted more, so I then set my sights higher on becoming Junior National Champion. In 2015 and 2016, I came so close but in the end was runner up. The biggest thing I learnt was more haste less speed which is so hard when you have a big engine and a throttle!

In 2017, I moved out of juniors and into the senior category (13-16) with fantastic training continuing, thanks to the Club coaches led this year by Ian Wood. The Regional Championships were once again



tough but I managed to win the senior category for the South Region which was my ticket once again through to the finals at the Southampton Boat Show.

After last year's error on the reversing section of the course, where I picked up a penalty for a tiny bit of water over the transom, I learnt to be a lot more patient. When you're younger you think 'speed'. As you get older, you understand that's it's more a balance of skill and speed hopefully resulting in no time penalties; it cost me the title last year!

My new approach worked this year and I was so happy I won and became the Senior 2017 Honda RYA Youth RIB National Champion out of 5,000 competitors. Apart from the title, I managed to win a Highfield 460 RIB with a Honda BF50 engine for the Club. It's the same model we actually race in, so it should help us all in training, as well as offering an extra RIB for on the water support for everyone else.



I feel this is a real Club win as a lot of time and effort has gone in to all the training. A big thank you to the Club for laying this opportunity on and also to coaches, Andrew Eady, Ian Wood, James Eady, David Simpson, Martin Gorman and Ollie Tait as well as all the guys I have trained with. Everyone has helped each other to improve and shave off the seconds here and there. I am looking forward to 2018 but once again I only get to compete in the Head to Head against the newly crowned 2018 senior champion. Fingers crossed it's another Lymington driver!

Congratulations to Tom Rogers, who triumphed in the senior 13-16 age group, by taking the winner's crown in the National Final of the 2017 Honda RYA Youth RIB Championship held at TheYachtmarket.com Southampton Boat Show on 17th September. Tom won a Highfield 460 RIB for the Royal Lymington Yacht Club, which was presented by Andrew Norton on Saturday 28th October. During the day Tom was joined by fellow competitors, coaches, family & Club Members all wishing to pass on their congratulations

The Club are very appreciative of Tom's hard work & effort in bringing the new addition of *TINTIN* to its existing fleet of Club RIBs. We look forward to using her very soon. Well done Tom!

Junior Round-up

An informal group of young sailors have been taking part in keelboat training in J80's.

The primary aim was to give young sailors between 16-19 the opportunity to experience the fun of keelboats. The J80 is the perfect boat, being relatively small but really packing a punch with an asymmetric spinnaker which is the size of a house. The secondary aim was to train young people who could then take part in keelboat racing. Many of us know how difficult it is to find crew especially in the evenings.

Nine sailors actually took part although more signed up. The weather in the latter part of the season was challenging to say the least and only 2 out of the 6 planned sessions were able to go ahead. However, those that went ahead were very successful. Three young sailors joined 2 adults on each boat. Everyone tried all roles when possible - the one that they felt most comfortable doing was helming which is just like sailing a dinghy. Safety when using winches, and careful planning for hoisting and dropping the spinnaker were carefully managed.

Getting used to the power in even a small keelboat is a new experience.

It is hoped that more training sessions will take place next year. Please contact Captain of Juniors for more information in the spring. Sailors need to be competent dinghy sailors but experience can be from racing or WJS.

CLARE CARDEN
CAPTAIN OF JUNIORS

Tera Fleet 2017 VICKY LEAN

This year we saw a significant increase in the number of sailors attending the fleet training sessions. With the aid of Ali Husband and the WJS boats we been able to give children the opportunity to train with the Club, many of whom now have now purchased their own boats and are starting to represent the Club at events around the country.

Earlier in the year the Club held the Tera Southern Championships, giving many of our sailors their first opportunity to take part in an open event. I would like to thank the wonderful race team for their help in making this event a success. Plans are already in place to repeat this in 2018. Club representation includes: Abbie Hire, won the East of England Traveller series 2017

and 3rd in the end of seasons National Championship and is now in the National Tera Pro Squad. The nationals were held at Weymouth this year, with many juniors sailors attending this as their first event outside the Club. In the Regatta Fleet we had 2 podium places, Max Tait (3rd place) and Harry West (2nd place) other sailors taking part include; Marcus Edwards & Maddie Wharmby (Regatta Fleet), Abbie Hire (Sport Fleet) and Kate Wharmby (Pro Fleet). We have also had sailors representing the Club at events including, Kate Wharmby (Tera Worlds 2017 in France - Pro Fleet), George Overton & Charlotte Stembidge (Mudford Tera Open), Theo Bell (Draycote end of seasons), Jack Stewart (HISC Tera Open), Violet Edwards (Draycote end of seasons) and Henry Pattern (HISC Tera Open).

