

# PotterShi

*The Royal Lymington Yacht Club in 2019*





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## YOUR POTTERSHIP MAGAZINE

**Another year gone, how quickly they fly by nowadays!**



Another year gone, how quickly they fly by nowadays!

I was on the General Committee from 2004 – 2007 when our main preoccupation and concern was how to energise and develop the junior sailing section in The Club, with the hope of achieving continuing membership through the years.

When you read this magazine you will be amazed at the prowess of our juniors now. I was almost pushed to find enough space for the grown-up's articles! What is so encouraging is not only the amazing success of our juniors but the fact that older junior members are still involved in helping to train and encourage the youngsters, and that the juniors' parents are now taking such an active part in it all.

It is also great to see such a hugely active social section in The Club nowadays with book clubs, exercise groups, bridge tuition and many other activities.

The front cover was taken by John Stork, winner of the photographic competition. Rosenn was built by Whites of Itchen in the winter of 1895/6 as one of the first batch of 12 Solent One-Designs to be raced by members of the Royal Yacht Squadron and the Island Sailing Club. This was a breakthrough in the pattern of racing yacht design at a time when the competition was to build a faster design than the previous winner, and was compounded the following year when Whites built a further 11 boats to this design. Apparently John Profumo chartered her once, before the scandal.

The Club still needs our support, so come to a class or come to dinner and bring along some friends!

I would just like to thank most sincerely all the contributors, proof-readers and everyone who has helped me in the production of this magazine.

#### JUDY RUFFELL - EDITOR

E and OE Editors decision is final.

#### 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 Lyminster Yacht Club

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#### Front Cover Picture:

John Stork: Ready About





# From The Commodore



I started my piece last year by saying what a brilliant summer we had enjoyed and finished it by commenting on the financial success of The Club during the year. Sadly this year I am unable to repeat either comment. The inclement weather during the season caused a number of races to be cancelled, the Late Late series in September was particularly hard hit. Also The Club's finances only achieved a breakeven result for the year.

In the Spring we carried out the long overdue repair works on the Platform which should ensure that it will continue for a number of years as both our principal race start/finish facility and a very useful aid to navigation. Other capital expenditure took place within the clubhouse to improve our ability to host outside events without interfering with Members' use of The Club. Due to the increased risk of vandalism and theft around Lymington, we also deemed it necessary to install security gates at the northern access to The Club's forecourt,

The highlight of our year must have been the visit of our Patron, HRH The Princess Royal in June when she helped us celebrate the 35th Anniversary of Wednesday Junior Sailing (see WJS report).

As you will read, The Club has continued to be very active on the water with a number of new sailing events taking place. These have included Blind Sailing Week, the RYA British Keelboat League Southern Region event and the 505 National Championships. All were brilliantly supported by The Club's willing team of volunteers, both on and off the water. The organisers of Blind Sailing Week were so impressed with the support of our Members they have asked to return to Lymington in 2021. Our young team in the Keelboat League did not do so well but as they had previously excelled in the Etchells Youth Academy, we were delighted with their enthusiasm.

Last year I referred to Club Member Wing Commander Andy Green who is the World Land Speed record holder. This year we are very proud of further World Champions and record holders, both young and old. We congratulate Vita Heathcote and Milly Boyle for their success in becoming 420 Women's World Champions at the age of 18. We also congratulate Club member Jeanne Socrates who at the age of 77 has become the oldest person to sail singlehanded, non-stop around the world in 320 days. Further information on both of these achievements can be found in this edition of Pottership.

On the Cruising front the Members have also been very active, sailing far and wide. In September a group of 31 of us flew to the US to join our friends from the Sailing Club of the Chesapeake for a wonderful 12 day cruise around

Chesapeake Bay. Nigel Seth-Smith has written an article describing our trip in detail, but I would just like to say that the hospitality shown by our hosts in the US was fantastic. A great rapport has built up between the two clubs over recent years and we are now starting to discuss our plans for them to return and go cruising with us in 2021.

Immediately following the Chesapeake Cruise my wife Jenny and I flew to Cork to attend the World Forum of the International Council of Yacht Clubs. We joined this organisation earlier in the year as we felt that we could learn a lot from this worldwide group of prestigious yacht clubs, as they all face similar challenges to our own. The Forum was organised by the Royal Cork Yacht Club, who are celebrating their 300th anniversary next year, being the oldest yacht club in the world. The main theme of the Forum was Sustainability, both in how clubs can adopt best practice but also how they can sustain themselves in a changing world as far as water-based recreation is concerned. It was quite thought provoking and recently we set up a Strategy Group to review the way our Club operates. We will report back later in the year.

The ICOYC, through the Royal Southern Y.C., are organising a Solent and Poole Harbour cruise in September and our Members will be able to participate if they wish. We will be hosting a Drinks Party for the cruise on Tuesday 1 September 2020.

Sadly, this year we have lost a number of long-standing and active Members. Jane Pitt-Pitts, our Senior Trustee, and Joanna Lewis both of whom had been Members for over 60 years and were both struck down suddenly when they were still very active on the water. Amongst others we have lost Terry Gerald, another past Trustee, and Roly Stafford who was instrumental in setting up the vibrant Lymington River SCOW Class Association 22 years ago. Their presence around The Club will be very much missed.

I would just like to wish all our Members a very enjoyable season in 2020 and thank you all for your support in 2019.

**ROGER GARLICK**



# Club Awards Presentation

**Alison Towler presented The Club Awards at the Annual Dinner in November.**



## **Jack in the Basket Trophy**

Presented to The Club in 1972 by Major Gerald Potter M.C, and is awarded annually to The Club Member under 30 years of age who is considered an outstanding yachtsman/yachtswoman of the year. Awarded to RLymYC Etchell's Youth Team, consisting of Max Crowe 22, Robby Boyd 19, Hattie Rogers 19 and Henry Collison 19 for their outstanding performance in this year's Etchell's Youth Trials hosted by the Royal London Yacht Club. Collected by Hattie Rogers.



## **Jubilee Challenge Trophy**

First presented in 1972 to The Club Member who gained the highest place overall in the RORC Spanish Race. Due to the loss of this event the trophy has since been reallocated to the Member who has achieved the most outstanding offshore performance. Awarded to The Rogers Family for an excellent offshore performance on *Assent* during this year's Fastnet Race.



## **Highlander Trophy**

First presented in 2007, this trophy is annually awarded to The Club Member who has made a significant contribution to IRC racing at The Club. Awarded to Rory Heron for his excellent performance in IRC 2 on *Mojitabel* this season.



## **Lionel Byrne Bowl**

The Lionel Byrne Bowl was first presented in 1984 by Club Member Brian Mamby and is now annually awarded to The Club Member who is the highest placed RLymYC yacht in the Island Sailing Club's Round the Island Race. Awarded to Cornel Riklin of *Jitterbug* who took the honours by being awarded the Owen Parker Memorial Trophy for being 1st O/A IRC Group 1 boat during this year's Round the Island Race.



## **The Commodore's Cup**

First presented in 1986, this cup is annually awarded for the most outstanding help and achievement to The Club by a Member. Anthony Ruffell was appointed Club Archivist in 2006, his wife having found and dumped boxes and boxes of records in the spare room. From these, having worked for seven years, our present archive was achieved and may be found via The Club website.

# 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. Presentations were made by Tom Cunliffe.



### **The Quains Cup**

Awarded for a log of a significant cruise under sail went to George Trevelyan. The cruise was a return trip to Galicia.



### **Seamanship Trophy**

Awarded for a feat of seamanship and navigation to Donald Begg (collected by Nicola Begg) about his trip from Cairns to South Africa via Darwin and Mauritius.



### **The Cadiz Cup**

Presented for a log of a significant and demanding cruise under sail. Awarded to Carolyn and Michael Derrick about their 2018 cruises in Croatia.



### **Fen Dawn Cup**

Awarded for a log of a significant motor cruise presented to John Adcock. The log covered his cruise from Lymington, the Brittany coast to La Roche Bernard and finished in Roscoff.



### **Senior Brownlow Cup**

Awarded for the best narrative of a cruise to Peter Bell.



### **Photography Competition**

John Stork, winner of the photographic competition with his image titled "Ready About."



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

Awarded for a lifetime achievement in sailing. This year was awarded to Bob Woolley on his retirement from eight years service on the Cruising sub-Committee.

His boating interests started in canoes in the 1950's, in which he explored the Scillies, Ireland and rivers of Wales and the Midlands, often camping, before progressing to sailing a National 12 dinghy. This led to cruising on numerous flotilla holidays before owning sailing yachts and then motor cruisers which he sailed extensively around the UK and Europe.

For over 10 years until very recently he organised Monday Motorboaters, visiting destinations in the Solent throughout the year in often challenging conditions. He has been an ever-present and supportive member of The Club, encouraging many others to join and to participate in Cruising events. His contribution to safety on the water has been exemplary.



# Cruising Notes

This year the Cruising Sub Committee planned sixteen events on the water covering thirty-five cruising days and twenty-two ashore in The Club. The shore events included the Annual Cruising Dinner and Prizegiving which takes place each February; training mornings in Safety and Engine Maintenance; Informal Suppers and Wednesday evening lectures.

The events are designed to suit many types of boats from sailing yachts to motor yachts, motorboats and RIBs. This year involvement was approximately 2/3rds sail to 1/3rd Motor boats. We hope our events appeal to Members who no longer own their own boat and to those new to cruising who are still deciding on the type of boat that will suit them.

Day Meets are the backbone of our activities and are well supported. Fortunately only two of the nine planned in 2019 had to be cancelled due to poor weather conditions. After a morning on the water we meet for a lunch at either a Solent yacht club or hostelry. In January nine boats and forty-five Members went to Yarmouth and walked to the Red Lion pub in Freshwater, and in February we went to the Beaulieu River and had lunch at the Master Builder's. In March we were given a very warm reception at Marchwood Yacht Club and despite it being a chilly grey day with little wind, eleven boats made the trip. In April we went to the Royal Southampton Yacht Club at Gills with sixteen boats and a total of sixty-nine gathered for lunch; some came by car. We had a bright day and northwesterly winds for a trip to Cowes in September, giving a good sail in both directions and thirty-three gathered for a congenial lunch at the Island Sailing Club.

Please do sign up for a day meet when you see it advertised.



If you do not have a boat of your own there may, at the skipper's discretion, be the opportunity to crew on a boat for the day.

RIBAX is the title given to a new style of boating event within The Club (see separate article). Two events are planned in 2020. If you are a RIB or Axopar owner and want to participate please do contact Peter Cobb on Cruising-sub-Committee.

There were two very successful weekend meets this year to

Bembridge and Cherbourg.

Bembridge, ever popular, took place over the three days of the early May Bank Holiday and despite cool and blustery conditions attracted nineteen boats and forty-five Members. On the Saturday evening there was an excellent dinner at the Bembridge Sailing Club and on Sunday evening everyone used the Duver Marina barbecues and marquee dining area. Monday offered a leisurely morning waiting for the tide to rise before



catching the ebb and a windward sail back to Lymington.

At the end of May Bank holiday there was a cruise to Cherbourg and St Vaast. The weekend started with a Thursday evening briefing by Bobbie King, the organiser, before a very early departure on the last of the ebb tide past the Needles. Everyone arrived in time for the dinner at the Marina restaurant. Saturday was spent at leisure around Cherbourg's excellent market before a wine tasting that had been organised at Normandie Wines; with the offer of purchased wine being delivered to the boats that evening, an opportunity too good to miss. On Sunday five boats moved on to St Vaast and enjoyed a pontoon party with Pims, while others took advantage of the weather to sail to Guernsey and start longer cruises. Those returning to Lymington on the Monday left St Vaast early and had a fresh Northwesterly wind gusting F6 giving some quick crossings.

### **Charter Cruises**

A number of these have been arranged in the past and have included Croatia, Greece, Norfolk Broads and the Caledonian Canal.

This year, the Canal du Midi cruise had a fleet of five chartered boats with sixteen people, led and organised by Chris Sutherland. The cruise in early May was a one-way trip from Narbonne to Trebes with lovely waterside restaurants and some warm sunshine. The group helped those shorthanded during a couple of days of high winds which led to some interesting challenges in the oval shaped locks on that stretch of the canal.

The 2020 charter Cruise in May will be a motor boating event in Italy exploring the Venice Lagoon and canals leading to it.

I would be happy to hear from any Members who have a favourite cruising area that may suit a week's charter Cruise in the future, either for sail or motorboats.

Thirty of our Members were entertained for ten days in September by Members of the



Sailing Club of the Chesapeake on their boat, and cruised some of the beautiful Chesapeake Bay in Maryland. (see separate article.)

The hospitality from our hosts was outstanding, new friendships were forged and everyone left with great memories.

The annual Cruising Dinner and Prizegiving in February was well supported with Tom Cunliffe our very entertaining guest speaker. He presented Cruising trophies to Members for their many achievements. Further details can be found on the Cruising Awards page.

Over the winter of 2018/19 George Trevelyan, Cruising Vice Captain, organised an interesting programme

of sixteen lectures given by Members and outside speakers, which covered a wide variety of subjects. These are well supported with attendance averaging over one hundred, many Members socialising afterwards over supper.

The 2019-2020 season has been extended to twenty lectures that started at the beginning of October and will run on Wednesday evenings until the middle of March. We are always pleased to hear from Members who would like to present a talk or who have contacts with interesting people.

Every December the Cruising Sub Committee are responsible for fundraising for The Club's gifts to the local RNLI crews of Lymington and







Yarmouth, and Coastguard Helicopter based at Lee-on-Solent. This is a wonderful tradition with a morning of keel boat racing followed by a mock rescue demonstration (weather permitting) by the RNLI lifeboats and the helicopter. This is followed by lunch and presentations in the Royal Solent Yacht Club. Our Members supported a fundraising Heads and Tails game and an auction for a ride on the Yarmouth Lifeboat at The Club's Christmas buffet party which raised over £600.

Our Informal cruising suppers, held outside the main boating season in the Yacht Club, are a great opportunity for us to welcome Members new to the Cruising

Division, and long-standing Members to meet with friends. All are welcome. We have enjoyed two this year, with over seventy at the October event.

Our annual safety morning in March was led by Steve Billett, a Member and one of the RNLI Community Safety Team for Central Solent. After an interesting talk on safety on the water, his team held a life jacket clinic. Of those they checked just 20% were fully functional, a very sobering reminder at the beginning of the sailing season. There was also a presentation by Matt Evans from Nick Cox Chandlery who showed us the latest Ocean Safety equipment. We also arranged an opportunity to brush-up on VHF radio

skills at the Lymington Sailing Club's training room.

An engine maintenance morning took place in October with two presentations, one on outboard engines from BHG Marine, and an inboard engine talk led by Nick Eales, a Club Member. As well as numerous questions to our speakers it also gave an opportunity for Members to exchange experiences and reminded us of the extra checks required before the winter to extend the life of our engines.

Peter Lowe, on the Cruising Sub Committee, has been looking after The Club's Chart Room for many years. This is an impressive library of charts, current pilot books and Members' logs. A really great place to research ones next boating adventure. We are always grateful when Members donate material that they no longer require for others to use.

Although we enjoy our own boating experiences of getting away from it all, it is always good to see The Club pennant in a foreign port and making contact. We are also starting a Cruising WhatsApp group to open up the opportunities for pop-up cruising activities, to make the most of good weather around our increasingly erratic weather patterns. I am grateful to all on the Cruising Sub Committee for their help in planning and taking part in the past year's events and would be very happy to hear from Members who would like to join the Committee. We are a very sociable group and your involvement will in no way impede your own boating plans.

**SUE SUTHERLAND**





# Chesapeake

On Sept 12th, 31 RLymYC Members descended on Annapolis, to cruise Chesapeake Bay with the Sailing Club of the Chesapeake (SCC). A return visit after hosting them in Lymington in 2017.

The first two days were land-based, starting on Day 1 with a tour of the recently rebuilt Annapolis Yacht Club (AYC), a walking tour around the old part of the town and a cruise on the *Harbor Queen*.

