



# *PotterShip*



## **The Royal Lymington Yacht Club in 2013**



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## Your Pottership Magazine



There were so many contributors' articles this year that editing was a serious challenge.

I thank you all very much for your support and apologise to those who contributed but whose articles I was not able to include.

One thing I am often asked is why 'PotterShip'?

Cyril Potter was one of the founding Members of our Club, and donated the wonderful PotterShip Trophy to be raced for annually by Members in their own boats. The trophy resides in the cabinet in the centre of the bar. See the 1963 Bulletin on page 46, fifty years ago the winner was still allowed to take the trophy home for the year.

Most sincere thanks to all those who helped and supported me in producing this magazine, particularly to Marilyn Holmes and most especially to Andrew Salanson for his imaginative design and layout.

E and OE. Editors decision is final.

**JUDY RUFFELL**

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## FROM THE COMMODORE

*Last year I headed this article 'Terrible weather, terrific season'; so it is with great pleasure (and relief) that I can title my introduction, 'Terrific weather, terrific season!'*

On the water the weather contributed to one of our most successful and enjoyable Youth Weeks in recent memory, with 140 children having fun on and off the water. Our community sailing initiative, Wednesday Junior Sailing, continued to introduce children to the pleasures of boating and our youth and junior sailors continued their enviable run of successes at national and international level.

Our cruising Members continued to fly our burgee far and wide, with the new initiative of an Ionian meet proving very successful; there were also increasing numbers for our popular local Meets. The growing trend of sailors preferring to race locally rather than travel to open events has continued, with our Monday evening dinghy racing and Thursday night keelboat racing both showing very high turnouts; this means our race teams are now effectively running a major regatta twice a week. The double handed Duo series is now well established and attracting more entries, especially from the smaller keelboats. XODs enjoyed great racing throughout the season and Scow pottering is more popular than ever. Our Members have competed with great success around the country and Club Members continue to excel in the Round the Island race: Sir Ben Ainslie broke the Multihull record and Mike Slade broke the Monohull record. We welcomed the Sigma 38 fleet back for their National Championship and ran several other open events, introducing many visiting sailors to our challenging waters and the hospitality of our Club.

Our varied social programme is very successful due, I believe, to the wide range of Members' interests - when they are not sailing, that is! With the bridge nights, quiz nights, film nights, lecture evenings and our more formal dinners, the list is both impressive and wide-ranging. The social highlight of the year for me was the Summer Regatta Ball with 180 Members dancing the night away on a balmy evening in June.

Ashore it has been a year of significant change: the replacement of the kitchen and salad bar was completed on time and budget and we have a new team of chefs. We are already seeing the benefit of these changes, with a significant improvement in the quality of the food and service being enjoyed by our Members and visitors. We also carried out a major upgrade to our IT systems which will form the backbone of our administration for years to come and which will better support our Members' activities on and off the water.

We just could not run the huge variety and volume of events we offer without the efforts of our volunteers, and as I start my final year as your Commodore I am sure you will want to join me in saying a very big thank you to everyone who contributes to making our Club so special.



**PHIL LAWRENCE**  
**COMMODORE**



**At the Annual Dinner in November Hannah Neve, wife of our Rear Commodore Sailing, presented the awards Jack in the Basket Trophy awarded to Sophie Weguelin.**



She graduated from Junior Sailing at the Club, competing in the Optimist Europeans and Worlds. She represented team GBR at the ISAF Youth World Championships in 420s and 29ers. Sophie then moved into the 470 class, and after a tough few years broke through at the end of last year winning the European Championship. She had a very successful season with a series of podium places, capping it off with 5th place at the Worlds, and is now setting her sights on the 2016 Olympics in Rio.

**The Lionel Byrne Bowl was awarded to Mike Slade for the best performance by a Club Member in the RTI Race.**

Every year Mike tries to chase down a new RTI record, trying so hard that one year he knocked a lump off the end of the Island



with *Longabada*. This year, in perfect conditions, he smashed the record monohull time bringing it down to 3 hrs 43 mins and placing him sixth overall in a race normally dominated by small boats on handicap.

**The Jubilee Challenge Trophy for the most outstanding offshore performance was awarded to Fergus Roper.**

After several years sailing on *Jibe*, Robin Taunt asked him to manage and run the offshore program for the yacht. Fergus took that on with great success, winning their class in the Cervantes trophy. They were also 2nd in class in the St Malo Race and 3rd in class in the Eddystone race.