FRIDAY NIGHT YOUTH RACING

On Friday evenings many young dinghy sailors took part in Club racing, many children racing for the first time in a PY handicapped race environment. The sessions gave the children the opportunity to learn about club racing, different start sequences, and following courses whilst allowing for tides. We managed to sail on all Fridays, allowing the sailors to experience many different and often tricky conditions. I would like to thank all who made this possible, including the race officers, safety teams, office staff and the restaurant team, the feedback has been fabulous and it has been a fantastic opportunity for all of the sailors taking part.

VICKY LEAN



Laser Fleet

4.7S, RADIALS AND NOW STANDARDS!

2017 has been an impressive year for the Lymington 4.7 fleet. We have seen the fleet almost double in size with around 14-16 sailors regularly training with us each month.

This year saw the start of regular training on Tuesday nights for our local sailors.

We also ran two very successful Worlds Training weekends, led by Hannah Snellgrove and Greg Carey. These weekends helped prepare our sailors for the 4.7 Worlds in Nieuwpoort.

We must thank both Greg Carey and Robbie Claridge who have been the coaches for our 4.7 fleet, they have coached and guided our sailors with lots of patience and great humour all year!

We saw a large number of our sailors compete at the 4.7 European Championships in Spain, the World Championships in Nieuwpoort, as well as the Laser Nationals in Abersoch. Special mention must go to Flo Nicholls who was the 4.7 Ladies National Champion, as well as Tom Mitchell who finished 4th at the Nationals in a very competitive fleet.

There have been many successes this year, in fact at most 4.7 events the Lymington sailors were consistently filling at least 50% of the top 10!

This year saw a growing number of Youth Radial sailors training at the Club. Building on our success in growing the Laser 4.7 fleet, we quickly built a regular group of 6-8 Radial sailors, attending monthly training sessions outside the

summer competition season, led by coach Hannah Snallegrove. With a view to providing a comprehensive service to Youth Laser sailors, we launched our Youth Standard group in September 2017.

Our sailors were well represented at home and at the Euros and World Championships, where they acquitted themselves well; particular congratulations to Matilda Nicholls who won the U17 Girls category at the Youth Radial Worlds.

We now have 3 sailors in the RYA Youth Radial and Standard squads (Milo Gill-Taylor (Standard), Arthur Fry (Radial boys) and Matilda Nicholls (Radial girls).

Laser Youth Summer Regatta: In June we hosted our first U-21 Youth regatta, it was a great weekend with over 65 sailors competing across all three rigs. The weather was perfect with plenty of wind providing exciting racing conditions.

We will be holding another Summer Regatta in 2018, date to be announced soon.

CLARE DE LA FEUILLADE

Date for the Diary!

24th/25th February 2018

This Winter we are running our first U-21 Youth Laser Winter Regatta for all three rigs. Great prizes and competitive racing are all promised!

Clare de la Feuillade (4.7s) and Fiona Fry (Radials and Standards)

LYMINGTON 29ERS

After a cold and intensive winter training, the first major event for the 29ers was the RYA Youth Championships this year held at Hayling Island. The event delivered some close and nail biting sailing with a mix of conditions. The championship win went right down to the last race with RlymYC James Hammett & James Eales winning the final race by a significant margin. Sarah Jarman & Nick Deverieux were 15th in Gold Fleet and Hattie Rogers & Eve Townsend just behind in 16th. George Richards & Gregg Brown managed 17th in Silver Fleet and started to put in some solid top ten results, not bad for their first full on championships together.

The next major event was the Worlds in Long Beach, California. 12 British boats took part, 2 from the RlymYC, JJ & James and Hattie now sailing with Emily Covell. The weather was glorious as was the venue, but California was being hit by a heat wave that even the locals complained about! This made it more of a light wind event, not so good for the heavier Brit crews. The top British boat was Nick Robbins & Billy Vennis- Ozanne who got 14th, JJ & James 37th and Hattie & Emily 49th. All very respectable out of the 100 top boats in the world.