The yacht club is very impressive, with comprehensive sailing facilities, swimming pool, gym etc. on one side of the river, and an equally impressive clubhouse on the other side, rebuilt following a fire in 2015; here we enjoyed an excellent lunch. The guide for the walking tour was dressed as a 19th century workman, and had an entertaining way of telling us about the history of the town, with an emphasis on victories over the British. Those of us who took the tour finally collapsed in a heap on the harbour cruise boat, enjoying the breeze and a cold drink after a day when the temperature had been well over 30C.

Day 2 started with a full tour of the AYC Sailing Center, and then on to the US Naval Academy. Starting with a visit to the trophy room, we were delighted to see the names of several of our hosts on some of the many cups and trophies, along with alumni such as a certain J Kennedy.

We visited the Academy Chapel, a magnificent building with a crypt dedicated to John Paul Jones, who led the Continental American Navy in victories over the British (yes, there is a theme emerging here). Moving on to the Naval Museum, we inspected the biggest collection anywhere of ship models from the 16th century. All had been decaying in the U.K. until purchased by an American collector, bequeathed them to the Naval Academy. A model was made of every ship built, with remarkably fine detail. Amongst the other artefacts was a piece of moon rock, showing just how far some graduates of the Academy have travelled. We then rushed out to the parade ground to see the "Formation", all 2000+ Academy students marching to drums and bagpipes, on their way to lunch.

After our lunch we had a tour of the Maryland State House, where our Commodore was presented with a citation from Governor Hogan, by the Secretary of State for Maryland, John Wobensmith. This celebrated our visit, and also referenced the founding of Maryland in 1633 by travellers who departed the UK from Cowes.

The day ended with dinner at the Annapolis Yacht Club. It seemed strange to be sitting at the AYC looking at photos of the Lymington River taken by members of the Sailing Club of the Chesapeake. An excellent dinner attended by 103 members of the AYC, SCC and the RLymYC.

Commodore Roger Garlick (RLymYC), Commodore Jim Ellis (AYC) and Commodore Woody Doxey (SCC looking on) exchanged burgees, ours to replace that lost in the tragic AYC fire.



Sue Mikulski, the amazing organiser of the cruise, talked about how special it was to have AYC a part of this celebration between our two clubs and thanked the 16 boats hosting us. The camaraderie was already evident and it was only day







2 of 12! Both Commodores spoke eloquently about the relationship between the U.S. and Great Britain, including the Magna Carta and its place in American political history.

Allan and Marianne Bernard won an award for being the first SCC members to register for all activities, and Simon and Bobbie King won for being the first from the RLymYC.

Day 3 and time to start thinking about sailing! We sailed in pleasant winds, enjoying a coincidental Navy flyover to the Chesapeake Yacht Club (CYC) in Shady Side on West River, on the Bay's eastern shore. Here we had our first Dark and Stormy cocktails of the cruise, followed by a BBQ and a sing-along, accompanied by

SCC member Angus Philips and his friend Sparky. Jeremy Vines provided songbooks of sea shanties and popular songs, which we left with the SCC members as keepsakes. Port Captain John Murray and the CYC Board of Governors gave reciprocity to the SCC, and also to the RLymYC, so next time you're over there...

The evening ended with all of us in a circle holding hands and singing Auld Lang Syne.

Day 4 included a pursuit race, with start times calculated by SCC members according to their own handicap system. The race brought us very pleasantly to the home of Rob and Linda Leigh on the Wye River for a pig roast. We were now up to 136,

including a former Miss USA! Many SCC members came to welcome the UK sailors, sample the pig, and enjoy the terrific entertainment provided by local Orlando Phillips. A beach bonfire and a bright orange full harvest moon rising over Shaw Bay capped off the day.

Day 5 started at 8:00 with the firing of the cannon on *Starlight Express* by Joe Jackins. As guest on the boat I made sure that I was ready with my hands over my ears!

Every day had an 8.00 VHF roll call of skippers and preparation for the day. A very useful and evidently much practised procedure. Sue Mikulski kicked off with the day's itinerary and Commodore Woody added some friendly comments.

It was a day of motoring, with no wind. Perhaps just as well as we headed north through the Kent Island Narrows, with more than one boat kissing the famous Chesapeake mud. There's only a half meter or so of tide, so getting off can be tricky. One boat was helped off by the wake of a powerboat on the cruise. Two of the boats had to go the "long way round" (an extra 20 miles) as the bridge clearance was only 55 feet.

Our destination was the Corsica River, where we swam (having first checked for jellyfish), and later shared appetisers, cold drinks and a refreshing swim at the home of SCC members Liz and Bob Hammond, overlooking the anchorage. Then dinner and drinks on board.

Day 6 Staying on the eastern shore, we had a fast 21-mile sail out of the Corsica and Chester Rivers to Rock Hall, a lovely little harbour, which needs to be navigated with caution, as the river winds through the harbour and must be followed carefully; it was now time for some shopping, local ice cream, and more of the famous Dark and Stormy cocktails, before a crab feast at Waterman's Crab House. Here, we learned how to eat a Maryland blue crab. The crab feast was hilarious; eighty people with little wooden







mallets smashing up crabs according to the instructions printed on the napkins. Patrick Morris did us proud, managing a dozen. His mallet work was impeccable, while SCC past Commodore Joe Jackins did his best to eat them out of crabs, but they kept on coming.

The meal rounded off with cake to celebrate Max & Jeremy Vines' and Tim Knight's birthdays.

Finally, Boat *Dayenu* hosted a rum tasting, with 9 sensational rums, tasted straight up, and absolutely delicious.

Day 7 and Commodore Woody's contribution to the 8:00 briefing was indeed brief, consisting mostly of regret over his rum intake the night before! We crossed the bay from the lazy east side to the throbbing metropolis of Baltimore. After dinner, some of us went to see an amazing jazz piano player, whose performance belied his age of 13 years. Only in America!

Day 8 was a no-sailing day, giving us a chance to explore Baltimore. We had a guided tour around the town with our brilliant guide Laura. We started at Fort McHenry, which had an important role holding back the British in 1812. (Again, we heard a lot about them beating us in various battles, although they were kind enough to say that they didn't have a lot of history, so we should excuse them for majoring on what they did have, even

at our expense. We accepted their graciousness graciously). Baltimore is a city that has undergone massive harbourside regeneration. Many stopped off to visit the Baltimore Museum of Art, to view the collection of the Cone sisters who had bequeathed their extensive collection of Matisse, Renoir, and Picasso pictures and sculptures to the museum.

The evening started with a boat tour of the harbour, finishing at the Baltimore Museum of Industry and Art, one of the highlights of the cruise, the Mermaid's Kiss.

The Mermaid's Kiss is a fund raising event for the Oyster Recovery Partnership in the Bay. Food and drink stations serve local delicacies accompanied by a rock band

amongst ancient industrial artefacts, making for a tremendous evening. An endless supply of crab cakes, lobster, filet mignon, oysters and scallops featured, along with tuna, catfish, not to mention wine, whiskey and Margaritas. Joe Jackins, who is on the board of the Oyster Recovery Partnership, welcomed us to the party. We gave his speech a fine rousing reception, which he greatly appreciated, being used to trying to get the attention of a room full of people much more interested in eating and drinking. After a long and wonderful evening, RLymYC and SCC members were last to leave the dance floor.

On returning to the marina we spotted the 1933, 12 metre, *VEMA III*, it had arrived in the marina flying a Norwegian flag. The crew were nowhere to be seen until 3am when some arrived in marina trolleys! Once they woke up the following day they were very happy to talk to us about being the custodians of such a magnificent vessel.

Day 9 and the second pursuit race, this time to Gibson Island. The race was hard fought, with light winds varying in strength and direction from moment to moment, and from place to place. Gibson Island is a closed community, with a manned gateway on the causeway that connects it to the mainland. The





SCC has been competing with the Gibson Island Yacht Squadron in an annual team race since 1951 and has won it for the last 7 years; there was a determination to win it again this year. It's called the Race for the Broom, and is the longest running team-racing challenge between two clubs on the East Coast. Racers compete in International 210s for the best three out of five races. Each team has three boats, with three sailors per boat. This time Jeremy Vines, Tim Knight and Brian Appleyard each crewed on an SCC boat. Roger Wilson provided superb commentary on the team racing for the spectators, who followed the race on two of the host boats. Sadly, although the SCC teams fought hard with a great day of sailing, *GIYS* won the series by 3-2, and a forlorn Chesapeake Commodore was close to tears as he presented the broom to the Gibson Island sailors! After the race, however, all three clubs enjoyed the race party and the camaraderie that is a part of sailing. The evening ended with heartfelt farewells from us to all of our new friends. The following day the boats returned to their home ports.

With the cruise proper completed, the SCC had organised a trip to Washington DC to visit the Capitol and meet a senator. We were frustrated by an environmental



group which shut down the city centre, causing us to cancel the trip. Sue Mikulski quickly organised an alternative trip to George Washington's home at Mount Vernon, on the banks of the Potomac River. I spent the day with my hosts visiting the maritime museum at St Michael, a lovely little town on the east shore, with a strapline as "The Town which Fooled the British". The story goes that they lit lamps in the trees at night behind their ships to make us think that they had more boats than they really did. Well anyway, they fooled us, and that's what counts. We enjoyed a personal tour with Tom Dalrymple, a volunteer at the museum, and one of SCC members on the cruise.

The following day, the postponed trip to Washington was organised for the few remaining RLYMYC Members. We visited the Capitol, guided by senior docent Chuck Beck, who started his career as a Page there. Pages' duties are to keep congressmen and senators up to speed with what's going on, and where they need to be at all times of the day. We learned the history of Washington, and the Capitol building. Chuck claimed that they were actually grateful to the British for setting fire to it in 1812, as it meant they could build a better one. How very diplomatic! As with Tom's tour of the Maritime Museum, and our overnight stays at members' homes and the Gibson Island Yacht Squadron, we really enjoyed the special treatment organised by the SCC. Chuck's seniority enabled us to sneak into bits of the building that are officially off-limits to public tours, including queue-jumping for the seats overlooking the House of Representatives Chamber where Congress sits.

It was a fascinating end to a wonderful two weeks. The people, the places and the boats (and the weather) were all a delight. We look forward to a return visit to Lymington by our friends from the Sailing Club of the Chesapeake.

**BY NIGEL SETH-SMITH, WITH THANKS TO WILLIAM NEWTON AND SUE MIKULSKI FOR THEIR CONTRIBUTIONS**





# Not To Plan... NICK RYLEY

## SOUTH AMERICA TO GALAPAGOS



"Hi Nick", brother Peter (not a monk) said, "I have been asked if I want to join a boat sailing from Cartagena in Colombia to the Galapagos. What do you think?"

"Well I would give it about one second thought and say yes" I said.

A day or so later brother Peter rang again. "The skipper says there is a spare bunk in my cabin do you want to come?" I gave it half a second thought and said "yes".

Peter is good at finding a deal and so booked us via an agent on Norwegian Air to Fort Lauderdale, then on a local carrier to Panama City and on to Cartagena. Fort Lauderdale immigration is less busy than Miami and though our trip was long it was a "good" deal. We arrived at Fort

Lauderdale along with the rest of Europe and missed our connection by hours. We had to afford a night in Fort Lauderdale and buy new tickets and the good deal slipped over the horizon. The only thing of note on our stay overnight was the most extraordinary tattoo when a waitress leant over to serve our steaks!

We arrived at a dusty boatyard in 37 degrees C and high humidity in Cartagena. The plan was for the boat to go into water the next day, but she had been ashore for 7 months and one or two things needed attention. Ten days later she finally and dustily descended into the Caribbean. Down below with the sweat dripping off your chest onto a malevolent sea cock for a few days is good for weight loss and bad for humour. Putting boats to bed before a period ashore is as much

an art as preparing a boat for sail.

We did enjoy Cartagena a lot. The old town and local restaurants were very attractive and the locals we met on the buses very helpful. We were just aware there were areas not to go and night time was best in the hotel. We frequented a Chinese restaurant that closed at 19.30 for safety's sake!

It was good to get to sea finally and with the genoa, staysail and mainsail set and a good wind just aft of the beam it was an enjoyable if slightly bumpy ride. The wind started to die and wanting to get on to the Panama Canal starting the engine seemed a good idea. It did not turn over and then the acrid smell of burning swept through the boat. A quick glance into the engine room showed the starter motor alight. Batteries off and a fire extinguisher grabbed and then a moment of thought. A fire extinguisher in the engine room is a nightmare to clean up and the fire was only on the starter motor and with the batteries off was decreasing. All under control, but no motor and Limon Bay to be entered under sail amongst the Panama canal traffic at night.

Cristobal Radio seemed much less concerned than us and said make your way in and anchor up in the North West corner just outside Shelter Bay Marina. With a decent





night breeze, we could keep way on with the mainsail and tracked our progress inside the harbour wall which loomed in the dark. We were on a semi lee shore, so anchoring was done with plenty of chain and careful transits.

A rolly night and then impressive manoeuvring by the yard put us alongside for 5 days of changing the starter motor, being assessed and booked in by the canal authorities. Hot, hot again with sweat sizzling on whatever we worked on. Just behind the yard the jungle with howler monkeys making their presence felt and colourful birds swooping in and out of sight. Walking the trails with one eye in the trees and the others looking for snakes or that was how it was for me.

The need for a life-raft service took us to the duty-free area of Colon and then to the post office in the centre of town. We stayed very close together and the taxi driver made it clear that we should not hang around. You get so used to the freedoms we enjoy in the UK that it is unnerving to feel that you must watch your back (and front and sides).



We had some luck, our canal passage date gave us a spare 7 days to enable us to back track to the San Blas Islands about a day's sail away. There are 365 islands in the San Blas with 49 being inhabited by Guna Indians. The archipelago is a coral reefed, white sanded bliss for yachtsman. We moored in East Lemon Quays Island that had a freeboard of about a metre and one family living on it. Palm fringed, it took about 4 minutes to walk around. The crew spilt and three walked and three sat on the after deck and watched the sun sink into the palms. As you do, we kept an

eye on some transits and found we were settling slowly back onto the boat behind. We decided to motor forward and re-drop the anchor and, if necessary, put out a second anchor.

The acrid smoke swept through the accommodation and up through the hatch into the cockpit. The engine did not start. At least we knew what the drill was by now! The rest of the crew were alerted by the sudden activity and rushed back from ashore. We put the kedge in a loop from the dinghy's bow, to avoid fouling the outboard propeller, and then motored backwards, pulling out the chain to drop and secure our position for the night,

The next morning a quick trip around the mooring meant 5 other dinghies with outboards standing by to help. We strapped the RIB tightly to the starboard quarter as we had to turn sharply to port to wend our way through the moored boats and then out through the reef. The chain of command was clear, the outboard driver had to do exactly what the helmsman instructed. Fortunately, there was little breeze and that, ahead, so we sidled up to the anchors and lifted them. A nudge from a dinghy started the swing to port and once we had the wind behind us and the dinghy pushing, we breathlessly exited into the open. We then drifted, whilst hoisting the dinghy into the davits, getting the sails set, backing the jib to bear away and then raising steerage way for Shelter Bay.

Once again, we arrived at Limon Bay in the dark and had to feel our way in and anchor up to wait for the morning. Practice makes perfect and we slept well but Peter and I had decisions to make.

We had three and a half days sailing after four weeks on the boat and the loss of time meant that we would probably arrive in the Galapagos on the day that we had to fly out. We were approached by an Austrian boat looking for two hands to handle ropes going through the canal. We

gladly signed on to *Imagine* but sadly signed off our boat as time was against us and it gave the skipper the opportunity to plan his next move. Coincidentally, Wolfgang, *Imagine's* owner had bought the boat from a Frenchman who had, in his younger days, raced in the Royal Lympington Cup when I was involved. This helped with our street cred.



If you ever have the chance to go through the Canal do, but read the history beforehand, it is an epic tale. So many lives lost but now a vital income stream for Panama. The new locks allow even bigger ships through though at one million dollars a transit! We found ourselves, in the Miraflores lock, moored alongside the *Queen Victoria* which was in the large new lock. We happily waved at the passengers as she slid past until we espied a gentleman on his balcony waving whilst stark naked! It takes all sorts!