## CLUB AWARDS

**The Highlander Trophy, presented by the much missed Mac Macdougall for a Member supporting IRC racing and the Club, was awarded to Mike Saqui.**



His yacht *Edith* is always seen supporting Club racing, and Mike does more than hold his own on the water but this trophy is not about success on the water. He is the Club's IRC advocate helping Members with IRC issues and representing the Club on IRC matters.

**The Commodore's Trophy for the Member who has done outstanding work helping the Club was awarded to Peter Mills.**



The project to replace the kitchens was complex and vitally important to get right. A project of that scale in an old building which has been added to on many occasions over the years is riddled with risk. Peter was involved throughout and was on site almost every day for six weeks. The project came in on time and on budget and we now have an excellent modern kitchen and salad bar, much of which is due to Peter's hard work.

# Ben's Year

*This year will have to go down as one of the most difficult but incredible so far.*

It started when I was honoured to visit Buckingham Palace with my family to receive my knighthood. This was the proudest day of my life, eclipsing my Olympic adventure. To receive a knighthood for services to sailing – a sport to which I have dedicated my whole life – was truly humbling. But it changed nothing for me personally – I certainly haven't been going around demanding to be called Sir Ben on a daily basis!

In April I flew to Naples to compete in the America's Cup World Series (ACWS). With the support of J.P. Morgan, I put together and helmed a team, our own British-flagged AC45 catamaran (J.P. Morgan BAR). We started well, climbing to the top of the leaderboard however the score line was hard to maintain and over the following three days we dropped to finish the fleet racing competition in fifth place from a field of nine. That's the way sport goes sometimes and you have to learn what you can from it and move forward.

In May I headed back to San Francisco to be co-skipper for ORACLE TEAM USA. This is a period in my life I will never forget as I lost one of my closest and truest friends, Andrew 'Bart' Simpson. Bart passed away in tragic circumstances. I was out in the Bay sailing with the Team on the AC72 at the time. We were just about to go upwind near *Artemis* when we saw them capsize. It all happened so quickly. When it became clear that it was Bart who was missing, well, my whole world caved in. A lot of tributes have been paid to Bart but they bear repeating because it should never be forgotten just what a special man he was. He was not the loudest nor the most celebrated in our GB team but he was the kindest, and the wisest. We are working very hard to create a sailing charity called the 'Andrew Simpson Sailing Foundation' which will help underprivileged kids launch their career in sailing; it will be very fitting way for Bart to be remembered.

The day after the funeral I and a group of Bart's close friends decided to compete in the Round the Island Race. It became an extremely special day for us all. As a team we wanted to do the race in Bart's memory and we ended up shaving more than 16 minutes off the race record that had stood for 12 years. A great tribute to a big man.

I was quickly back in San Francisco to continue with the two boat training sessions, helming one of ORACLE TEAM USA AC72s. In September it was the America's Cup finals. I wasn't originally on the racing crew selection, but after race five I was called to take on the role as the tactician, a role which I was not too familiar with, and the crew's confidence was at an all-time low. However, in what some people are calling 'the greatest comeback in sport' we went from 8-1 down to win 9-8; it was an amazing team effort. This was the first time I had experienced winning something of such importance in a team environment. It's safe to say it's my greatest sporting achievement.

More recently, in October I was made an Honorary Freeman of Lymington and Pennington. This was a complete honour to top a fantastic year; it makes a huge difference knowing there are so many people out there supporting you.

Looking forward, my next challenge is to win the America's Cup with a British team. The America's Cup is the only major international sporting trophy Great Britain has never won, despite the fact that we came up with it and held the inaugural race on home waters off the Isle of Wight in 1851. We have the sailors and expertise we need; it's just a matter of getting the money together. Hopefully the excitement of what we have achieved so far in this sport has generated interest. The feedback I've been getting is just amazing.

At the time Bart's death knocked it out of me. Many thoughts went through my head: giving up the sport, trying something else. Now, I am almost more determined to win the America's Cup for Britain and dedicate it to Bart.





photo:Lloyd Images

On Saturday 1 June 2013, ICAP *Leopard* broke the JP Morgan Round the Island Race record for the fastest monohull to circumnavigate the Isle of Wight. Crossing the race finish line at 08:43:50, Mike Slade and the crew of ICAP *Leopard* shaved 9 min 45 s off their own record, set in 2008. In her usual style, ICAP *Leopard* was skippered by owner Mike Slade, with an impressive professional line-up of sailors. The Leopard3 racing team have now broken this monohull record on five separate occasions, first in 1991 racing *Ocean Leopard*, aboard *Hoya Longobarda* in 1996, in 2001 aboard *Leopard of London* circumnavigating the island in 4 hr 5 min 40 s, and finally on ICAP *Leopard* in 2008 in 3 hr 56 min 3 s.