It was then straight back to the UK for the Nationals in Weymouth and then straight out to Quiberon in France for the Europeans which had over 200 entries.

In the Nationals after a disastrous qualifying series JJ & James managed to climb back up to 8th, Sarah & Nick 16th, Hattie & Nathaniel Gordon 17th but the stars were George and Gregg who got into Gold Fleet and came 35th.

Final event was the 29er Europeans and the Qualifier for the ISAFs. The event had 179 entries and was plagued with light winds which didn't help our local sailors with JJ & James and Hattie & Emily just missing out on Gold Fleet. Hattie & Emily finished 3rd in Silver Fleet but were top eligible British girls therefore have qualified to represent GBR at the ISAFs. Good luck Hattie & Emily!

NICK EALES



RS Feva

RS Feva Nationals 27-30/05/17

The nationals were held in Torquay over 4 days, 111 boats were entered. At signing on all competitors received a top quality dry bag/ruck sack from the sponsors PA Consulting - we just had to make sure we did not mix them up with the other 221 identical bags that were there!

There were two qualifying days followed by two finals days. We scored 15,11,11,(42),16,23 which qualified us 32nd and well into the Gold Fleet (top 56 boats), The following days were a mixture of both light winds and strong winds we scored 32,39,20,27,35,31,(57), the last race we did not finish because the gooseneck broke, it was a shame as we were in the top 15 at the time, but this became our discard and meant we couldn't improve our result.

Torquay was a good place to sail, the club was really well organised and there was lots of help on the slipway. Our best memory - there was the most amazing milkshake shop underneath the harbour office opposite the slipway which made waiting for the wind all the better. If you are considering going to Torquay then do it for the milkshakes!

RS FEVA World Championships 21-27/07/17

177 boats (354 sailors) from 17 nations entered the RS Feva Worlds in Medemblik in Holland in August. It is an inland lake, originally reclaimed from the sea and is bigger than The Solent! This was the first time we had sailed the Feva in an international championship and we did not know what to expect. The venue was really good, we stayed locally about 500m away and everyone got around on bikes.

The first two days were qualifying days, everyone should have had 6 races to set a qualifying score but the wind did not allow. We had a reasonable start with a good second race finishing 16th in our fleet, then in the third race there was a massive shift and everyone on our side of the course finished in the bottom half of the fleet. The second day there was a long postponement before we launched, then



we had to wait around for another hour and a half while they had three attempts to get the fourth race started, when it finally got under way we had a good race and finished 11th. Unfortunately, it was by now so late that there was not time for the fifth and sixth race to take place, which was a shame because we were showing good boat speed.

We qualified 62nd, which put us in the Silver Fleet, Gold Fleet was only four points away!

During the following three days, for the Silver Fleet finals, we competed in eight more races. It was more windy on the first day and we managed to get 1,2 and 4. The next day we launched in very light winds and had to wait a long time on the water. Races were started, then stopped, due to

the shifting wind. Finally we got under way and scored bfd (black flagged ocs), 5 and 11. The last day we had 8 - 11kts, but we would have preferred more. There was time for two more races; we managed a 2nd in the first race and then a 17th in the last. This was good enough for us to win the Silver Fleet and put us 60th overall, which we were really happy with.

We had a great time, we were also able to socialize with our friends who were staying in the same holiday park. After sailing, there were opportunities to either go into town for the funfair or shopping or go to the beach which was 100m away from the club. This was also possible before sailing on the days when it was postponed for hours due to lack of wind.

TIM & ABBY HIRE



Wednesday Junior Sailing

This has been an interesting year for WJS, mainly due to the weather. We started at the end of April with sleet, and had to cancel three sessions due to strong winds during the season. Wednesdays seemed to have been particularly windy this year!

We are very fortunate to have had continuing sponsorship from Lymington Yacht Haven. This has enabled us to continue to upgrade the dinghies and kit. The oldest SCOW was sold and we replaced her with a shiny new one from John Claridge. The Visons now have some cut down mainsails which have proved very useful. The Teras proved very popular and have been used by some of the WJS sailors to go junior racing on Friday evenings. Watching the young sailors gaining confidence while racing past the wave barrier has been very encouraging.