Peter and I now found ourselves in Panama City with two weeks spare. It seemed like a good idea to go and visit Costa Rica and it was. We did look at flying to the Galapagos but it was too expensive and so we purchased two tickets to San Jose and an Uber taxi deposited us at Tocumen airport in good time. As we wandered through security, I saw that the flight to San Jose was at Gate 24 so there we sat with a box of the most expensive Pringles we had ever scoffed. The gate was remarkably quiet until we discovered that we had arrived so early that I had seen the previous flights' gate number. Our flight was leaving from gate 8 and we watched it leave from the wrong side of the doors. Our bags were ejected from the plane and we had the fun of talking our way back through security with tickets that said we were somewhere else!

**So, once again "Not to plan!"**

# RIBAX Raid 3RD JULY 2019

Five RIBs and 4 Axopars decided it was worth circumnavigating the Isle of Wight on the 3rd July. Why the 3rd July? Because it existed and the tide was right. The human race prefers not to retrace its footsteps, so going around something appeals. At least 45 Club Members felt like this on the day and, after a quick briefing to discuss everything that could go wrong, the Raid of nine met off the starting box and then headed at 20 kts plus to Alum Bay.

The minimum speed required for the participants was 20 kts so, in the case of the weather suddenly worsening, the Raid could quickly take cover in the Solent.

Alum Bay sands are a bit passé but the gun embrasures at the west end are not common knowledge and the fact that there is a service shaft practically from sea level to the battery above indicates the size of the tunnelling inside. The authorities at the time were concerned that gunboats might try and make it up the Hurst Channel in WWII. In 1903, the guns in the batteries up on the cliff facing seawards were considered obsolete and were tipped over the edge into Scratchells Bay.

The bravest in our Raid, a RIB called *Amber of Lymington* then did a dance with the rocks and threaded The Needles! The water was clear enough to pick out the pitfalls and the helmswoman obviously had ice in her veins. For most, this is a top of the tide flirt with danger.

The remainder skirted Goose Rock and then could pick out the flood tide swirling around the boiler of the *Varvassi*, the inner most part of this wreck. The *Varvassi* drifted on to The Needles on the 5th January 1947 after engine failure in stormy weather. She was carrying tangerines and Algerian wine. The official records show that not much of the cargo was recovered. According to local legend, the West Wight enjoyed Algerian wine for some time! Anyway, good to pinpoint the wreck for the next Round the Island Race!

A steady motor took the Raid into Scratchells Bay (Scratchells apparently another name for the "Devil"). The shaping of the chalk cliffs in Scratchells Bay were worth a gander, the impressive curve in the cliff probably caused by the wind and sea. St Anthony's Rock could easily be seen with the top just awash close into the east end of the bay.

A dark stain in the water offshore from the rock marked the wreck of *SS Irex*. A three masted sailing ship, she left Glasgow on 24th December 1889 bound for Rio de Janeiro with iron sewage pipes aboard. Storms lead her to shelter in Belfast Lough till the 1st January, she then made it past the Lizard but increased weather drove her up past Falmouth until, mistaking The Needles light for a pilot boat, she drove ashore on the 24th January in Scratchells Bay. 29 of the crew were rescued by breeches buoy up the cliff, 7 drowned.

Just around the corner from Scratchells Bay is a hole high in the cliff. This was the exhaust port when

they tested the Blue Streak Rocket motor in 1955/56 in a cavern inside the Needles Down. In the end, the whole project was aborted.

The Raid went offshore to enjoy the sweep of the cliffs along Tennyson Down, before heading in to gaze into Lord Holmes's Privy, a cave right under the cliff which goes in for about 15 metres. In fact, there are 5 caves along with the Privy: the Parlour, Kitchen, Scullery and Cellar. Lord Holmes is meant to have entertained friends in the caves back in the day. A Lord Holmes was Governor of the Isle of Wight in 1693 but there have been others since.

Whilst huddled under these cliffs, one tried not to dwell on a rock (or chalk) fall! The latest slippages were apparent where the chalk showed the whitest.

Watcombe Bay opened up next with the Redoubt Fort above. This is one of Lord Palmerston's forts built in 1856 as there was concern that French troops could land in Freshwater Bay.





There is meant to be a tunnel down to Watcombe Bay. Freshwater Bay has been heavily invaded by tourists and ice cream, and though pleased to see it, the Ribax Raid took flight to Atherfield Ledge, enjoying the vista of West Wight and knowing they were passing over Dinosaur footprints in the rocks in the shallows.

Travelling in Britain is normally directed by pub names but going around the Isle of Wight shipwrecks seems to be more appropriate, if rather gloomy. On the 31st January 1892, the *SS Eider* went hard aground on Atherfield Ledge in thick fog on her way to Bremen. Tugs were called and the passengers taken off but, after a gale, the crew were taken off as well as, interestingly enough, bullion!

A footnote to this is that, in 1885 aboard the *SS Eider*, Friedrich Trump, grandfather of 45th U.S. President Donald Trump, immigrated from Bremen, Germany, at the age of 16. He was escaping a harsh life in Bavaria and presumably made good in the USA!

St Catherine's was approached close in by the nudist beach and well inside the overfalls and then rounded within a stone's throw. One of the crew was pleased to point out the house where he was married, just east of the lighthouse but was somewhat coy about his courting escapades in this area! The view back to The Needles and beyond

was spectacular and the rocky coast leading up to Ventnor, absorbing.

Suddenly, there was a hail from one of the leading boats and 4 dolphins nosed up to the Raid and gave us a beautiful swim past. Seeing these creatures in their element never fails to lift ones' spirits. We were to learn, on mooring up in Ventnor, that there had been 40 or so gambolling off the harbour earlier that morning.

Venturing into Ventnor refuge needed a deep breath and determination when looking from outside. In fact on the day, with a smooth sea, we are able to push and shove 9 boats into the free area to the west side of the harbour. The east side is reserved solely for commercial fishing boats. A very nice man called Gary helped us in and made sure we were comfortable. He works for Cheetah Marine, based there, who made The Club boat *We're here*. The shore side provided coffees, ice creams, toilets and a chance to stretch our legs. There was also a paddling pool with the Isle of Wight in the middle. We could have saved a lot of effort on the day in coming over by ferry and just paddling in the pool around the Wight!

Dunnose just to the east can have heavy overfalls, however, on this day it was just a little lumpy but all eyes were on the unfolding panorama of Sandown Bay. Firstly, came Luccombe Bay which was used by smugglers

and did have a little fishing community that was destroyed by a landslip in 1910. Steps can still be seen going up the cliff.

This area of the bay is believed to be haunted by the *HMS Eurydice* which sank off Dunnose on 24 March 1878 with the loss of 300 people. People on the beach at Sandown were watching her crossing the bay with a large black cloud growing further offshore. The squall enveloped the ship and, when it cleared, only the top of the masts could be seen above water. It was discovered subsequently that she had been sailing with her lower gun ports open! We passed quickly at 20 kts.

Sandown and Shanklin have, on average, more sunshine than anywhere else in the UK. It seems to have attracted holidaymakers keen on a bucket and spade holiday and 'what the butler saw'. One of our crew said, as a youngster, it was the best holiday he had ever had (at the time he was living in Yorkshire).

Lunch at Seaview Yacht Club (SYC) was looming so throttles were opened and Culver Cliff skirted close to but then the shallows inside Bembridge Ledge traversed with care. The shallows come out a long way and can easily be seen in the clear channel waters.

It would have been fun to include a peek into Bembridge but keeping a Raid of 9 boats on time has its limits



when it includes a narrow twisty channel with a bar at the beginning and another beckoning at the end. Throttles were opened at St Helens Fort and a lone Spitfire buzzed us on our way. The Raid was disbelieving that the organiser had arranged this flypast!

SYC was a delight. Though based around small boats, they have an impressive mooring area and an efficient RIB service run by students for the summer. Our RIB driver explained she drove in the summer and worked as a boat builder in the winter and was well through her apprenticeship. Good to hear these skills are still carrying on. The 45 of us decanted onto the upper floor and were soon fed and lubricated by a friendly staff.

RLymYC has a wonderful view, but it was interesting to sit in the sun at SYC and look at the shipping entering the Solent and Nomansland Fort and then across to the Millennial tower. SYC has a fleet of Mermaids (a 26-foot open sailing boat) that they rent out for regattas nearly every week in the summer.

Lunch really terminated the day, the most interesting part of the circumnavigation was done. Most participants know the Solent well; some went straight back to Lymington however, we went on to Wootton. It was a falling tide so as we reached the furthest point (the road bridge with a clearance of about 1 metre), we had to keep moving. It is a delightful and interesting creek with

a welcoming bar at the Royal Victoria Yacht Club which has interesting memorabilia on its walls.

Our run home took us into Gurnard Bay to have a peer into Gurnard Luck harbour at the mouth of the Luck stream. Exiting just west of Gurnard, it is a home to small shallow motorboats. Then inside Gurnard Ledge, which had plenty of water for us and, after a detour to see the seals in Newtown, back to the Lymington River.

All the skippers kindly confirmed their safe arrival home on WhatsApp so that the Solent Coastguard could be advised that the Ribax Raid could be deleted from their watch list.

***The final question is where next?***  
**NICK RYLEY**

# Jeanne Socrates

## CIRCUMNAVIGATOR EXTRAORDINARY!

Many cruising sailors dream of making a circumnavigation. Very few of those actually get away and of those who do, maybe half fail to complete the voyage.

It's a daunting prospect and usually a pretty challenging experience too. How then to salute Club Member Jeanne Socrates who, on September 7th 2019 successfully completed her fourth circumnavigation, sailing solo, non-stop and unassisted from Victoria in British Columbia around the five major Capes in the Southern Ocean in her 38 ft Najad 380, *Nereida* which she had cutter-rigged. Dogged by more than her fair share of storms, sail and gear damage and, towards the end, frustrating calms, she was at sea for an amazing 340 days.

Jeanne already held the record for being the oldest female solo circumnavigator, a record she established when she completed her third voyage in 2013. That took 259 days. By her latest achievement she set a new record, that of being the oldest person to sail solo nonstop unassisted eastabout around the world. Along the way Jeanne turned 77.



An earlier attempt on the record had been due to start in October 2017. *Nereida* was on the hard in Victoria for last-minutes checks. Climbing aboard, Jeanne had the misfortune to fall from the top of the ladder breaking her neck and several ribs. She might have taken such an accident as a warning from some unseen spirit that further solo voyages were not recommended, but, no. She underwent the necessary surgery, endured the period of convalescence such injuries require and resumed her preparations, finally setting sail in October 2018. This is a very determined lady.

Jeanne wrote a very detailed Blog during her voyage and Members who would like further details should go to [www.svnereida.com](http://www.svnereida.com).

We were delighted that Jeanne was able to give a lecture to The Club Members about her recent trip and at that lecture had honorary life membership of The Club bestowed upon her in recognition of her great achievement.

**DICK MOORE**



# Racing Round-up

A glance at The Club's Racing Results website makes it very clear that hardly a week goes by without a major regatta taking place under The Club's auspices! The main Club fixtures include the eighteen races of the Early and Late Series of the Thursday Night Keelboats (see separate report).

As a lead in to this series, Simon van der Byl as Race Officer braved the fickle Spring weather to run eight very successful races (two a day) in the Gallagher Insurance Spring Series. Nine IRC boats competed with ten J/80s, thirteen LAH boats and nine Nordic Folkboats. Not satisfied with eighteen evening races on the trot, 17 boats showed up for the very enjoyable Late Late Series which lost one race to bad weather, but this was compensated by three golden evenings on The Solent.

Equally demanding in time and commitment is The Club's Monday Night Dinghies series – also 18 evenings with major participation from the popular Lymington River SCOWs in particular. The Fast, Medium and Slow dinghy fleets struggle to match the SCOWs numbers and The Club is considering ways to improve the racing for these other dinghies which may prefer the races run by our neighbours, the Lymington Town Sailing Club (LTSC). Certainly with Steve Green as Race Officer and Ann Brunskill marshalling the very able Race Team on the balcony

in all winds and weathers, dinghy sailors are assured of good racing. The Monday nighters are now adept at ferry avoidance tactics and how best to play the lottery for a successful Club finish in dying breezes! Many dinghies are raced by Juniors on Friday nights and once again, the race team deserve great credit for running Spring, Summer and Autumn series from April to September.

John Turner masterminded the eight Duo races in three fleets – IRC, J/80s and LAH. This season, six Duo races were sailed with Andy Maskell's Contessa 33 *Challot* winning the IRC Class, Toby Collyer in *Traffic Jam* winning the J/80s and John Turner himself winning the LAH class in his Dehler 29 *Dynamic*.

Amongst our open events, we hosted the Lymington Optimist Open 1-2 June; the RS Tera and Aeros Open 18-19 May and the Topper Open 23-24 June. These events are often sold out and The Club buzzes with activity as juniors vie for trolley spaces as well as space in the changing rooms. Some breezy weather for the 505 Nationals



9-12 May expertly managed by John Whyte, produced some startling images as these now classic dinghies planed their way up and down the Solent, using gate starts and windward-leeward courses in the main.

Other open events run by The Club this year included the Contessa 26 Nationals 7-8 September and the J/80 Nationals narrowly won by Chris and Hannah Neve after seven very close races.

The Solent Gaffers annual race sailed on the last day of August led to a win by Andrew Patterson in *Codling*, well ahead of Barry Dunning in *Rosenn* and John Chilvers in his Cornish Crabber, only on corrected time!

**ALLAN HILL**



# Racing Roll of Honour

Sailor	Event	Class	Position
Santi Sesto-Cosby	Optimist Argentinean Nationals	Optimist	1st International 4th Overall
Oliver Phillips Henry Patten	Tera Southern Awards / Pro Sail	RS Tera	1st & 2nd
Harry West Max Tait	Tera Southern Awards / Sport Sail	RS Tera	1st & 2nd
Santi Sesto-Cosby	Awarded the Best International Performance in 2019 by a British Sailor & awarded the trophy for the most consistent performance overall in 2019.		
Sienna Mordaunt	IOCA Winter Championships	Regatta Fleet	1st
Annabel Luxton Morgan Smith	Hobie 16 Youth World Champions in Fort Myers, Florida	3rd	
Harry West Dan Vaughan	Independent Schools Inlands 2019 at Andrew Simpson Watersports Centre, Burghfield	RS Feva	1st
Max Tait Jacob Cross	Independent Schools Inlands 2019 at Andrew Simpson Watersports Centre, Burghfield	RS Feva	2nd
Freya England Evie Cameron	Independent Schools Inlands 2019 at Andrew Simpson Watersports Centre, Burghfield	RS Feva	4th
Annabel Luxton	Nacra 15 World Championships	Nacra	25th (2nd GBR boat)
Sam Webb Oliver Baddeley	RS Feva RYA National Junior Ranking 2019/2020	RS Feva	1st
Santi Sesto-Cosby	RYA IOCA National Rankings for 2019	Optimist	1st
Santi Sesto-Cosby	2019 Volvo Gill Optimist End of Season Championships	Optimist (Main Fleet)	1st
Emma Breese	2019 Volvo Gill Optimist End of Season Championships	Optimist (Main Fleet)	1st Junior girl 2nd Girl overall
Leo Gosling	2019 Volvo Gill Optimist End of Season Championships	Optimist (Regatta Fleet)	2nd
William Heathcote Haydn Sewell	Winter Championships, Weymouth	420	2nd
Andy Maskell Ballard School team	Cowes Small Ships Race	Contessa 33	1st
William Heathcote Haydn Sewell	Autumn Championships, Rutland	420	1st
Luke & Emma McEwen	RS800 National Championships	RS800	1st
George Richards	RS800 Junior National Championships	RS800	1st
William Heathcote Haydn Sewell	470 National Championships	470	1st Youth
William Newton	Dartmouth Regatta	J105	2nd
Chris & Hannah Neve	2019 J/80 National Championships	J80	1st 1st Corinthian
Davil & Brian Earl	Javelin Nationals	Javelin	1st
Oliver Hill H2 Sailing Team	Cowes Week	Under 25 Trophy	Win
Santi Sesto-Cosby	Volvo Gill Optimist British Championship - Senior Fleet	Optimist	1st