## Mike Slade reports on ICAP Leopard's RTI Race

ICAP *Leopard* had undergone a full refit, involving adding a luxury cruising interior including generators and air conditioning, only 15 months before the event. This left much to prove as the 2013 JP Asset Management Round the Island Race approached. Had any of the legendary speed or agility been lost ?

Mike Slade and his skipper Chris Sherlock had assembled a top crew and had the boat fully prepared, despite arriving from crossing the Atlantic only a few days earlier. The weather in the days leading up to the race were encouraging with soft northerlies forecast, but would these be enough for a record?

Navigator Hugh Agnew, who had run performance, tide and wind adjusted models,

explained at the pre-race crew briefing that a record was touch and go. The critical issue was whether the northerly wind became soft off Ventnor, as it has in the past, as critical time would be lost there.

Kindly for *Leopard* the wind at the start was west of north and up and down at 10-15 kn, so at least as good as forecast for strength and direction. After a tidy 05.00 start in mid-line Mike Slade drove *Leopard* quickly away from the fleet using alternately an R2 reaching sail and an A5 fractional spinnaker. Both are on furling cables so can be deployed and stowed in seconds to suit the wind pressure and angle as it oscillated on the reach to Hurst and the Needles.

Ever looking for best tide, *Leopard* picked the north side of the Needles Channel and

was passed here by Ben Ainslie's AC45 catamaran flying through to leeward. As the bow went down for the Needles' rounding a full size masthead A3 spinnaker was deployed and seconds later gybed to round at 05.50, exactly on record pace.

Revelling in a steady 15 kn wind with the A3 up and a fast wind angle of 125 degrees, *Leopard* was soon hitting speeds in the low 20s, to be 5 minutes ahead of record time as St Catherine's was passed, well offshore to keep out of the tide compression on the corner. With *Leopard's* 5.5 m draft there is no point trying to get close inshore to avoid tide.

Soft wind possibilities off Ventnor always meant the plan was to keep well out there. As it turned out, we could see on Ben Ainslie

some way in front, there was plenty of wind south of the Island with bullets coming down off the cliffs at 18-20 kn. As soon as the wind angle to Bembridge was good for the reaching R2 (105-120 in these conditions) crew boss Mark Thomas and his team made a clean sail change and a fast reach to the western turning mark at 07.46, slightly improved on the record pace. Then came the last sail change of the race, from R2 to J2 jib.

After this the slowest leg of the race, a beat to No Man's Land Fort, is happily less than 4 miles so, with two tacks to make the final lay-line easy, it was covered in 25 minutes. This left the final 8 miles to the finish to be completed in under 42 minutes. For the first time in the race Hugh Agnew let on to the crew that a record was on, so "keep it tidy".

Luckily, rounding at record times means that the tide is still favourable (west going) in the deeper water so with an almost straight line to the finish, slightly cracked sheets and 15 kn north-westerly wind, this target was easily accomplished. A grinning Mike Slade steered ICAP *Leopard* across the line at 08.43.50 to break his own record by 9 minutes at 3h 43m 50s, sailing an average speed of 13.4 kn.

*Leopard* had pounced again, fast and agile as ever.

**MIKE SLADE**

**DETAILS AND CHRONOLOGY 1ST JUNE 2013**

Start time 05.00.00

High Tide 06.00.00

Finish time 08.43.50

Distance 50.1 nM

Average speed 13.4 kn

Wind (at Bramble Post)

05.00	15.1	348
05.30	12.8	348
06.00	11.6	356
06.30	14.1	350
07.00	15.2	349
07.30	12.7	351
08.00	15.1	351
08.30	15.4	346

**Leopard's new record  
3.43.50**



photo: Lloyd Images



photo: Paul Wyeth

05.50	at Needles; exactly on record plan
06.42	S of St Cats; 5 min in front of plan
07.07	Dunose; 5 min in front of plan
07.46	Bembridge; 6 min in front of plan
08.11	Forts, 8 miles to go and 42 minutes to do it
08.43.50	<b>Finish, new record 3.43.50</b>

JP Morgan Round the Island Race Record – 1 June 2013

05.50 at the Needles; exactly on record plan



photo: Lloyd Images



## SEALION'S SUMMER CRUISE

**In May 2008 I set off for the Mediterranean from Lymington in *Sealion*, our Moody 42, crewed by some friends.**

We joined Rally Portugal in Plymouth destined for Lagos in the south of Portugal. The idea then was that my wife Alison would join me in Lagos and we would go east from Lagos to Gibraltar, head up the east coast of Spain to France and back home via the French canals the following spring. I wasn't sure how this would work out as Alison wasn't a very confident sailor – I soon found out that she disliked the British climate more than the sailing. We spent the next three years cruising the Balearics, northern Spain, the south of France, Corsica and Sardinia, finally deciding on a permanent base in Port de Bormes on the south coast of France, just east of Toulon, from which we would do our summer cruising.