We try to run some excursions into The Solent when the weather conditions are favourable. This year we only managed three trips, one going around Pylewell Island, which was very successful, especially for many of the children who had not experienced The Solent wind v tide conditions before.

In June we ran our annual fun day with a word search around our sailing area, ducks and pennants to collect and sprit racing in the Oppies. We also had Teras capsizing and putting rings on the top of their masts which was very popular. Next year we need to select a day when the sun is shining!

The Office has been kept fully occupied dealing with all the new sailors as well as the returning ones. Sue Seddon and her team have done a wonderful job sorting out all the paperwork, computer registration, as well as training up new volunteers, who are always made welcome. The doughnuts are very popular with both the sailors and helpers!

The rowing pontoon has been very busy this year under the watchful eye of Bob and Jo. We are keen on the



young sailors learning to row as part of their seamanship skills. Knotting is run under the eagle eyes of Julie and Mike. There are different knots on each card and these have to be practised regularly in order to become proficient.

This year Jenny Bennet qualified as a Senior Instructor which is fantastic as we are required to have one present for every session of WJS. Kristy ran a Dinghy and Assistant Instructors Course which meant we had more qualified instructors to help with the RYA ratio of one to six sailors. This is important as it means we can take more WJS sailors per session.

The season culminated in the prize giving, which was well attended, and we

were delighted that Jonathan Rogers presented the prizes. Jonathan started WJS in 1984 and gave the sailors an inspirational speech on the joys of sailing and gaining qualifications. Gemina Carey was a worthy winner of the Jolly Roger Trophy. Our hard working RIB control, David Gibbons was also recognised for all his contribution to WJS over the years.

We had 297 children registered and 147 volunteers this year. We are always looking for anyone interested to come and help us both on and off the water. Come and join us to help develop the new fun ideas for next year.

ALI HUSBAND
HEAD OF WEDNESDAY JUNIOR SAILING



Matilda's Story

I was very fortunate in spending most of my early sailing years in the warm turquoise waters of Bermuda. We made a point of coming back to the UK every summer to attend the Optimist Nationals and the Aldeburgh Yacht Club Junior Week for some fun. When we moved back to England in 2014, my parents were encouraged by George Heathcote and Ben Ainslie to join the Royal Lymington Yacht Club to continue our sailing. This made a lot of sense as we had already become good friends with several Club Oppie sailors.

My first week back I raced in the Optimist European Championships in Dun Laoghaire, I was only 12, but very happy to end the week in the Gold Fleet and mixing it with the GBR sailors was a great way for me to make some new friends. Already quite tall for my age during that summer I was maturing and getting heavier, rapidly approaching the highest weight for competitive Oppie racing. The autumn was plagued by light winds and I realised my competitive Oppie days were numbered. We decided to stick with it to build new friendships more than anything else, but for my 13th Birthday my father bought me a nearly new Laser 4.7 from the Andrew Simpson Foundation.

I trained a lot at the Club that winter with Greg Carey and Hannah Snellgrove.



They really are fantastic coaches and I quickly progressed into the new boat. I was still young, but the older sailors were very welcoming and I really started to enjoy the Laser 4.7 scene. It was a surprise that summer to end up top GBR girl at the World Championships. I continued my training at RLymYC and my consistency started to show with

regular successes in the domestic circuit. In the summer of 2016, I was thrilled to do well in France to become the U16 Laser 4.7 European Champion. I went to the World's in Kiel where I was 3rd U16, but I didn't sail well most of the week.

Transitioning from the 4.7 to Radial immediately after Kiel, again back at RLymYC, I worked hard with Hannah and





Greg with the new rig, which surprised me by how different it was. My practice paid off and I achieved some great results in the adults Laser Qualifiers that Autumn which resulted in an invitation to join the Laser Radial Youth Squad, still aged 14. I even managed to win the Laser Inland National Championships that November. With my GCSE's looming the following summer, I was determined to do as much Laser sailing as possible in the winter, to allow me to focus on my school work in the spring. I competed in 3 more National Qualifiers that spring, including coming 2nd overall at one in Weymouth and then on to the RYA's Youth Championships at Easter where I finished 2nd U19 and 4th U21.