Sailor	Event	Class	Position
Emma Breese	Volvo Gill Optimist British Championship - Junior Fleet	Optimist	1st
Henry Heathcote	Volvo Gill Optimist British Championship - Senior Fleet	Optimist	2nd
Max Crowe, Mike Crowe, Jeremy Baker	Cowes Classic Week	XOD Fleet	1st
Camron Bignold-Kyles	IOCA Traveller Series	Optimist - Main Fleet	1st
Brian and David Earl	Javelin Europeans 2019	Javelin	2nd
Liam Willis	RS Aero UK National Championship	RS Aero 9	1st
Tim Hire	RS Aero UK National Championship & International Open	RS Aero 7	3rd
Vita Heathcote Ryan Orr	470 Junior European Championships	470	2nd
Leo Wilkinson	Topper World Championships & Topper National Series	Topper	1st
Abby Hire Alice Davis	RS Feva Worlds	Gold Fleet	3rd Overall 1st Girl
Tim Hire	RS Aero UK Youth Championships	RS Aero 7	1st
William Heathcote Haydn Sewell	Youth World Championships, Gdynia	420	4th
Jack Graham-Troll	Laser 4.7 Youth Nationals	Laser 4.7	1st
Vita Heathcote Milly Boyle	420 World Championships, Villamoura	420	1st Women's Fleet
Ocean Hughes	RLymYC Optimist Open	Optimist Regatta Fleet	1st
Leo Gosling	RLymYC Optimist Open	Optimist Regatta Fleet	5th
Santi Sesto-Cosby	RLymYC Optimist Open	Optimist Main Fleet	1st 1st Overall
Henry Heathcote	RLymYC Optimist Open	Optimist Main Fleet	2nd
Ben Mueller	RLymYC Optimist Open	Optimist Main Fleet	4th
Abby Hire	RS Feva UK National Championships	RS Feva	5th
Camron Bignold-Kyles	Eric Twiname Event	Optimist	1st
Henry Heathcote	World and European Team Selection Trials, Weymouth	Optimist	2nd
William Heathcote Haydn Sewell	RYA Youth National Championships, Weymouth	420	1st
Vita Heathcote Milly Boyle	RYA Youth National Championships, Weymouth	420	1st Girl 2nd Overall
Henry Heathcote	Optispring International Regatta, Port Zealande	Optimist	2nd
Vita Heathcote Milly Boyle	Spring Championships, Weymouth	420	1st
Tim Hire	Steve Nicholson Memorial Trophy	RS Aero	1st
Noah Evans	WPNSA Optimist Winter Squad	Optimist	4th
Henry Heathcote	WPNSA Optimist Winter Squad	Optimist	3rd
Santi Sesto-Cosby	WPNSA Optimist Winter Squad	Optimist	2nd

# SCOWs

***Believe me, my young friend, there is nothing — absolutely nothing — half so much worth doing as simply messing about in boats.***

**KENNETH GRAHAME, WIND IN THE WILLOWS**

The 226 members of the SCOW Division enjoyed a huge variety of activities throughout the year.

What did we do in the Winter? We walked each week through the marshes and on the sea wall and in the forest; we enjoyed talks about sailing around mainland Britain in a Wayfarer, walking in Nepal and Antarctic Years.



We shared suppers, Annual Dinner, SCOW Christmas Cheer and Spring Back to SCOWing.

Spring was heralded by Rory Paton's talk on Preparing for the Sailing Season, Buoyancy testing by Meriel and Dan McCarthy and a rigging workshop with Rory Paton and John Claridge. On-the-water coaching sessions were led by Catherine Maguire and Sarah Richards.

What did we do in Summer? 93 SCOWs ventured out on one or more Club organised events. 75 to race, 50 to potter.

Our Tuesday night series of races for the Hinxman, Alexina and Captain's Trophies was blessed by the weather, although sometimes challenged by the tide. Eleven boats started the Hinxman on 28th May with Catherine Maguire and Kat van Soweren taking the trophy.

On 11th June the Alexina was won by Rory and Alex Paton from a field of 14. Finally, on 9th July Rory and



Alex were back as Captain's Trophy winners, first home in a fleet of 12.

On Monday evenings, we averaged 16 boats in both the Gold and Silver fleets. On one occasion the total number of SCOWs starting reached 44 (the record is 46 SCOWs in 2018).

The Figure of Eight Race was sailed on 23rd June with 18 boats starting. Winner of the single-handed trophy was Mike Urwin. Winners of the double-handed trophy were Rory and Alex Paton.

The SCOW Inter-club Challenge was sailed on 8th September with five teams entered: two teams from RLymYC (a slightly older and slightly younger team) and visiting teams from Oxford and Cambridge Sailing Society, Hurst Castle Sailing Club, Keyhaven Yacht Club and Yarmouth Sailing Club. The RLymYC younger team came second to the older team by a margin of 2 points.

Both the Figure of Eight and the Interclub Challenge were followed by wonderful teas provided by Gillie Pearson and her team.

We hosted the SCOW National Championships on 20-21 July.

Saturday's racing was abandoned because of high winds but Sunday saw three races completed. Mike Urwin was the best single-hander from a fleet of twelve and Sarah Richards and Pippa Wakefield best double-handers from a fleet of eight.

Meanwhile, the Potters continued in strength. 33 Potters were planned but roughly a third were cancelled because of the weather. The average turnout when we did sail was 13 SCOWs.

Probably the highlight of the pottering year was Threading The Needles. Completed at the second attempt on 11th July with 24 RLymYC SCOWs and smaller fleet from Keyhaven.

The voyage to Yarmouth and onwards up the River Yar was successfully accomplished by 15 SCOWs on 19th September at the third attempt.

Joint potters with sailors from Keyhaven Yacht Club have been successful, one in Keyhaven and a return fixture in Lymington.

The last week of the SCOW sailing season started with a visit to the National Oceanographic Centre





and sampling mud with a grab. Very informative and great fun. The week was completed by two Potters. Good exercise and bracing conditions with the weather saying 'end of season'.

From all these events, winners of the Christine and Vince Sutherland trophies emerge and the trophies were presented at the SCOW Annual Dinner. The Christine Sutherland Trophy is awarded to the person who has shown strong support of the fleet and in doing so scored consistently well through the entire racing season and was presented to Rory and Alex Paton. The Vince Sutherland Trophy is awarded to the volunteer of the year and was presented to Sebastian Chamberlain.

On behalf of the whole Division, I thank my fellow committee members, who do all the hard work, in particular, Bob Blatchford (Vice Captain and Racing), Melissa Carrell (Co-opted to overlap with Bob, who is standing down, and elected as Vice-Captain at the AGM), Katie Ould

(Secretary, Treasurer, Talks and Social Events), Catherine Maguire (Racing), Frances Evans (Walks) and Graham Neal (Potters).

We also thank all our many volunteers who check us in, help launch and recover our boats, run our races and Potters, ensure our safety, give us tea after racing and Werther's during Potters and walks. Without you, SCOW events simply would not happen. Thanks also to The Club's staff who do a brilliant job, often unnoticed, but without whom most of our activities wouldn't get off the ground.

**DAVID WELLER**  
**CAPTAIN OF SCOWS**



in Southampton on 28th October. twenty-seven Members thoroughly enjoyed a talk by Simon Boxall about Climate Change and the Cape Farewell Project. This was followed by 3 hours in Southampton Water on the *RV Callista*; measuring temperature & salinity, trawling, plankton sampling

## JUST SO WINS THE JOG OFFSHORE AND COASTAL CLASS 4 SERIES

*Just So* competed in the offshore and coastal race series this year. The offshore included Cherbourg, St Peterport, St Malo, Alderney and a race to Weymouth which was substituted for the final cross channel race owing to the severe conditions. The inshore comprised several weekends with racing on the Saturday and Sunday and a few individual day races. Destinations included Poole, Yarmouth Weymouth and Cowes. Next year JOG will be coming back to Lymington for the final racing weekend.

The conditions varied from almost no wind to far too much! For both the inshore and the offshore series the championship came down to the last race. Both final races were conducted in challenging conditions. For the last offshore it was a downwind blast in 26 kts of true wind with wind over tide and big seas off the coast past St Albans, where *Just So* hit 15.5 kts with the kite up, which was particularly difficult as instead of a full team of 8, there were only 4 in total. The final inshore race in The Solent was in even stronger conditions, with up to 35 kts of true wind being recorded and the photo included here is from

that day. *Just So* won both final races and secured a win for both series. JOG maintained its reputation for combining friendly social events with enthusiastic participation by the crews at most of the events!

We also won our class in the Spring Series this year and my son William, who sails her two-handed offshore, won the RORC Morgan Cup overall and the RORC J109 trophy for the best overall J109 result.

**DAVID MCGOUGH**



# Thursday Night Keelboats

Thursday night keelboat series of evening regattas remains one of The Club's most popular and competitive events. Great credit is due to the organisers of this series of eighteen regattas involving over a hundred boats throughout the season with over eighty boats attending on some evenings and over 400 sailors in the bar afterwards!

Jenny Wilson kindly served as the Race Officer for the whole series, ably assisted by a large volunteer Race Team organised by Mary Hill. Prizes for the series were made possible by the generous sponsorship of Spencers New Forest.

// Sponsoring the RLYM YC 2019 Thursday Night Racing has been a very positive experience for us," said Rob Batten, Director of Spencers New Forest. "We have enjoyed a depth of engagement with The Club and its Members that has increased during this very popular and competitive sailing series. //

The series begins in April each year following the lead-in from the also popular Spring Series sailed on Sunday mornings. The main Thursday night event is divided into nine Early Series and nine Late Series races with the follow-on in September for the very committed in the form of the Late Late series.

This year we had no cancellations due to wind and weather although there were both very fresh evenings and some glorious sunny floaters! The results which can be found on The Club website aptly illustrate the competitiveness of the fleets with the lead changing between the Early and Late Series, with fresh entrants appearing amongst the top three. Although highly competitive, the whole Series is sailed in a good natured and sporting manner with very few protests and even fewer off the course settlements in the car park afterwards! This spirit probably accounts for some of the popularity of the event and we hope to see even more entrants next year.

The largest fleets remain the Nordic Folkboats and the J-80s so winning overall in these classes over 18 races is no mean feat! The larger IRC-1 boats cut quite a dash in a fresh breeze giving the Race Team on the Committee boat, protected only by a rather flimsy inner distance mark, a considerable thrill! IRC-2 hosts a range of boats with sports boats competing with Swans, Impalas and Contessas. The LAH-1 fleet is similarly diverse with LAH handicaps ranging from under 1 to 1.2 for the VX One *Beep Beep*. LAH-2 enjoyed many close races with Richard Newsom, the new owner of *Crystal* making major progress in the Late Series. In the LAH-3 fleet, there were some consistent performers with Richard Truscott frequently making a good showing at the finish after appearing from nowhere on the course!

The J-80s, by contrast, provided the greatest spectacles with several broaches apiece on windy nights. Their request to the Race Officer for suitable windward-leeward courses was duly met and with deft arrangement of nearly invisible inflatables, a decent separation was maintained between the faster and slower boats. As many of the J-80s came to the line as entered the J-80 Nationals so we hope we can keep the numbers up despite the hike in dry sailing costs being exacted by the

Berthon Marina. If only we had more quayside space in the river, dry sailing such boats could be much more affordable than the berthing costs in the two marinas.

If you want tight racing, then buy a Nordic Folkboat! With 32 in the fleet and twenty or so boats on the start line every Thursday, the fleet often finished with less than ten minutes between the first and the last boats.

The Late Late Series is proving quite popular with 17 boats showing up for a committee boat start at 5pm. The earlier start does make it harder for working skippers and crew to make the line in time but the racing is good with three of the four races sailed in idyllic autumnal sailing weather.

Our platform and committee boat challenges have continued since the platform repairs were not ready for the Early Series. Without the Wilsons' Orkney 24 motorboat *Elida*, we would have been in difficulty – many thanks for lending The Club this boat. The platform repair was eventually finished but the new cross-member meant that The Club launch, *We're Here*, could not moor as easily as before and we have ended up with a larger gap between boat and steps. These shortcomings are to be addressed for next season.

**ALLAN HILL**



© Paul French



# Nordic Folkboats

2019 was a bumper year for the Nordic Folkboat Fleet, numbers have grown year on year and the fleet is in excellent health!

In the course of the season, between April and the start of October, there are in the region of 80 starts for Nordic Folkboats in the Solent, and many of the keener race crews will make some 50 to 60 starts.

The two most popular events in the Calendar, as always, are Folkboat Week in August, and the Thursday Night Racing at The Club.

A record 32 entered the Thursday Night Racing, including several boats based in Yarmouth. On two occasions there were 24 boats on the start line, a turnout for a mid week Club race of which any sailing club would be proud, even in the Baltic, where the class is strongest. As in 2018, the Nordic are far and away the most numerous fleet in Thursday Night Racing, and the standard of competition in this One-Design fleet remains high.

In the early series, *Crackerjack* dominated with seven wins, and had to discard one of her wins in the final result. *Jen* was second and *Chavala* third.

In the late series, *Crackerjack* was again the winner by some margin, with *Bonnie* and *Tak* in second and third.

On Saturdays, they race in either the Saturday Points Series, or the West Solent Series, the latter generally consisting of slightly longer races.

In 2019, the Saturday Points Series comprised 15 races with up to 7 discards. *Tak* and *Mistral* were tied on points at the end of the season, with *Tak* the winner on a count back, *Mistral* second and *Padfoot* in third.

Meanwhile, in the West Solent Series, which includes the Round The Island Race, *Mistral* was the winner from *Padfoot* and *The Otter*.

The Nordic fleet also runs an informal handicap system in Saturday racing to give boats further down the fleet the chance of a prize. *Mistral* was the winner of both the Saturday Points Series and the West Solent Series on handicap... questions are being asked of the handicapper!

For Folkboat Week, there were 42 entries in the Nordic division, believed to be yet another record. Almost inevitably, *Crackerjack* came out as the winner with *Mistral* and *Madelaine* in second and third.



The prospects for 2020 are looking good. The Fleet is strong and competitive on the water, but friendly and convivial ashore with several social events culminating in the Christmas prize giving dinner.

Racing organised by the RLYM YC remains the main focus of competition for the West Solent Nordic Fleet.

**CHRIS BALDWICK**



# 420 – 470 summer

No sooner had I finished sitting my A levels, I was off to Portugal to train for the International 420 Class World Championships in Vilamoura. The build-up to such a major event is always super exciting as the teams arrive from more and more countries, the levels of training intensify as the exam-lockdown-rust is worn away and we recruit our racing mentality.

Milly Boyle (my crew) and I knew this would be our last event in 420s; we have had SO much fun over the last 4 or 5 years, winning the U17 Europeans in Hungary and a Silver medal at the Youth Worlds in Texas last year, but we hadn't been able to afford to go to the World Championships for a few years as they had been held in Australia and America. So this was our second and final shot at the 420 World Championships, and we weren't feeling prepared in the slightest! I think this actually took a lot of pressure off us and allowed us to keep a cool head and just keep it simple. We were one of the most experienced teams in the fleet and I had confidence in our tactics. As long as we weren't making stupid mistakes, we could do this (in theory).

As soon as the racing started we knew that we could win; the big sea breeze conditions suited our power and teamwork – I have 100% trust in Milly - even when she's underwater! We had some stiff competition; the Spanish teams were particularly strong, and some amazing pairings from Germany, USA, Greece, Italy, and

Poland all capable of winning races. But when the final series started, and conditions changed to a light, fickle offshore breeze, we continued to bang in the results and now it would just be a matter of hanging on.

On the final day conditions were awful – super light and unpredictable, this was no way to end a championship. We still hadn't had a bad race and our score totalled 24 points. Next were the Spanish, Italians and Greeks all on equal points – 51, so that gold medal was as good as in the bag!!!

With the wind playing tricks on us we put in 2 really average races and felt our lead crumbling away – the worst feeling ever, especially bad as there were 3 races scheduled, and the Italians and Greeks were on fire!