### THE PLAN FOR 2013

The plan for 2013 was to sail fairly quickly to Palermo in Sicily and then cruise leisurely along the north coast of Sicily, up the east coast of Italy and back to France. As we had explored Corsica and Sardinia previously it was decided that I would get some friends to act as delivery crew to Palermo, which would

avoid Alison having to do the long night crossings (which she doesn't enjoy) from France to Corsica/Sardinia and Sardinia to Sicily.

On Sunday the 19th May my crew arrived at the boat ready to go as planned.

Unfortunately the forecasts showed a Mistral coming out of the Golf du Lyon hitting the west of Corsica and Sardinia and across to Sicily over the next ten days. The only hope seemed to be to head for the east of Corsica and slide down the lee side of the island, finding a lull to cross the Bonifacio Straits to Sardinia, by which time the weather might moderate for the crossing to Sicily.

Having got some last minute fresh food on Monday morning we set off. As none of the crew had sailed *Sealion* before, St Tropez some 29 nM east seemed far enough as a shakedown and an ideal first stop for a boys' sail. We duly headed east along the coast in a brisk 20 kn just off the beam, perfect sailing to get us quickly to the quay side bars and St Tropez ambience.

Tuesday morning the forecast suggested we might get a weather window to cross to Corsica on the Wednesday. To position

ourselves for the shortest crossing to the east of Corsica (95 nm) the decision was taken to head further along the French/Italian Riviera. Once again in a brisk 20 kn south-westerly we headed east, rapidly passing the islands off Cannes, Nice and Monte Carlo and across into Italian waters, arriving in San Remo in early evening having logged 65 nM. Clear blue skies gave us great views to the north of the Alps still capped in snow.

A 04.00 start on the Wednesday would hopefully see us in Corsica by early evening. Fortunately the forecast weather window was delivered. With a 10 to 15 kn wind from the west, on our beam, we made reasonable speed, arriving in the Corsican capital Bastia early evening. So far so good.

Thursday morning we awoke to rapidly increasing winds coming off the mountains behind the town. The forecast winds had arrived with a vengeance. Despite being on the lee of the island it clearly wasn't going to be safe setting sail south. The wind was a steady 40 to 50 kn through the harbour for the next three days. With the boat moored beam-on to the wind sleeping at night felt more like we were making passage than being tucked up safely in port. There was no alternative but to do some tourism, the highlight being a train ride on the small gauge railway up through the mountains to the pretty mountain town in the centre of the island, Corte. We heard from the staff at the port that the west side of Corsica had been battered with winds gusting 100 mph.

Sunday the winds were forecast to ease from the west, so the plan was to get to the south of Corsica in the hope that we could get across the Bonifacio straits (notorious for winds blowing 2/3 forces higher than in the seas around) and then down the eastern Sardinian coast ready for the crossing to Sicily. Initially things went well with a lovely beam wind driving us south at a good 6 kn. However as the afternoon progressed things started to go wrong, with the wind strengthening and slowly veering to the south i.e. head on. The VHF weather reports indicated that winds through the Bonifacio Straits were clearly stronger than originally forecast, curving round the island and up towards us. Time to call it a day; we moored

up in Solenzara in the south-east of Corsica.

The forecast indicated that we would have another few days of strong winds battering the west of Corsica and Sardinia, roaring through the Bonifacio Straits – this weather system was then going to slowly head south with forecasts of strong winds between the south of Sardinia and Sicily in a few days time. It was now clear that we were not going to get to Palermo before our 1st June deadline. After an evening of deliberations in the marina bar the decision was made – we would head north-east away from the weather problems to Elba and the Italian mainland. The delivery crew and Alison would then swap over and Alison and I would head south down the Italian coast, day sailing.

On 1st June Alison and I set off south; the wind was still good from the west so in a matter of ten days we arrived in the Bay of Naples. En route we passed through a number of lovely small fishing villages and in particular the island of Giglio, the scene of the Costa Concordia disaster. The small fishing harbour was beautiful but the town was full of British and American salvage workers in the hotels and restaurants. We decided to skip Rome, having visited that by land previously.