GCSE's completed my first time back in the boat was for the RLYM Youth Laser Open. This really was a fantastic event, so well run. I was in my 4.7 rig as I had decided to give the 4.7 Worlds another go. It is such a competitive fleet, I was still the right age and size, so it made perfect sense. I was pleased to win the RLYM Open and this set me up well for the World's where I finished 6th overall, I was very pleased with this after such a long period out of the boat. I then returned to the UK and began an

intensive build up towards the U19 Laser Radial World Championships. The British National Championships in Abersoch were windy (same weather as Cowes Week). It was excellent practice for me and I was pleased to consistently be in the front bunch for each race and to win the U19 National Girl's title. Together with Milo Gill-Taylor we were also the most successful Radial club at the Nationals.

At Medemblik ahead of the World's with the Youth Squad, the challenging Dutch venue gave us all manner of sailing conditions. I felt confident about my speed and was reading the conditions well. Halfway through the week I was wearing the bronze medal position red jersey, which aged 15 I was really pleased about as there is a major U17 competition within the overall U19 Championship. At one point I was over 70 points ahead of the 2nd placed U17 sailors. As the week progressed I held my position in the top 5 all week, up until the last day. Unfortunately I had two bad results on the last day after a capsizing on the start and a misreading the wind on the final race. This dropped me down to 10th overall in the U19, which really felt terrible at the time. However I had won the U17 title and was crowned U17 World Champion at the

prize giving. Having results drop away on the last day is really tough to take. I took many lessons away with me, but when I got the ferry back from Holland I was able to celebrate with some of the other GBR sailors, which was special. When I arrived at my Grandfather's house in Aldeburgh, Union Jacks were flying and I received a standing ovation at his yacht club the following day, which was very humbling!

This autumn I have been training with the RYA's Podium Potential Pathway (P3) Squad as well as the Youth Squad, I have been selected for Sport K's Talented Athlete Scholarship Scheme (TASS). RLYM has many fantastic sailors achieving many great results, my world championship title is special, but equally I appreciate that I am on a long journey that fortunately I am currently really enjoying. The training environment at RLYM is world class and I am thrilled so many good Radial sailors have come to train with us at the Club this winter. Hannah and Greg are first rate and we are lucky Mrs Fy and Mrs de la Feuilliard are so organised in putting the training all together. I am grateful to my sponsors Neil Pryde Sailing, but especially grateful to my parents who are so encouraging.

MATILDA NICHOLLS

Tricky Sailing: Junior Regatta 2017

The first day of the RLYMJC 2017 Junior Regatta (August 21-25) saw light and tricky sailing conditions for 153 junior competitors. Winds from the SE gave some challenging racing but had the advantage of giving a gentle start to the week.

During the week there was light cloud, a little rain and some sunshine, with some 'sailing friendly' breezes of 7-10kts rising to 18-20kts on occasion. The variable conditions kept the large volunteer safety fleet busy each day between towing and rescuing. It takes over 150 volunteers to run what is the South Coast's most famous flagship local community junior sailing regatta the Club is extremely lucky to have such a huge generous membership who volunteer year after year to ensure that so many young sailors get on the water each summer to enjoy this regatta. Whilst the on the water team has a high profile during the event, it is the unsung heroes, 'the back room boys and girls' who contribute to the considerable success and smooth running of this regatta. Chris and Sue Seddon who not only support

WJS but cook over 100 bacon butties each morning for competitors and volunteers. Volunteers manning the sweetshop are a vital component to the enjoyment of the competitors as are those who arrive bright and early every morning to prepare the lunches for everyone volunteering on the water. Sue White, Penny Down and Heather Burrell run the regatta office with the efficiency and diplomacy of the UN.

Jenny Wilson generously joined the race team to help ease new principal race officer into the job and Vicky Lean stepped up to take responsibility for co-ordinating much of the water organisation as well as the all important results. Once again David Brunskill honed his skills bringing a clearer understanding of races rules to competitors. Without the unfailing support of the office team and the boatmen the event would not run as smoothly.

Gary Barnett, the new PRO and the race management team ran four separate fleets on The Solent and its lakes.