One race to go and we still had 5 points in hand over the Italians; our plan was to start beside them and just stick with them for the race, no big deal. In fact, in some random act of madness, we ended up starting at the opposite end of the line, banging the opposite corner and rounding



the windward mark pretty much last – and the Italians were leading. Worst feeling in the world. Milly and I were actually laughing because it was the only way to fight back the tears! By the second downwind leg the wind had dropped to sub 5 kts and we were toying with the idea of the race being abandoned- surely not.

Two guns were fired from the committee boat. We both collapsed into the bottom of the boat and I felt my heart being released from despair and disappointment! Now we just had to wait for the race committee to make the call whether to abandon it for the day or try another race. I've never been so tense in my life. AP over A. Thank \*\*\*\* for that! Cheers from all around the racecourse, RIBs charging in flying the Union Jack and then it was all a blur of spraying champagne, being lofted upon strong shoulders and up onto the podium for a very heavy, very gold, medal. May or may not have done a bit of celebrating! Finally conquered The World! I cannot describe the feeling! And what better way to do it than with my best friend. What a totally awesome 4 years it has been and man I'm gonna miss it! It's over and out from Vita and Milly.

I was still on a high when I arrived at the North of Spain for the 470 Class Junior (U24) European Championships, in Vilagarcia de Arousa. I had teamed up with Ryan Orr, an experienced crew from Lymington because World Sailing had selected the 470 as the mixed class for the Olympic Games in 2024. This was my first foray into this







© Paul Wyeth Marine Photography

Olympic class boat and we would be up against some serious mixed pairings. I was excited about our potential, but also nervous that we just wouldn't be able to compete against such professionals.

First I had to work out how to sail this new boat. Really it's just a big 420, but with much more power and many more controls. We trained hard and though it felt different to be sailing with a boy, I was pleased that we had a good rapport and would make a strong team.

When racing started I was amazed and thrilled to find us second at the first windward mark. We lost it all downwind but the angles were something I needed to work on. The next race, same again but this time we were able to hold our lead to take the bullet!! It was all coming together and we felt stronger by

the race. As the racing went on the French, Italians, Polish, Swiss, and Spanish were snapping at our heels and much of the fleet spent their evenings in the protest room, which was quite new to me. After 7 races (2 into the final series) we held a strong lead over the World Champions, but then the weather took a nosedive and it became unseasonably cold and wet. This killed the sea breeze, which we enjoy so much, and the final 4 races we were fighting to stay in the game. In the end, it all came down to the medal race, and it was another Italian pairing who came through to claim the gold but we took the silver medal. It felt like another massive achievement, like we were really on to something.

When I got home (after more than a month away) I barely had time to wash my clothes before I was off to

the RS200 Nationals in Torbay, then straight to Cowes to helm a pro-crewed J70 and from there I would have gone straight to Lake Garda to helm for the European Champion crew at the 29er Europeans. Unfortunately by halfway through Cowes week the big days out on the water and the big nights out celebrating had caught up with me, and resulted in severe tonsillitis. It was time to hold up the white flag and retreat home for recuperation!

Achieving what I have this summer wouldn't have been possible without the support of "Cecil Wright", who sponsored both my 420 and 470 sails, and "Moore Blatch", whose grant was a huge contribution to my summer event expenses. You can't make World Champions in one summer! We have been building up to this for 4 years, receiving increasing support from them. Sailing, perhaps more so than many other sports, is a game of snakes and ladders but they have continued to believe in me through the highs and lows; I am extremely grateful for their support.

Ryan and I are now plotting our next moves in the 470, altogether more serious, measured and professional...

**VITA HEATHCOTE**



# Classic Channel Regatta 2019

As the Contessa 32 is approaching its 50th Anniversary in 2021, we have been included as a “modern classic” in this thoroughly enjoyable Regatta. This Anglo/French collaboration has been running biannually since 2005 and this year attracted over 80 classic yachts from the UK, France, Belgium, Holland and Ireland.

The Regatta consists of two days of racing in Start Bay, an overnight race to St Helier, a day race to Paimpol and two races round the Isle de Brehat.

My husband, Guy and I were joined by my brother, Chris, an ex-Contessa 32 owner, on our boat, *Ripple of Kyle*. A total of six Contessa 32s gathered in Dartmouth at the end of June – the biggest single one design. Hosted by the Royal Dart Yacht Club, where I spent many happy hours dinghy racing as a child, the first event was the Parade of Sail. We assembled in line motor sailing up the River to just below the Higher Ferry, then back down the western side of the River to give all the spectators a good view. We learnt quickly to avoid long bowsprits!

We had two days of champagne sailing in Start Bay with the delightful backdrop of the Devon coastline. At the Dartmouth Prize Giving we were very pleased to get 3rd in our Class. The Old Market Square in Dartmouth had been taken over for the Dinner. Endless

supplies of gin, wine, beer and food with the added fun of a local band, meant there were a few sore heads in the morning!

The following day we set off for St. Helier. It was not our best race, as we seemed to find more than our fair share of calm patches with boats sailing around us, but we arrived safely in St. Helier where we were all berthed on the waiting pontoon. The disadvantage of being one of the smallest boats was that we ended up being rafted seven boats out. While admiring all these beautiful classic yachts it was quite an obstacle course!

Another prize giving and party followed; we has been warned that the sailing got in the way of the parties !

Paimpol was our final destination. An exhilarating downwind sail with our big spinnaker meant we covered the 46 nm in just over 6 hours. Getting the spinnaker down in a stiff breeze is always

exciting when sailing short-handed! As you can image, getting 80+ boats through Paimpol's lock on free-flow required very impressive planning by the Regatta Team. We were greeted by crowds on the lock and harbour walls, a huge Union Flag and Tricolor hanging from a crane and a wonderful Breton pipe band. A history of each boat was read out with the crowds clapping us in. Once again, we were the outside boat, but only five out this time. Ashore another welcoming drinks party sponsored by the local Cider company!!

The following day was described as an “Interlude” day with various trips organised. We thought it was only right to visit the sponsor, the local Cider company, where we sampled the local product.

There were two races on the last day. We left and returned on free-flow, so a long day was planned. First things first, a picnic. We were each given a croissant, a huge baguette filled with local cheese, a pastry and wine – half a bottle each! The first race started







with a beat up the eastern side of the Ile de Brehat, round the north of the island and finished to the north west with the spinnaker up in light airs against a building ebb tide. We worked very hard trimming all the time, praying the large boats would not blanket us with their huge sails and eventually crept over the line.

The idea was that all the boats would anchor up for their picnic before the next race but by the time we had motored round to the start of the next race, we had no time. Boats were finishing after us, so the committee postponed for half an hour. The last race started in even less wind but after a rather exciting start on starboard where we encountered a boat on port who didn't seem to understand the rules, we made a great start and worked our way to the first buoy. We crept round way in front of everyone else in our class and set off for the

finish. Then the fun began, from beating, to spinnaker reaching, to running, to gybing all on the same course, a screaming 4 knot tide, to say our finish was nail biting is the understatement of the year. I had my finger on the engine starter button and Guy had the throttle fully down, just in case, but we made it! Clearing the Committee Boat by only a metre. In our relief we forgot to take our time and position, but they assured us later that our position had not been missed.

The final sailing event is the "Danse des Classiques". All the crews were in fancy dress of some kind and we paraded round a course being viewed by the Committee Boat and a full Vedette from Paimpol with locals cheering us on. There were pirates, Astrix and Obilix, not forgetting Dogmatix, people ballroom dancing and assorted blow up characters, all accompanied by music and the odd drink or two!

Then back into our groups to get back into Paimpol on free-flow. It was after 10pm before we got back in but many of the restaurants had stayed open and the parties continued well into the night.

The final day involved various games – dinghy races with the crew having blindfolds on being told to go left or right, an International Cricket match with UK against the rest of the World, International de Boule with France against the rest of the World. Prize giving and an amazing party in the Salle des Fetes with wonderful food, drink and a Breton musician playing French and English sea shanties! To end, superb fireworks!!

An amazing week which I can thoroughly recommend. Roll on 2021 when *Ripple of Kyle* will go back!

**ZOE DARBY**



# Dinghy Report

With a near-perfect season of Monday evening dinghy races, a sell-out crowd at the Lymington Dinghy Regatta and our two Christmas events in loaned SCOWs to bring sailors from all the fleets together, 2019 was a great year for The Club's dinghy sailors. That's not counting the dozens of open meetings, junior and SCOW events which are covered elsewhere in this edition of PotterShip magazine.

Monday Evening Dinghy racing is ever popular with 127 boats including 56 in the Fast, Medium and Slow Portsmouth Yardstick fleets and 71 SCOWs in the Gold and Silver fleets. Our experienced race teams and safety boat volunteers demonstrated their usual cheerful competence in all conditions, making the racing such a pleasure for those of us lucky enough to be able to take part. We were also very fortunate with the wind; only one race was blown off in each series, and we had a great evening for the mid-season Pursuit Race.

Whilst the racing is run to a very high standard, the whole point of Monday evening racing is to get out on the water and have fun, so don't forget that The Club has two SCOWs and several Fevas that can be hired by Members if you don't currently have your own dinghy. For the less experienced, dinghy sailing lessons can also be arranged through The Club and various race coaching events are run through the year. Dinghy parking is getting better with the efforts made by John Tudor and Stuart Watson to maximise the useful space.

The seventh edition of the Lymington Dinghy Regatta was shared again with LTSC, which means we can host up to

120 boats and attract a good number of visitors to boost the competition in the local fleets. Paul Hemsley took the reins for this year's regatta organisation and did a super job with lots of new ideas especially for the Saturday night social. We enjoyed a rolling raffle through the evening with excellent prizes from Nick Cox and Harken, an Oppie full of free beer, lovely Club grub and a very amusing magician. Despite light winds our race team managed to run the races well and everyone enjoyed the regatta's trademark tea and doughnuts ashore. As a date for your diary, the regatta weekend in 2020 is set as 11th and 12th July.

Those dinghy sailors who wandered further afield have come home laden with silverware. The Club's Members have won an impressive list of championships in 2019:

420 Women's World Championship  
*(Vita Heathcote & Milly Boyle, (see separate article)*

Topper World Championship  
*(Leo Wilkinson)*

Optimist National Championship Senior fleet  
*(Santiago Sesto-Cosby, with Henry Heathcote second) and Junior fleet (Emma Breese)*



Aero 9 National Championship  
*(Liam Willis)*

Javelin National Championship  
*(Brian and Dave Earl)*

RS800 National Championship  
*(Luke and Emma McEwen, with George Richards and Greg Brown first Youth Team)*

Aero 7 Youth Championship  
*(Tim Hire)*

Laser 4.7 Youth Championship  
*(Jack Graham-Troll)*

420 Youth Championship  
*(William Heathcote and Haydn Sewell).*

Still to come as I write this are the popular post-Christmas Peter Andreae and Penguin Trophies, sailed in SCOWs generously loaned by Wednesday Junior Sailing. The events at the end of 2018 went well, with equal enthusiasm for the closely-fought racing in front of the clubhouse and for the tasty refreshments ashore.

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

**LUKE MCEWEN**  
**CAPTAIN OF DINGHIES**





# Dartmouth Regatta

Three Lymington boats attended the 175th Regatta at Dartmouth; *Just So*, (David and Will McGough) and *Jelly Baby* (William Newton) both in IRC Class 2, and *Jaywalker* (Bob and John Baker) in IRC Class 3. *Jelly Baby* was crewed by Club Members Tom Filose, Bill Darley, Mark Harris, Rod Clark, and Dave Wilson .

*Just So* arrived in Dartmouth from the Channel Islands having just completed a JOG race. *Jelly Baby* had gently cruised to Dartmouth over two days, enjoying a social gathering in Portland; however cruising along the Jurassic coast in thick fog in the midst of a power boat race was a new experience!

The keelboat part of the Regatta for IRC rated boats takes place over four days, starting on the Wednesday. Three days of windward-leewards and triangles and with a coastal race on one day counting for double points.

Preceding the keelboat racing the Old Gaffers and Dinghys had raced, the Rowers had rowed including the Gigs, which looked slow and arduous, but they were cheered on by an enthusiastic crowd appearing from the pubs at the appropriate moment!

There had also been a passage race from Brixham for the competing Torbay boats on the Tuesday.



© Paul Gibbins

A promenade concert took place on one evening, and fireworks on two evenings, combined with various other attractions in the Park.

To celebrate the 175th anniversary, the Naval College arranged it's own concert with HRH Prince Andrew in attendance. One of *Jelly Baby's* crew attended and was very impressed.

The Guard ship in the river was, as in previous years, the Trinity House vessel *Patricia*.

Classes 2 and 3 IRC both had nineteen boats in their class. For the four days the wind was fairly consistent with a North westerly breeze varying between 15-25 kts. Start Bay is a great place to race, with minimal tides and wonderful scenery.

In Class 2 six boats were very much to the fore in ascendancy, the final result being in doubt until the last race. In the end *Jelly Baby* and *Just So* finished second and third respectively; *Just So* also won the J109 trophy.

As we motored down the River Dart to leave on the Sunday, we passed the Royal Dart Yacht Club, receiving a cheery wave from the Race Officer, busy cleaning up the committee boat. Hopefully we will see him again next year.

All in all, a great week of sailing and entertainment.

**WILLIAM NEWTON**



© Paul Gibbins

# The Kraken Cup 2019

**Bang** it's 6am on 1st January 2019 and what a way to start the year; that was the start gun for the Kraken Cup, a race from the north tip of Zanzibar, through the archipelago and on south towards Mozambique. We would be sailing "Ngwalas", traditional Tanzanian fishing boats, which are basically dug out mango trees with outriggers, bamboo masts and cotton sails.

Of the 23 teams from all around the world 3 had come from Lymington: Kate and I (fortunately!) had paddler/climber Matt King on board; Neil McGrigor was crewed by David Nicholson and Tim Kary; and Charles Nicholson had Sam Price and Tim Cropley. The other teams were a mix of professional sailors, right through to optimistic adventurers with little previous sailing experience.

We had 9 full days of sailing, and though we set off just as it was getting light every morning, we had to work hard to get to our destination by nightfall. Often the wind alone wasn't enough to propel you fast enough, so this had to be supplemented by paddling. We rotated around the boat but when things got sticky Kate took the helm, wedged in to the tiny cockpit; I was the monkey, balancing on the outrigger for balance and trim; and Matt was in the sewer, baling and/or paddling. The boats are not very stable though, so when rotating around it can be a bit twitchy.



Though the design of these boats is at least 1500 years old, many of the teams enlisted the help of local fishermen to haul the boats up the beach and pimp them to the max.

The French and the Swiss teams, more used to racing trimarans around the world spent days trying to bend the rules on what alterations were permitted. Everyone had their own tracker attached, plus flares, torch and GPS as we were often out of sight of land or any other boats.

Each morning there was a terrific buzz as we prepared for the dawn start gun, the air filled with excitement for what lay in store that day. The racing was taken quite seriously by pretty much every team, or at least those in the running. A Le Mans start gives all sorts of opportunities for skulduggery – pushing, tripping, ducking, anything so that you can get to your boat first, then paddle out of the bay, get into the breeze and away. One thing was for sure though, it would be thrilling, utterly beautiful, and with no shortage of dramas! Clear water over white coral sand is a beautiful thing, and it makes you very happy indeed to feel at one with it. We even grew to adore our rather short, fat mango tree. Flying fish abound, falling into the boat when they hit the sail which provides some entertainment. Some of the coral reefs are very dramatic, and made all the more so with the myriad and abundance of colourful fish. Sometimes we had no choice but to all dive overboard and immerse ourselves in such a spectacle.

Sailing past an army firing range wasn't so blissful however, as the soldiers decided to use the boats as target practice!

Every evening all joined together around a camp fire, eating the fish



we had either caught or (more likely) bartered for with local fishermen. Kate became increasingly busy attending to a wide array of wounds and afflictions. The best sleeping was in hammocks, otherwise tents. Or if you really weren't bothered about the scorpions and crabs crawling over you all night, then out in the open like Matt!

One day gave us plenty to write home about. We had spent the night in rough bamboo huts on a surf break just south of Dar es Salaam, and all night the breakers crashing on to the beach had given rise to a fear amongst many of the crews. The nearest island is 55 miles away but this was a no-go because it is occupied by outcast fishermen with no chief, and anyone who tries to land there is robbed – in fact last year one boat was forced to land there, and the crew were stripped naked and tied to a tree! The next island, a further 7 miles on, and the next another 5 after that. Yikes; 62 miles in a mango tree felt like it might have been a bit too far for one day.

The first challenge however was to get the boats out through the surf break, and unless you got the timing and the angles just right you were swamped or rolled. Anyway off we set, a good 2 hours later than usual, and it soon became apparent that the boats couldn't point high enough to get round the first headland. As they don't tack either, you have to gybe; but if you give away too much this becomes very hairy indeed. One crew couldn't quite complete their gybe before the swell carried them helplessly, dashing them on the



sharp coral reef, where their mast was broken, sail shredded and hull severely battered. The crew also lost a fair amount of flesh as they too were tumbled over the coral. Fortunately they were a resourceful bunch, being traditional boat builders, a paramedic and a seamstress, so 2 days later they were back in the race. But this was just the start of the carnage for the teams; as the day progressed a tropical storm came in – only 11 boats were to make it to the island that night, the others scattered around the reefs and atolls of the southern Zanzibar archipelago. A ferry went down too, and 2 days later when one of the Kraken crews was playing catch up, they came across the only 3 survivors, clinging to some bags of coconuts from the wreckage.

Our dramas seem quite tame by comparison, we just had to deal with what was in front of us. The first thing was to get round the headland, which, thanks to some powerful paddling from Matt, we were able to sail high and fast so avoided slowing down in the lulls. He also had to bail like a madman as the big sea was filling us up as fast as it was possible to bail.

We knew there was a big reef 12 miles offshore, and there had been much talk about which side to go, inshore or offshore. Our plan was offshore, as it offered the most direct route to the second island, and not the one occupied by the bad guys. In reality there was a boat ahead with 2 hired guns on board so we

would simply follow them, and take the risk out of navigational errors. As the storm swallowed us up all hell broke loose. The swell built into walls and we watched the boat in front pitchpole – uh oh there goes our navigational comfort blanket! We close hauled to check they were OK and apart from swearing a lot they said they would self recover. Unfortunately, the only other boat in front of us also capsized. They were some way back inshore so we had to gybe – the hairiest of the whole trip – and sail over to check they too were OK. By now we had completely forgotten about the reef, and only remembered when the waves became much steeper and in the troughs we could almost touch the coral! There were giant turtles too, which we found quite reassuring, but we had no idea whether it was possible to make it over or not, and as we were regularly being surfed at 10 kts there was no turning back!

As it was getting dark we realised that there was no option but to lead the fleet to the first island – the one we were forbidden to go to. As we approached on the leeward side a group of men dressed in rags emerged from the trees and, machetes in hand, stood at the top of the beach. Despite an atmosphere of menace, I couldn't help but notice how beautiful the island was, crystal water, pure white sand, huge crazy shaped shells dotting the beach like something from a children's book. It's not easy to negotiate with a gun to your head, but as Kate and Matt

packed the boat away and what remained of our depleted fleet limped towards the island beneath the setting sun, I went to seek peace with our hosts.

I picked out the guy who looked like he might give us the most trouble, smiled for all I was worth and shook his hand firmly. "You must be the Chief?" I asked him, reassuringly. Patronising I know but when he replied that he was in fact the "Chief Executive" I knew we were home and dry. They took me to their huts where I chose some fish for everyone and, perhaps over exercising my newly discovered negotiating skills, got them to prepare and roast the fish for us. Anyone with a machete became a "policeman" and they stood around the perimeter of our tents all night protecting us from, well, themselves.

The Kraken Cup was a fantastic adventure with never a dull moment but it was no tropical cruise. Next year it is in June, and carries on south well into Mozambique. After that it will head across through the Comoros Islands to Madagascar. I would recommend it to anyone who is comfortable with paddling all day (dehydration and exhaustion), being in a little open boat, held together with sisal twine, out of sight of land, waves crashing, all around you being rolled, but at the end of the day, happy to enjoy a cold beer (I know it was January, but just the one...)

**GEORGE HEATHCOTE**



# XOD Division

Once again a very full year of racing running from April to October. It's been eventful!

The Division was very well represented in Cowes Classic Week with three particularly good results in everything from super-light to very strong winds. The regatta was won by X33 *Clare de Lune* (campaigned by Max and Mike Crowe and Jeremy Baker), X72 *Venus* (Nik and Roy Froud) was third, X78 *Fury* (Jonathan Clark) eighth and X32 *Ibex* ninth after unfortunate gear failure. This was another great result for X33. We are very pleased to welcome Jonathan and Gill Clark who have moved to Lymington with their boats *Fury* and X173 *Heyday*. Gill is also the new Secretary of the Class Association so another welcome addition to our community.

Some interesting weather during Cowes Week made for survival sailing. That didn't appear to affect Simon "Fumesy" Russell from Hamble in *Swallow* who finished first with the Friday still to go. This might explain why he didn't actually make it onto the water on the last day of the regatta! X32 *Ibex* was third (Paul Woodman, Oli James, and Phil Lawrence). X78 *Fury* was eighth and X179 *Xpeditious* (James Markby) tenth. We're always pleased to have Past Commodore Phil sailing with us as he escapes from the Volvo Ocean Race because he sets a benchmark standard for sun tans... (Incidentally, Woody is probably still thinking "what might have been..." after two superb first places... sadly still not enough to beat *Swallow*!)

Lymington XOD Week was again a great success, blessed by fine weather and fair winds. We also had the benefit of excellent and flexible race management courtesy of John Whyte, ably assisted by Malcolm McKeag and the rest of the team. We had 28 boats racing which made for excellent competition. We would have had more if the weather on



© Paul French

the day before the event hadn't prevented some boats from East Solent joining us. As it was we had a good number of visiting boats and we were able to accommodate them on The Club pontoon. Unsurprisingly, Lymington boats did well: X48 *XL* (the Patons) won the regatta; X78 *Fury* (Jonathan Clark) was second. Attendance (both sailors and their families) was really super, and is on an upward path; we hope to have more than 35 competitors in 2020.

A really memorable party at James Markby's house near the Yacht Haven; fantastic organisation by James and his wife Carolyn meant we had good music, good craic and lots of gin... All

we need to do next year is hang on to the gate money.

### **Lymington results:**

The Saturday series was won by X48 *XL* (Rory Paton), followed by X179 *Xpeditious* (James Markby) and then X32 *Ibex* (Paul Woodman). 28 boats took an active part and we were able to hold 13 races despite some poor weather at the beginning of the season. We had nine different winners this year on Saturdays – don't you just love one design racing?

Wednesday racing – Phil Brewer really only started racing when the weather warmed up but he has been incredibly consistent since then:



© Paul French



6 firsts, a second and a third... (not mentioning his retirement trying repeatedly to make it back up to 'H' in a strong ebb tide after unusually tacking much too early!). We've had 30 boats racing on Wednesdays although not all at the same time.

X179 *Xpeditious* (James Markby) won the Autumn Saturday Series, followed by X32 *Ibex* (Paul Woodman) and then X5 *Madcap* (Chris Torrens). Despite some poor weather we had 20 boats competing which is really excellent.

The Autumn Wednesday Series saw X48 *XL* (Rory Paton) just ahead of X5 *Madcap* (Chris Torrens), and then X16 *Mystery* (John Miller, back on the water having been allegedly "resting" during the early season).

And finally the Autumn Scratch series (23 boats) was very closely contested initially resulting in a tie, only decided on count-back: X48 *XL* (Rory Paton) nudged out X32 *Ibex* (Paul Woodman); the difference coming down to a DNC. X5 *Madcap* (Chris Torrens) was close on their heels in third. (It might have been so different: X63 *Astra* sailed by our illustrious Captain, Steve Adshead, got a 1st and 2nd out of their three finishes... and X72 *Venus*, Nick and Roy Froud, a 1st and 2nd from their three races).

Lastly, it's great to see some of our most experienced sailors still like to cool off when the going gets tough: Ado Jardine's back-flip off X140 *Lucrecia* into the briny early in the season was truly a thing of beauty and sets the stylistic tone for all future MOB's.

Of course none of this would be possible without the fantastic support of The Club Office and volunteers. Many hands make light work and we have many hands to thank but we should certainly name a few: Vicky and the Boatmen without whom nothing would happen, Judy McConnell single-handedly organised our volunteers and our Race Officers Mrs. Baldwick, Green, Hay, Hoare, Knox, McGill, McKeag, Stickley, Tilley, Trundle, Whyte, Wilson and, of course, their teams deserve our special thanks for excellent race management through our long season. Thank you all very much.

Oh, and the cakes after racing were super!

**JOHN TUDOR**

## TALL TALES AND SALTY SAILS

Having owned a Laser for 5 years I was comfortably yachting along at the back of the fleet with other gentleman sailors. I became aware that something called an RS Aero kept whizzing past and in increasing numbers. It was a single hander but seemed much more exciting and indeed might make it difficult to sell a well-used, over 20-year-old Laser with a non-standard sail.

Fortunately, a gentleman at Christchurch thought it was the best thing since the Ark and bought her, leaving me free to purchase a second-hand RS Aero with a 7 square metre rig. What excitement to be swimming at the back of the fleet again, as I had in the early days of the Laser.

In my second season I entered a Southern Area Championship being held at Lymington. I entered on the basis if I could stay upright and not be last it would be a good result. Joy, I achieved that in the first race. In the second race as I approached the finishing line it was tight with the boat just ahead and with "joie de vivre" I threw the helm down and slung the boat across the line and myself backwards into the water. There was a strong ebb tide off Lymington with a gusty south westerly blowing. RS Aero's are difficult to right and accepted practice is to lunge over the transom with the boat head to wind. I achieved the lunge but broke the tiller off when I landed on it!

The days sailing was over. As you would expect from a Royal Lymington event the safety boat was swiftly alongside. As it was lumpy, I asked them to leave me

be whilst I dropped the mainsail and sorted myself and then come and pick up the tow. I dropped the mainsail and carefully rolled it up as the boat drifted on the tide. All packed away, I beckoned the safety boat and with a flourish she swept alongside at the same time as a bigger wave pushed me into them. Over I went upside down again. Anyway, no problem as we quickly righted the Aero to find the carefully rolled mainsail was gone into the depths. An expensive weekend, a new tiller and a new mainsail.

Three weeks later my friends Sean and Mike Hobby were walking their dog on the beach at Barton-on-Sea when she started snuffling around in the flotsam and jetsam of the tide line and then tugging at something. Lo and behold my mainsail, grubby and salty but settable.

So, if you want to visit Barton-on-Sea, fall in a strong ebb tide off Lymington and 3 weeks later you will be there!

**NICK RYLEY**



# Youth & Junior Roundup

This has been a very exciting year for the Juniors in terms of activity, honours, innovation and racing success. Some of this is covered in more detail in other reports, but here goes with a summary:



Our Juniors have won 6 National Championships and 3 World Championships in various Classes.

Over two days in August a group of nine Oppies and a SCOW cruised from Portland to Lymington, with a stop-over in Swanage. A great adventure they will never forget and we are hoping for more fun next year now that we have Julia Barber in the new role of 'Junior Captain of Adventures'. This recognises that there are always some youngsters who just want to go sailing, but not racing.

Our under 8's can now join the 'Shipmates' who sail at Salterns on summer Sunday mornings and socialise a lot. In charge is Jo Elliott. The first year has been a great success.



Congratulations to four of our over 18 ex-Juniors who benefited from a

grant from The Club for training in Etechells at Cowes, and subsequently got good results in the class championships. Well done Hattie Rogers, Robby Boyd, Henry Collison and Max Crowe. The Club wants to build on this to provide some structure for the 18-25's, a source of good teams for the future.

We have introduced bone conduction headsets as a training aid which can transform communication between coach and a group of sailors, especially when conditions of wind, wave and engine noise make it very difficult to hear anything at all. They allow the coach to talk (not shout) to the sailors without distracting them from the job in hand.

Sarah Richards as 'Co-ordinator of Special Events' has organised two 'Try a Boat' days to help those planning to transition to another fleet, including a racing rules session (thank you David Brunskill) and a secondhand dinghy clothing sale. On her agenda is the junior prize giving and party, and the junior Wednesday evening lecture, both in January.

Looking ahead, the RS Aero may be selected for the 2022 Youth Summer Olympics in Senegal, and will likely become the Olympic singlehander. We may be ahead of the game, and

we have started a fleet under the leadership of Jane Homewood. Tim Hire has given us a flying start in this class by winning the Aero 7 Junior Championship and making third in the senior event.

Friday Evening Racing has again been a success with an average of ten starters - thank you Steve Green and all the volunteers. We have now moved the start to 1815, and allowed adults to crew. Next year we hope for more participation from WJS and LTSC, and The Club would like to add family sailing, to make the Friday evening a real family social occasion.

As to honours, Emily Mueller and Alice Davis were voted 'YJ Youth Sailors of the Year' and Sammy Griffiths won the Sportsmanship Trophy at the Optimist Selection Trials for stopping to help a fellow competitor who had capsized on a very windy day.

It is the 'hard yards' of training out on the Solent in whatever weather that ultimately brings success. Tough sometimes and character building, but we make it fun. Whatever the fleet, and whether it is training or racing, and whether they realise it or not, the youngsters get so much more: friendship, teamwork, determination, confidence, independence, the building blocks of life. This year there were 154 training sessions, 99 of them in Oppies. For this we are grateful to the fleet captains for all the planning, to The Club for office help, for the RIBs and to the boatmen for keeping them running, to the JSOODs who take the on-water responsibility, to our many coaches and finally, to the parents who are so supportive.

Thank you young home-grown coaches George Richards, Nik Froud, Robbie Boyd, Hattie Rogers and Olly





Dowson-McGill for your input, and to our Olympians Nick Rogers and Sarah Gosling for enthusing our mini-Oppies.

**Turning to our fleets.**

With apologies because only a few success stories get a mention, we have both the National and the Junior Optimist Champions in Santi Sesto-Cosby and Emma Breese. Runner up was Henry Heathcote. Furthermore, eight of our sailors were selected by IOCA to represent UK in events abroad in Antigua, France, Estonia and Holland. Back home, Cameron Bignold-Kyle won the Oppie fleet at the Eric Twiname Championship. The fleet is strong at

the moment, but we do need a new intake each year.

**CAPTAINS – VALE, RICHARD BREESE AND DAN HOWE**

The RS Tera Fleet has been busy with Saturday training and is very active in Friday evening racing. Seven went to Brightlingsea for the Nationals and Harry West had the best results. We now have a second Tera in The Club hire fleet thanks to WJS, and we hope to purchase a third using the surplus in the 2019 Junior account.

**CAPTAIN – NICOLA WEST**

Abby Hire and Alice Davis became RS Feva Girls World champions and third

overall in Italy. Sam Webb and Ollie Baddeley came 23rd in this event but have since rocketed to be No.1 in the UK rankings. Looking ahead we have hopes for a great year with our four Club Fevas (which have had a lot of use), the four now at LTSC and several in private ownership.

**CAPTAIN – DAVID BIGNOLD**

The 29er fleet is quiet at the moment, but it may revive when the Feva sailors move on. However, Ben Mueller and Freddie Lonsdale are successfully working their way up the UK rankings.

The Laser fleet have the 4.7 National Champion in Jack Graham-Troll and, although it's not one of our Club's pathway classes, the Topper World champion is Leo Wilkinson. Both are junior members and trained with us last winter.

**CAPTAIN – RUPERT BADDELEY**

The 420 Fleet has had a resurgence and done really well. Our boys, Heydon Sewell and Mani Heathcote, and our girls Vita Heathcote and Milly Boyle both won at the RYA Youth Nationals. Vita and Milly went on to become Girls World Champions in Spain. A fleet of six took part in The Club Junior Week.