Bronze Fleet boasted a record number of young and relatively inexperienced young sailors keen to learn and enjoy a week's competitive racing. Race officer



Steve Green said that they were soon tacking, gybing, shifting their weight and timing their movements well. Many showed real potential and lots of determination to keep sailing in a range of conditions. No matter how many times they capsized the safety boat teams reported record breaking 'righting' times by many of the youngsters. These 9-12 years olds grew in confidence.

Silver Fleet race officer John Whyte ran racing for intermediate Optimist sailors and RS Tera sailors. The RLYMJC has a fleet of 14 Tera and 18 Optimists, which were lent to local young sailors. Whyte, a regular Cowes Week race officer, was impressed with the standard of racing amongst the youngsters who visibly grew in confidence off the start line. The sailors enjoyed good racing culminating in a sailing/swimming/running triathlon on their final day of fleet racing.

Gold Fleet race officer Malcolm McKeag ran some excellent high standard racing for the advanced mixed fleet of RS Tera, RS Feva, RS Vision, and Laser sailors. "The real kick out of this event for me" he said "is watching how new-comers to The Solent tidal racing just get better every day."

This year's SCOW fleet was smaller due to the lack of experienced helms to take the younger sailors out. Fran Wilson was race officer for the under 17s SCOW fleet with over fifty-five competitors divided into teams of mainly three per boat. "The improved confidence of many was great to see as the week went on", said on-the-water volunteer coach Ollie Tait.



The final 'Pirates' day saw all fleets combined for a fun race in very light airs.

The RLymYC Junior Regatta is supported by Joules Clothing, Lymington Yacht Haven, Lymington Harbour Commission and Walhampton School. Without their support the event would not be the amazing success it is and we are all extremely grateful to them. The Harbour Commission's support enabled the race team to put more coaches on the water to help the younger and less inexperienced sailors to enjoy the competitive nature of racing.

Commodore Dunlop Stewart said: "I have great admiration for what the Junior Regatta delivers, it is a wonderful community service to all young local sailors which is enjoyed by so many. We thank the generosity of Victoria and Rupert Lean, Amanda Barker Mill and Walhampton School in hosting a BBQ for competitors, friends and family. The social evenings are always fun and provide a relaxed opportunity to meet new friends. The Club is justifiably proud of the Junior Regatta and I know I speak for the Flag Officers when I thank the volunteers, the Club staff and our Members."

SHIREEN CROWE



OVERALL WINNERS IN EACH CLASS WERE:

Joules Trophy:

Joel de Grave best helm in own boat

Dirk and Sally Kalis Trophy:

Issac Butcher for the young competitor who has embraced the competitive opportunity of racing on the water

Lymington Yacht Haven Trophy:

Awarded for Family Team Spirit and went to Ella & Olivia Lightbody and Rosie & Daniel Jenkins on their SCOW *Jean*.

Walhampton School:

Awarded for learning the importance of teamwork: Jake Stokes & Sam Webb

Twins Cup:

1st Overall in a WJS SCOW: *Seventh Haven* Lucy Pumphrey, Alexa Lister & Charlotte Lister.

Schools Cup:

1st Overall in a private SCOW: *Crikey!* Digby Ling, Amos Sopher & Oscar Marshall.

Witherby Cup:

Private SCOW Fleet Highest placed girl helm: Delphina Cosby in *Copy Cat* with her crew Holly Ward & Gregory Fisher.

Wednesday Cup:

Best WJS Helm: Jemima Cary in *Flying Horse* & her crew Anoushka & Savannah Farrelly.

Corrigan Cup:

Optimist Bronze Fleet – highest placed sailor under ten years of age in RLymYC Club boat: Natasha Hough

Optimist Bronze Fleet – Winner in Private Boat:

William McEwen

Bronze Fleet – Winner in Club Boat:

Joel de Grave

Silver Fleet RS Tera Sport Class:

Hugo Anderson winning the Tera Trophy.

Silver Fleet Optimist Class:

Matthew Mason - winning the Stuart Jardine Cup.

Gold Fleet PY Fast Fleet:

1st Tom Mitchell - winning the Christian Cup

Gold Fleet PY Medium Fleet:

1st Tim & Abby Hire - winning the New York Club Plate

Shrimp Cup:

Awarded to the Youngest competitor: Savannah Farrelly who turned 8 in May.