**CAPTAIN – JOFF MCGILL**

**Onwards and upwards  
MAX & JEREMY VINES**

**SHIPMATES** JO ELLIOTT

Shipmates was created to provide opportunities for younger Members (under 8) to enjoy The Club and begin to have confidence around the water before they can make use of the RLymYCs Junior Members' Programme. We were delighted to be able to join the Salterns Sailing Club as an Associate Group this year which has given us Sunday morning sailing from March to October. We are enjoying the fantastic facilities available and that gives the children lots of time around the water; rowing, sailing, biscuit eating, pirate ship playing, wind vane making, anchoring and other activities. These sessions have attracted several new family Members to The Club and it's a great opportunity for Member parents with young children to meet in between wading out in the pond (in waders) and supervising snack

time. We're looking forward to developing the Shipmates further in 2020 alongside the already established Kids Teas and Movie Afternoons.



# RLymYC Junior Regatta

This year's Royal Lymington Yacht Club Junior Regatta (August 5-9) certainly had its moments as the strong winds and choppy conditions called for last minute course changes across all four fleets.

The mid-week All Fleets Race to Yarmouth was cancelled, the prize giving moved to Thursday night and Fun Friday invented for those wishing to have fun in the river on the last day. Out of the 100 young sailors competing only the most experienced were able to race on the first day, with an increasing gusty forecast for the rest of the week. Safety boats, mark layers and motherships were kept extremely busy.

The pivotal role of Andrew Eady and his highly experienced volunteer team of safety and mark layers cannot be praised enough. When it comes to the safety of competitors and all those on the water they are absolutely the best. We are indebted to their unfailing cheerfulness, skill and quick thinking. We are also grateful to those who turn their boats into motherships for the wet, cold and nervous sailors (welcome back *Crossbow*), as well as those who generously lent committee boats and RIBs.

Gold Fleet Race Officer Malcolm McKeag delivered great racing for the advanced mixed fleet of 16 RS Fevas, and eight 420 sailors. They raced in 14-18 kts of breeze and choppy



conditions on Day 1 completing three races. Days 2 and 3 proved more challenging. Tuesday saw breezes of 18-22kts and Wednesday, consistently delivered 20kts+. By the end of Day 3 every Gold Fleet sailor was, according to Race Officer McKeag, "a fully paid-up member of the 20+ kts club with associated unlimited bragging rights."

Happily this breeze was always with the tidal stream, giving only a slight sea and on each day three good races were slotted in before the tide turned and the chop began to show its teeth.

In many respects this fleet showed what Lymington Junior Regatta is all about: young sailors pushing boundaries to test their talent whilst having fun. Several Optimist and Tera sailors moved up to Gold, keen to test their skill in the racier three-sail Feva; some of the new 420-crews were Feva sailors experiencing for the first time the trapeze-assisted Olympic trainer. New Feva sailors Henry May, Henry Cogan, Freddie May, Charlie Cogan, Sol Chamberlain-Hyde and Nico Impett are to be congratulated, as well as Henry Patten and Jack Stewart, new to the 420.

Thursday 7th August (Day 4) brought a whole new set of challenges for all the fleets with a light breeze (less than 8kts) from the south and a course with a strong cross-tide. The decision was made to get as many races in as possible to secure a series and hold the prize giving that evening. A bonus for those volunteers, coaches and parents racing in Cowes Week.

Silver Fleet Optimist sailors were, in the words of Race Officer John Whyte, 'simply amazing'. It was a fleet of determined sailors (16 Optimists and 14 RS Teras) who enjoy "adrenaline-rush" racing. For John's race team the key challenge was to keep 30 boats and young sailors safe; so they didn't race on Day 1.

The race team tried to get them sailing on Day 3 but although competitors were towed out to Oxey Lake the wind proved too strong for them to race. The following day mark layers Martin Kemp and Paul Dodson led Silver off the dock early to sail four races in light airs and complete a 9-race series. Although it would have been possible to run a







fifth race John Whyte realised that his competitors were just too tired to sail safely in such conditions. Leo Gosling in an Optimist and Henry George in a Tera both achieved seven wins. They were exceptional. Silver Fleet's two coaches were of a higher caliber than usual, Olympic medallists - Nick Rogers and Sarah Gosling!

Racing for the Bronze Fleet was revamped this year to focus strongly on "fun sailing" and confidence boosting instruction for the younger sailors. While some children did capsize they all bravely carried on sailing and kept smiling.

Experienced youth sailors Alex Paton, Ben Curry, Emma Bennett, Freya Baddeley, Jonny Tait, Kate Wharmby and Tim Hire took on the Bronze Fleet coaching role this year. As a result the improvement in the younger sailors' boat handling, seamanship skills and confidence was rewarding.

The Wednesday Junior Sailing SCOWs went out racing with the less experienced as crew and a good competent helm. For many youngsters it was their first experience of sailing in race conditions so thanks must go to SCOW helms like James Waterhouse (13 years) and Josiah Gething (13 years) who demonstrated considerable maturity in looking after their younger crew.

SCOW Race Officer, Ken Kershaw ensured his competitors had lots of fun every day – Fyffes had donated 300 bananas to keep up the sailors' energy levels, plus lots of banana inflatables which were deployed after racing by sailors armed with water pistols against a defenceless but game SCOW race team!

Beach Master Sebastian Chamberlain together with stalwarts Michael White and John Evans organised an efficient launch/recovery service on the slipway.

Once again Sebastian with fellow SCOW owners Chris Cecil-Wright and Michael Hampton offered generous sponsorship for prizes.

No protests for International Judge David Brunskill but he was in demand answering questions from young sailors on how to 'seek redress'.

Jane Clegg was training two future new recruits for Bridge 2020. The dulcet tones of Heather Burrell and Nigel Lang were audible all week over the airwaves communicating activity on the water back to those ashore under Jane's guidance.

The tally system welcomed back experienced hands - Gill Baldwick, Sue Perry, Jean Venn, Nicky Duffin, Jacqui Stokes, Anna Willard and Delmar Evans. New recruits were Emma McEwen, Penny Tyas, Jenny Vine, Carolyn Trimming and Kate Hutchinson.

The unfailing cheerfulness (despite the long hours and rate of pay) of the race office, BBQ team, lunch ladies and the breakfast butty crew is the magical ingredient that brings Junior Regatta to life. We certainly couldn't survive the week without egg mayonnaise rolls, bacon butties, tuck shop sweets or the endless cups of tea and coffee made by volunteers.

Thank you to everyone for the amazing support and enthusiasm that makes this event happen every year. We appreciate that Junior Regatta requires a significant commitment from the RLymYC as well as competitors and volunteers, especially as Cowes Week followed immediately after, so grateful thanks to the office staff, boatmen and bar and catering team.

Through the generous support of Lymington Yacht Haven, and The Harbour Commission we will continue to nurture talented young sailors to the highest level of our sport. We are really lucky to enjoy the generations of National, European, World and Olympic champions who return to offer help.

Finally thank you to Vicky Lean, our Sailing Manager and PRO Gary Barnett who together with Andrew Eady and myself organise Junior Regatta.

Please sign up for next year since we simply can't run this event without you. 2020 dates are Monday 17 August - to Friday 21 August. Cowes Week is 8-15 August, 2020.

**SHIREEN CROWE**



# Coasties Expedition

## WEYMOUTH TO LYMINGTON IN OPTIMISTS, VIA DURDLÉ DOOR, OLD HARRY AND THE NEEDLES

In late July, ten intrepid Royal Lyminster juniors, Dirk, Johnny and Olin Rogers, George, Freddie and Henry May, William and Angus McEwen, Tabitha Davies and Leo Gosling, aged between eight and fourteen years old, sailed their Optimist dinghies from Weymouth to Lyminster over two days.

Leaving Weymouth early on Wednesday morning in a light westerly as the sun rose, and with a building flood tide under them, they made Durdle Door mid-morning, all sailing through the arch. In a building breeze, the Optimists kept the pace to make the tidal gate at St Alban's Head before the ebb started. Fifteen kts gusting 20 helped them all sail aggressively in big waves to round Anvil Point and into Swanage for a late lunch, swimming off the beach and a well-earned hot shower at Swanage Sailing Club. The children had achieved an amazing day's passage of over 25 miles.

Thursday morning saw a very light east south easterly, just enough to sail to Old Harry, and then the long 12-mile beat offshore to Bridge Buoy off to the west of the Isle of Wight in blistering sunshine on a glittering sea. With

great excitement they all threaded the Needles to start the home run. The wind died in the lee north of the Island, but the Optimists made good progress anyway, swept towards Hurst Narrows on the strong flood while the sailors boarded each other's dinghies for a mass water fight and a cooling swim. The breeze returned off Keyhaven, a start line was set, and with a 3-2-1-GO, the race was on, through Oxy to the finish at Royal Lyminster Yacht Club. Another big day for the children, of nearly 25 miles.

Expedition leader Nick Rogers had got every call right: 50 miles in two days, an adventure which will be forever remembered for sailing skill, dogged determination and fearless fortitude, tiny children in tiny dinghies.

**DOMINIC MAY**





# 35 Years of WJS

WJS celebrated its 35th Anniversary this year! This was another busy year with a very special party, new boats and lots of fun on the water. The regular stalwart volunteers were joined by very welcome new faces, which was fantastic. We are greatly indebted to The Yacht Haven for the continued support to WJS.

The highlight of the year was the 35th Party which was attended by HRH Princess Anne. HRH was keen to get on the water where she saw many activities organised for the sailors, collecting ducks, pennants and hats. There was a word search around the river, a tug of war off the rowing pontoon and Origami boats being built on the forecourt. The sailing marks had been transformed into a flamingo, monkey and dinosaur to sail around. HRH visited various groups of past and present WJS volunteers and sailors. This included Dr Jonathan Rogers who founded WJS, and Roger and Jenny Wilson who were Head of WJS for many years. The visit culminated with the naming of a new SCOW, *Royal Coral* and cutting of an enormous cake.



This year we added 6 Hartley 10's to our fleet which have proved to be very successful. The sailors enjoy being able to sail with their friends in a stable and easy-to-sail boat. We were very fortunate to have the blue one, *Patricia*, donated by Father Bill Bowden on behalf of his mother who used to enjoy sailing at Lymington. We had a special naming ceremony in May. Andrew Eady spent many hours designing and building a key clamp stand with various volunteers, this has proved very successful.

The weather was windy on many Wednesdays this year, but we

were lucky to lose only a couple of sessions. We managed a few sails past the wave barrier out to the river entrance, and one around Pylewell Island. These excursions are enjoyed by both sailors and RIB crew, and give greater depth to the sailing experiences of the young sailors having to contend with tide and waves.



We are greatly indebted to all the volunteers who give up their time on Wednesday afternoons. Sue Seddon has run her office team with her usual expertise. Claire Sowry has spent a lot of time organizing our RIB rota, which has proved very successful. Kristy Powell with her usual enthusiasm has been fantastic at teaching on the water. Many thanks to all who



come and help, it is amazing how many volunteers we need! This year we have been very short of qualified instructors and as we are governed by the RYA ratios we sometimes have had to turn sailors away.

On a sad note we recently heard of the sudden death of Jo Lowis who ran the rowing pontoon with such enthusiastic and expert tuition. Jo lived life to the full, always visiting interesting places and brought a wealth of experience to WJS. She will be sadly missed by us all.

The end of season Prizegiving was a fun celebration to the end of another year with Dr Jonathan Rogers presenting the prizes. Jonathan started WJS 35 years ago with support from other Club Members. Anouska Farrelly won the Jolly Roger for being an excellent role model always willing to help others, and a competent sailor.

Please come and join us next year for more fun on the water.

**ALI HUSBAND**  
**HEAD OF WJS**



# GP Inspire

We were fortunate enough to have the amazing opportunity to take part in the Sail GP Inspire Program representing the RLymYC between 9-11 August 2019. The Inspire Program, which was run in conjunction with the actual Sail GP weekend in Cowes, was designed to inspire the next generation of young sailors to be excited by the future world of sailing.

Nine pairs of sailors participated, all being drawn from south coast clubs. Few of the pairings knew each other, let alone had sailed together, whereas we had just spent the previous four days having lots of fun sailing a 420 in Junior Week at The Club.

On arriving at the UKSA in Cowes, we quickly got familiar with the other participants in the program. The Rooster staff allocated brand new Rooster kit to all of us and sent us off to go and get changed. During Junior Week, Tom helmed and I crewed, and we chose to continue with this arrangement. Neither of us had ever sailed a catamaran before, so the RS Cat 14 posed a new challenge.

We were surprised to hear that we would have the opportunity to sail with one of the six Sail GP team skippers. We were able to meet the skippers and collect their autographs and then we were lucky enough to be assigned to the British skipper Dylan Fletcher! After we got to know Dylan on the tow out, we hoisted the sails and received basic catamaran coaching as we got to know the boat.

Midway through the day, we started playing around with the spinnaker. Unfortunately, as we bore away, we hit a wave and the boat stopped but I kept going and swung all the way around the front of the boat, stopping right next to the trapeze on the other side. After climbing back on-board, we carried on to the next mark. However shortly after we hit a huge gust, which knocked us onto our side and allowed for the great photo. This now seems to be the photo of the event, appearing on the Sail GP, Yachts and Yachting and Rooster websites!

On Saturday, the plan was to have a tour of the F50s in Southampton, but, due to extreme weather conditions, those people staying in Cowes were unable to cross the Solent. Saturday was therefore called off.

Sunday morning brought more stable conditions as we took a RIB from Lymington to Cowes over the short sharp swell. We got to UKSA, changed, had our briefing and launched. The morning consisted of two practice races, in which we finished 3rd and 1st, before we

stopped for lunch. A shore promo session followed, with the Sail GP Inspire program being introduced to the Cowes crowd.

This set the scene for the live race that followed. An action packed start saw a promising beginning of the race, but the pressure of having a crowd watching on and a helicopter capturing the race from above saw our race take a turn for the worse. The final result of 8th did not live up to our hopes following the two practice races.

After a quick prize-giving, with trophies made out of the broken British F50 wing and a handshake for all of us from Sir Russell Coutts, we went up to the grandstand to watch the actual Sail GP racing. One of the highlights of the racing was seeing the USA boat capsize. However, it was unfortunate to see the British team pull out after suffering a hydraulic nosebleed. The incredible technology that goes into making the Sail GP F50 cats was showcased at the highest level when Tom Slingsby and crew, from Team Australia, broke the 50 knot barrier crossing the finish line! This speed seems unimaginable to us, being two 420 sailors.

Thanks to the Commodore and the Captain of Juniors for supporting us whilst in Cowes. The whole experience has widened our horizons about the high performance sailing world and the career possibilities in the field of high speed sailing. We have both learnt so much over the last few days and we can't wait to get back onto the water. Winter training in the RS Aero squads beckons...

**ABBY HIRE**





# Feva World Championships

At the end of July this year, my helm Alice Davis and I took part in the RS Feva World Championships in Follonica, Italy. Around 200 boats, 400 sailors raced in the event from over 23 countries. The opening ceremony was amazing, consisting of a parade through the streets of Follonica and on to the welcoming of every country at the beach.

The first two days brought good conditions with a steady breeze, providing a good six races. It was very important to layer up on sun cream between races because the sun was so hot! The first two days made up the qualifying series and the final three days we raced in our fleets of gold, silver and bronze. To make sure that we got into gold fleet, we sailed a cautious qualifying series without risking it all on the start line. We qualified for the gold fleet in 15th position which we were happy with.

The rest of the week was very enjoyable. Having qualified for gold fleet, our plan was to get consistent results as high as possible. By the end of Wednesday, we had climbed one place to 14th. Thursday brought a lighter breeze and shifty winds causing many black flags, especially in the gold fleet but luckily we were not over in any races. After a very good day, we counted a 6th, 9th and a 12th. Many of our competitors were not as consistent and had a mixture of good and bad results including the black flags, enabling us to climb the leader board 8 places to 6th.



Friday was great with a good breeze but still shifty. We only had two races, however, they were very good ones for us and we placed a 3rd and 7th, pushing us into 4th. This was really 3rd position as the pairing in 1st only qualified for the open category as it was helmed by ex-Olympic sailor Simon Cooke sailing with Oskar Masfen. Simon was placed 7th in the men's 470 Sydney 2000 Olympic Games! These two sailors from New

Zealand claimed the Open World Champion title. The points at the top of the table were incredibly close but we finished in third place overall but first ladies, with the New Zealand duo, Blake Hinsley and Nicholas Drummond in second. The 2019 RS Feva World Champions Raulf Berry and Ollie Peters from Hayling Island Sailing Club took the well-deserved title.