The AJ Slipway Trophy:

Awarded for the most helpful sailor of the week was awarded to Tim Hire by Beach Master, Sebastian Chamberlain

The Oliver's Boat Trophy:

Awarded for the 'Spirit of the Regatta' was awarded to Harry Barnett in recognition of the huge effort he put in as part of the Mark-laying and Safety team.



EDITOR'S NOTE – JUNIOR REGATTA BACKGROUND

Junior Regatta caters for all sailing abilities along with RLymYC Wednesday Junior Sailing (WJS), a widely acknowledged flagship initiative within UK youth sailing. Now in its sixth decade, the regatta gives opportunities for locally connected youngsters to take part in competitive dinghy racing supported by professional instructors and a wealth of experienced local volunteers.

The Junior Regatta is divided into four fleets; Bronze Fleet - a racing and instruction fleet for beginner Optimist sailors, Silver Fleet for more experienced helms in Optimists and RS Teras, Gold Fleet for the advanced competitors and SCOWs, the largest fleet with around 55 sailors, both a racing and instruction fleet.

A Busy Year for the Social Committee!

As the year draws to a close, our House Social Committee is able to report continuing success and an increase in Club social activity, with the introduction of several new items to the calendar, and the continued organisation of the many regular social events.

Throughout the year, and in response to requests from the online survey held, we have been able to initiate and run a variety of NEW social group activities, making use of the Club building during its quieter times, such as:-

- ▶ Beginners and Intermediate Bridge classes
- ▶ Yoga sessions
- ▶ Pilates
- ▶ Additional quiz nights
- ▶ Children's afternoon teas
- ▶ Coffee mornings
- ▶ Informal ladies lunches
- ▶ Nordic walking
- ▶ Flower demonstrations and workshops
- ▶ Dance classes – Jive, Rock & Roll and Salsa
- ▶ Short course language classes (aimed at learning sailing terms in Spanish and Italian)

These activities have been excellent in achieving a welcoming and friendly atmosphere, and have increased our profile to new Members.

Bridge classes

Bridge classes have been very well supported and much appreciated by those Members who felt they would like to progress to the popular Monday Night Bridge sessions. (New classes for beginners and intermediates start again in the New Year).

Pilates Sessions

Pilates sessions have been a success, with two classes running each week (one specifically for the early birds!).



Dance classes

Dance classes have all been fully booked and we have been able to increase the number of sessions running. So far these have included Jive, Rock & Roll and some Salsa.

Film Nights

Film nights have been very successful and well attended again this year, and most attendees have also enjoyed supper at the Club. The film choices by Tricia Sparrow and her film team have been particularly excellent. (We have also introduced regular film shows for the youth section during school holidays).

Ladies lunches

Our Speaker for the Annual Ladies Lunch this year was Aimee Durnell, a well-known local artist. This year we introduced the 'Ladies Informal Lunch' held quarterly, these have been very successful, often with more than 40 attending. Please Contact Val Pearson or see details on the social notice board.



Yoga Classes

Yoga classes have been running since February (these can now be booked on a monthly basis). The yoga participants have commented on their increased health and wellbeing. Many of the yoga group now meet up together for other events at the Club.



Quiz nights

Due to the demand for places on the Quiz Nights, many Members reported difficulty in registering their team. We have therefore trialled additional Quiz Nights. This has proved to be popular, and we now have quizzes twice monthly in the winter months, run by Vince and Peter respectively. Join in and book your table!

Monthly Coffee Mornings

Monthly Coffee Mornings have recently started (on Thursdays), both ladies and gentlemen have been made welcome, and it has proved to be a good way for new Members to get to know others at the Club - please come and join us.

Corporate Events

Corporate Events have been introduced, providing businesses with an ideal meeting place. These events provide a welcome boost to Club funds.

New Ideas & Suggestions

New Ideas & suggestions are welcomed by our Social Committee, or contact Gillian Poole (Staff House and Social Manager).

Watch out on the social notice board for new Groups and Activities!

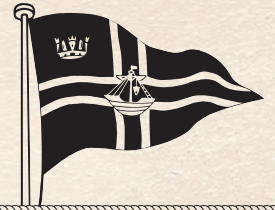
The aims of the Social Sub-Committee remain as always to provide activities and encourage social interaction between those Members who wish to add value to their sailing/cruising membership.