**ABBY HIRE**



# Oppies in a Nutshell

Wow, what a year this has been! From the very young to the top end, our Optimist Fleet keeps flourishing and consolidating. It is one of the best in the country.

We do have it all: the support, the setting and the sailors. And we have done it all: the games, the adventures, the long passages, the fun and the hard training at home and away, the racing here and the events away. We've been hosts and we've been guests, we've twinned with Valencia's Yacht Club, we've won National titles, we've populated the RYA squads and have had eight in the GBR teams going to Europeans, Worlds and other regattas. Most of all we have seen friendships develop and blossom, both among the children and the parents; friendships which will last a lifetime.

I will certainly be leaving the class, after over ten years, with the best memories and wishing the new Captains even better times ahead.

For a starter, The Club has won the best ranked Club at the Nationals for four years in a row. We have won the British National Title two-years in a row! And this year, not only one National Champion, but both: the overall Junior British Champion (Emma Breese) and the Senior British Champion (Santiago Sesto-Cosby). We had two sailors in the Worlds team (Ben Mueller and Henry Heathcote) and two in the Europeans team (Santiago S-C and Ella Lightbody) as well as two in the Development Team (Sam Webb and Annabelle Vines). We have also had two who represented GBR in the European Team Racing in Lake Ledro, in Italy (Ella and Santi) where they achieved the best results in British history (4th overall, equal to the year 2002 GBR team which included RLymYC sailors Chris Sanders and Robbie Claridge). We had a sailor representing GBR in the Bermuda Gold Cup (Henry Heathcote) and, for the second consecutive year, one of our sailors ranked Number One in

the country (Santi S-C). We also had the following invited to the National Squad (Santi, Emma, Cameron Bignold - Kyle, Sam Webb and Molly Dowson McGill) and one given a discretionary place (new junior Member Jack Woolerton), five invited to Girls and Boys Squads (Harry George, Archie Munro-Price, Oliver and Annabelle Vines, and Tabitha Davies) and three to zone Squads (Harry Baddeley, Dirk Rogers and Henry May).

So as I leave you, I say goodbye and thank-you to everyone who has been a part of making the Oppie world so wonderful. Thank you to those former Salterns parents and Committee members, to our fantastic RLymYC Junior Captains (Jenny Wilson, Clare Carden and Max and Jeremy Vines), to those who co-captained throughout the years (George, Joff, Richard), to the boatmen and a special one to the ladies in the office.

It's been a long leg  
The baton is being passed as I wave  
Fair winds Richard and Dan!

## VALE SESTO-COSBY



## REGATTA FLEET OPPIE SAILING

Whilst our senior sailors have been scooping up titles at home and abroad, much work goes on closer to home in Optimists to nurture our next generation of sailors.

Continuing with the tradition, Tuesday after school has been the midweek session from Easter until October half-term. There have also been sessions most Saturdays.

The Regatta Fleet sailors start with us on the River when they are able to competently and confidently sail a windward leg in a moderate breeze. We then work with them to develop their skills until they progress on to Main Fleet. They practice things like boat-handling drills, straight-line speed. Some of you may have seen our sailors returning up the river standing balanced on the gunwale or throwing footballs into each other's boats - good boat balance/handling practice too! The Quay has also seen strong trade in ice cream sales - 50 tacks up the river earns a Mr Whippy with a flake!

Our coaches have themselves come through the Lymington Oppie program (as well as RYA Squads) which is great inspiration and a chance for the coaches to develop their skills. This season they have been Ollie and Alfie Dowson-McGill, Santi and Delfi Sesto-Cosby. With the older sailors we also had Hattie Rogers and Ollie Hill - all six of them former RLymYC Oppie Sailors.

I'm pretty sure we have some future champions in our Regatta fleet but more importantly we have a group of young children who are growing into sailors with a life-long love of sailing.

**DAN HOWE**



# Farewell to Oppie Sailing

So much has happened this year that I hardly know where to start! First was the Spring Champs in Lymington. We had 4 good races against some stiff Irish competition and from that I managed to bag a place to Venice for the International Team Racing Cup, along with Santi from The Club.

Next up was the Easter holidays, and we headed off to Holland for Optispring. Incredibly, 4 of us finished on the same points so there was some confusion over who had actually won. We all crammed onto the podium and I was given 2nd.

Dad, Hector and I then hoofed off down through more countries than I can remember to Lake Garda. I was asked to represent GBR in the Country Cup, which is the day before the main regatta. I felt some pressure, as there were 43 countries entered and I kept being reminded that my older brother William got the silver medal 2 years ago! Anyway the luck wasn't with me that day though I was very excited to be racing on Garda and I couldn't wait for the main event.

The regatta is quite a festival of sailing and the atmosphere reflects that, but at the front of the fleet it's a bit more business-like as you are racing against the best oppie sailors in the world. I really enjoyed the racing and



was chuffed to get some good results from the 15 races I did. I was the 3rd ranked British sailor after Santi and Ben Mueller (both from RLymYC)

Next was Weymouth for the Selections; 12 good races and I managed to get into the Worlds team going to Antigua – phew, I had really wanted that! The next day I hopped on a plane to Bermuda for the Junior Gold Cup. In the 2018 Nationals, I was the 3rd British and given that the 1st (2018 British Champion, RLymYC Emily Mueller) and 2nd (Will Pank) had left the class I was the one asked to go. It's a very generously sponsored regatta, with my air fare, entry, boat, coaching, food, accommodation – everything in fact, all paid for! Dad was also happy because BA won't let under 14's fly alone so he had to come too. Conditions were incredible – 18 kts, hot and sunny, out on the Great Sound, where they held the last America's Cup, and the competition was intense, with sailors from USA, CHI, SWE, BAH, ARG, CAY, AUS, NED, PER, ISR, and s, of course, BER!

**HENRY HEATHCOTE**



# RLymYC Social Report

## 2019 - ANOTHER BUSY YEAR FOR THE CLUB MEMBERS ASHORE!

Season's greetings and a happy New Year! As your social committee, we have had a great 2019, striving towards the goal of making The Club more inclusive and welcoming for new Members, whilst adding value to membership for all.

I hope you have noticed the increasingly warm and social atmosphere engendered by the growth in numbers attending both our annual events and the ever-expanding choice of day and evening activities.

### **On Shore Social Activities**

Please do check for our emails to avoid the disappointment of missing those social activities which add value to your Club Membership!

### **Pilates and Yoga**

The Pilates and Yoga classes were brought to a festive close with a very enjoyable Christmas lunch at The Club. Newly introduced flexible payment for classes managed through pre-purchased tokens has gone down well with class members, (Please enquire at reception for information).



### **Bridge**

Bridge Classes have been very well supported throughout 2019, and our current members have moved up into intermediate and advanced levels. Look out for a new beginner's level class from January 2020 (running on Tuesdays).



### **Film Nights**

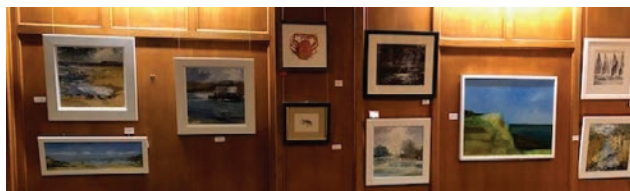
Pat Ruston, aided by husband Roy, has run an interesting programme with an eclectic mix of films. Pat is now stepping down and we are looking for a new volunteer to organise our film programme. If you would be interested in filling this role, please get in touch – you just need to love films!

### **Book Club**

Both book clubs are doing well with high attendance and good interactions. Carolyn Trimmings' group are still encouraging new members (as there are always a member or two away on holiday). This friendly, erudite group's activities have included literary tours followed with afternoon tea at The Club.

### **Art Club & Exhibition**

Faced with the challenge of The Club no longer being loaned art display boards, Jose Nieves designed a new hanging system for our art pieces. She helmed and managed an art display of over 50 pictures, presented on the walls of the Island, Solent and Needles rooms. Due to the new display system, and Jose's willingness, our amazingly talented Members are now offered the opportunity to book a private exhibition in The Club. This year the Art Exhibition's first evening was opened with an auction in aid of the Wednesday Junior Sailing and the RNLI.



A new Art Club has been introduced by Jose Nieves and is running once a week throughout the winter months. Anyone with an interest in creating art, regardless of experience or ability, is welcome to come, be creative and have a chat with like-minded individuals.

### **Wildlife Walks**

Starting from The Club and heading out along the coastline were directed by Peter Durnell (Lymington and Keyhaven Nature Reserve manager) which have been very successful.

### **Shipmates**

Shipmates & Afternoon tea for children under 8: Once a month on a Friday, the kids enjoy a very hearty meal and a play whilst the adults catch up.





**Ladies Lunch**

The Annual Ladies Lunch this year was particularly entertaining. A talk entitled "Vice, Murder & Undercover Surveillance" was given by Linda Holden, who served in the Metropolitan Police for 27 Years before retiring. Linda was a major force in unfolding the 'Cynthia Payne Luncheon Vouchers' scandal and detailed her adventures as part of the case.



Ladies you are always welcome to attend the bi-monthly Ladies' lunches organised by Val Pearson. These can be particularly useful for those who wish to interact with new or longstanding Members.

**Quiz Nights**

Quiz nights have been as popular and fun as ever for our naturally competitive Members. Club quizzes run bi-weekly throughout the winter, hosted by Vince Sutherland and Peter Bell, and a Club table is always available to new quiz teams.

**Cycle Groups**

We have three cycle groups running from The Club, catering for degrees of difficulty, distance and destination. You may notice in the photo the introduction of the electric bike users, which has enabled this Club group to be more inclusive.



**Santa's Grotto & Christmas Carols Event**

A magical experience was enjoyed by the children this year. Along with their families, they watched Santa arrive by boat for a visit to The Club's grotto. Sarah Richards and Jose Nieves designed and built the new Grotto this year. The carols were sung by a newly formed group of Members and joined by all those families on the top floor. Funds raised from both the Grotto and Carols were donated to the RNLI.

To conclude the year a truly Magical evening was held with champagne to refresh Members as they danced all evening into the New Year. A wonderful meal was served thanks to the staff, who work tirelessly to ensure we enjoy ourselves throughout the year.

We need to make full use of our Club to enable its continued success. Please don't feel you need to know anyone to join in with these social activities. Everyone is very friendly; trying one activity usually leads to another and you'll find event participation quickly builds your social connections within The Club.



**2020 Plans**

Next year we are introducing more early evening activities. Look out for the new photography course 'Capture that memory'. This course teaches how to use modern technology effectively, in taking photos, editing images, or just storing them efficiently.

Many thanks to all the Social Team and everyone else who has dedicated their time and energy to improving the social side of Club membership.



**Wishing you a happy and healthy 2020.  
PAULINE CRATES AND THE MEMBERS OF THE SOCIAL COMMITTEE.**



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# THE ROYAL LYMINGTON YACHT CLUB

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# BULLETIN

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## Extracts From Bulletin 1949

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Dinghies racing on Lympington River after the War 1949

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### THE SUMMER

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As the evenings grow long and the boats are laid up, we think over the season's sailing and the fun we had.

The weather seemed to get better and better so that this year we can say with perfect truth, "There never was a summer like this." Always fine with enough wind to make a sailing breeze and no more. True, there were the black spots of Whitsun, the first two days of Cowes week, and the Fastnet gale, but these served to remind us that it is not always "plain sailing."

Our story this year is one of continued success. More Members, more boats afloat, and more foreign ports visited than ever before.

The river Authorities have provided some accommodation for visiting Yachts, between piles near the Railway Bridge. May this good work continue. We could do with more!!

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### THE RACING

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The RACING, in particular Handicap and Passage racing, was perhaps a little disappointing. Other Yacht Clubs have followed our lead, and we have had to face competition from them, and the lure of cruising abroad in fine weather.

Class racing flourished. The X.O.D's are growing fast and there may well be a dozen racing next season, if information "off the record" proves correct. The Club "X" boat, "Pixie," has now been returned to her Owner with the grateful thanks of the Club. Unfortunately, there was not a great call to charter her,

"Prams" are as numerous as ever, have raced hard, and even had a "Picnic Cruise" to Alum Bay. The Club Prams have been used extensively and emerged little the worse for wear, and should pay a small dividend.

A new Trophy for centerboard boats the "Tar Barrel Trophy" has caused some excitement for Competitors,

and anxiety to the Staff during several hard blows. The speediest passage round this ancient river mark is rewarded by a sweepstake of the entry fees and the challenge Trophy.

Members have cruised far and wide, from Corunna to the north Dutch coast and its inland waters. There is a well worn groove across the Channel, and it is alleged that a whisper of steak or champagne aboard certain vessels, causes them to shy violently at their moorings and almost take off by themselves.

The Club has participated to the full in R.O.R.C. events, and was placed 6th in the Points Championship by the R.O.R.C.

The REGATTA went well, though perhaps, the entries for the larger classes were not so big as last year. The event was topped off with a most successful dance, of which all the arrangements were worthy of comment, particularly the decorations.



## IMPROVEMENTS.

The Committee have worked hard to improve the amenities of The Club, and carry out such reconstruction and repairs as were possible. The dinghy pontoon is in full operation and has proved most useful. The Starting Platform is again in good order, and even the heaviest of Race Officers has no cause for alarm.

The House Committee, working on the principal of "feed the brute," has done wonders, and their efforts could not have been more appreciated.

A real vote of thanks is due to the Ladies on this Committee and to the Chef and Staff for their willingness, cheerfulness and hard work.

The Bar continues to thrive. Its atmosphere, profit and efficiency are largely due to the Barman, who appears to have limitless reserves of hard work and good humour. The Boatman and his Assistant have done much to help Members enjoy the season. They have carried out a lot of extra work in all weathers and at all times, for which members are grateful. The launch has been invaluable, throughout the summer.

Keeping a fatherly eye on us all, coping with mountains of forms, rivers of ink and voluminous correspondence, the Secretary and his Staff have emerged cheerful and triumphant.

## CONCLUSION.

The Club goes from strength to strength, Membership is well over 700, more boats than ever have been fitted out and the various functions have been well attended. It is difficult enough nowadays to get oneself to the seaside, much less embark family, marine "Lares et penates," and go sailing.

It is to the credit of all Members of the R.L.Y.C. that the season has been so successful.

The Committees, and several sub-committees are active,



1949 Lymington Quay

## WINTER PROGRAMME.

The Annual Dinner held at The Club on the 4th November again proved to be a great success. Flag Officers of the Royal Cruising Club were the Chief Guests.

This year there will be an unusual series of "Talks" followed by supper. A programme has been sent out. Though not strictly on sailing topics, the Talks cover a wide range of subjects of interest to Yachtsmen, which it is hoped will give pleasure to everyone. We have been asked to mention that the local Community Association hope to arrange instructional talks on "Coastal Navigation." If Members are interested, the Secretary would be glad to have their names.

For the NEW YEAR DANCE, the Committee have decided on a "MASKED BALL," on Friday 30th December. Details have gone out under separate cover.

The Annual General Meeting will be held early in April next year.

## FORTHCOMING SEASON.

As well as the normal programme, for Passage Racing, it is hoped there will be a race to St. Peter's Port during Whit-weekend. This is considered the best feature of The Club's "Off-shore" racing programme, and should draw good entries. The "Round the Wight" night race will be held on 19th August.

In July it is proposed to re-institute the pre-war one day Regatta Fixture. This will be on Saturday following Poole week, the 15th. The Royal Solent Yacht Club will hold their one day Fixture on Sunday 16th July.

The August Regatta will be on Monday and Tuesday 21st and 22nd August, with Lymington Town Regatta on the Wednesday, if the "powers that be" agree.

The river dredging scheme has provided a lot of interest and we shall hope it will be of advantage to Yachtsmen as well as steamers.

and schemes for improvement and modernisation of facilities continue to come under review. Stores, dinghy accommodation and "space" and "more space" for many things are still required.

It all takes a long time and these problems are not easy.

It now only remains to hope that next season will be as kind to us in the way of weather as has the past summer. We wish all Members a successful 1950.



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



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