We need to make full use of our Club to enable its continued success.

Let's keep the Club as inclusive, active and successful as we can!

PAULINE CRATES

THE ROYAL LYMINGTON YACHT CLUB BULLETIN



Extracts from bulletin 1957

When your Editor was coerced into writing the Bulletin for 1957, he sought advice from his predecessor, a persuasive and charming ex-Flag Officer. As a result, he was given a perfectly free hand, as follows:

(1) The Bulletin must not be too long, otherwise it will cost the Club too much and will cause over-weight when enclosed with other postal matter.

(2) It must not be too short, otherwise some Members will get "hot" because their achievements have been omitted.

(3) In the space available, no section must be left out, nor interest forgotten, and all sections must be treated equally fairly.

The ex-Editor was nice enough to add, "It is not an easy job."

In writing a Bulletin of this nature, it is arguable whether or not to mention Members by name. Your Editor feels that to omit names, and keep to the general, is to make the Bulletin dull and impersonal and lacking in interest. To those Members who feel that their names should have appeared in print, but haven't, he offers his apologies. He will, willingly, listen to their cases but regrets that no amendments can be made.

SAILING

ACKNOWLEDGEMENT.

All yachtsmen will wish to thank the Sailing Committee,

Race Officers and those responsible for their safety, for the big contribution these Officers have made to their enjoyment at sea.

GENERAL.

Keeness in racing of all kinds—from the Fastnet to river racing—remains as great as ever, and it is very stimulating to see the interest taken by the young Members



of the Club. No weather is too bad for them to race. The season ended with a very successful Christmas series of races for twelve-footers and Finns, and the "elder brethren" who watched these races must have felt very

Major W.H.HALL, O.B.E., M.C. J. R. BRYANS ESQ. H. GOODHART Esq.

confident in the future of the Club, when it comes under the direction of these up- and-coming young men and women.

X.O.D. CLASS.

With nine yachts in commission, the "X"s had a very good year, with points racing every Wednesday and Saturday. Three outstanding yachts, in a very full programme, were "Mary Rose" (Mr. O. J. Price) winner of the Jade Cup and Helmsman's Cup; "Zest" (Brigadier R. L. Hutchins and Mr. H. Goodhart) winner of the Hotham and Allott Cups; and "Sirena" (Colonel and Mrs. Gerald Gray).

In the Inter-Division series of races,

Itchenor were defeated in home waters, but Lympington lost to Parkstone and Yarmouth.

FINN.

Under the leadership of Richard Creagh-Osborne (who represented Great Britain in the Olympics), and helped by a band of young enthusiasts, the Finns have gone from strength to strength. From two, at the beginning of the year, there are now some dozen boats in the river. This Class now races regularly, and very fine racing it is to take part in and to watch. In August, Paul Elvstrom, the World Finn Champion, paid a visit to Lympington, and highly exciting racing took place, in winds of gale force, providing spectators with an unforgettable experience. He was followed in November, by Ernest Morrison, the sixteen-and-a-half stone South African Finn Champion, who sailed in a series of races. The Club looks forward to an ever increasing build-up of this Class which is now firmly established in the West Solent. The latest proud Finn owner is our Vice-Commodore, and we wish him good planing in 1958.

CLUB SPONSORS

We would like to thank all of these companies who have been proud to support us this year



Incorporating Paul Johnson Estate Agents Lymington



CLUB SPONSORS

We would like to thank all of these companies who have been proud to support us this year



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The perfect home for your boat



LOOKING FORWARD TO WELCOMING YOU IN 2018

OUR HELPFUL HAVEN TEAM IS ON HAND TO HELP YOU SETTLE IN, RELAX AND ENJOY YOUR BOATING WITH:

- Luxury facilities including free Wi-Fi at your berth
- 24-hour security, fuel and service
- 5% discount on fuel for annual berth holders
- Sublet refunds – we will refund you 50% of any money received from visitors on your berth when you are away between April and September
- Free berthing at Yacht Havens' six other marinas
- Boatyard discounts and access to contractors of your choice
- Fabulous food and stunning views at The Haven Bar & Restaurant
- New Forest Brilliance In Business 2017/18 award winner for Outstanding Customer Care

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