We had been advised by local Italians to give Capri a miss as it is horrendously expensive and touristy. Instead we headed for Ischia, which has many small ports and anchorages. We spent a few days exploring the pretty flower covered villages and treated ourselves to one of the natural volcanic spa resorts on the Island.

*Ischia has many small ports and anchorages with pretty flower covered villages*



A short sail across the Bay of Naples, with a wonderful view of Mount Vesuvius to the small port at the foot of the cliffs in Sorrento. We used Sorrento as a base for a few days, with its convenient train station, to visit Pompeii and Naples. Then another short sail with a circumnavigation of Capri (been there done that) to the Amalfi coast with its spectacular villages perched on the steep mountain slopes – Positano etc. Arrival in Amalfi was an experience. We were met by some local Ormeggiatori (berth masters) where, after a small negotiation, cash proved king. We were asked to sit back and they would pilot us in and moor up. They guided the boat skilfully into a tiny but swish pontoon surrounded by rocks. Cash paid, we received a nice bottle of Limoncello as a welcome gift. From here we spent a few days visiting Amalfi and the surrounding villages, including Ravello – all fabulous.

Although only mid/late June it was getting very hot for sightseeing so I was anxious to get back to some sailing. We had decided that we wanted to be back to France by mid-July before the mad season. Having sailed south along the coast we took a different route back, moving amongst the many islands lying 10 to 25 miles off the eastern Italian coast; they provide some beautiful anchorages. We were now getting into full Med summer with lighter winds and much more motor sailing.

The first of the islands was Ventotene. This is steeped in Roman history – it is said Nero banished his wife there. The tiny port of Vecchio was actually cut out of the rocks by Roman slaves, the picture (above right) shows the hand carved bollards.



*Above; the tiny port of Vecchio cut out of the rock by the Romans, complete with hand carved bollards. Below: the club building at Marina di Loano - a template for the new RLymYC clubhouse?*



Then on to the colourful rocky island of Ponza with its many bays and anchorages. We chose to anchor in the harbour so that we might eat out in the town. That was fine except only a small area was designated for anchoring and very soon we were cheek by jowl. At 07.00 the following morning there was a loud bang on the side of the boat. Rushing on deck I found a local fishing boat had anchored far too close during the night and had inevitably swung into us. I was greeted by one of the crew in just his underwear with a shrug and a "Buongiorno". No damage done.

Next to the islands of Palmarole and Giannutri and finally back to Porto Azzurro in Elba.

From here we decided to continue up the coast of Italy via Genoa. Although we had cruised this coastline a few years earlier we had not stopped at many of the northern Italian marinas. We were surprised to find how good some of the new marinas are and how pretty some of the villages – the club building at Marina di Loano would be a fair template for the new RLymYC clubhouse!!

We plan to return to this area in 2014 to explore further.

After a quick cruise along the Riviera we finally arrived back at base in the Port de Bormes on the 10th July with nearly 1200 nM clocked up.

# CRUISING NOTES

*2013 - memorable for the long hot summer, after a poor start in May, hopefully not a one off but the beginning of a new weather pattern for the region*

154 boats and nearly 600 Members took part in our meets and cruises, with several shore based seminars and dinners. The winter lectures went from strength to strength with a full house every week, my vice captain George Johnson having put together a varied and interesting programme. Many thanks to Members who have given talks and to those who will be giving a talk in the coming months. The lectures this year are sponsored by Charles Stanley.

The Cruising Dinner was held in March with guest speaker Captain Lionel Hall. See page 11 for a list of the awards

The Safety Day organised by David Houlton reminded us about VHF distress calls, engine maintenance, resuscitation of 'Bob' the dummy and sea survival including a sample of some very unpalatable emergency rations. Safety equipment and MOB were also covered. In April a radar seminar was held, and in October the Cruising Forum gave a platform for Members to give their views on future events. The chart room continues to be organized and maintained by Peter Lowe, who also keeps the pilot books updated regularly.

## CRUISING DAY SAILS AND MEETS

The first of the winter Meets in January found us in Newtown Creek, where two Club RIBs ferried 68 Members to the New Inn at Shalfleet for a fish or steak pie lunch. In early afternoon we had a bracing beat back to Jack in the Basket. Thanks to Perrin Towler for the organisation.

The next event, organised by George Johnson, was to the Island Sailing Club, Cowes, the good weather forecast encouraging 25 boats to attend. We were blessed with a favourable wind for the sail back to Lyminster.

March saw a few intrepid souls make the trip to Ocean Village on the water, the rest turning up by car. The Royal Southampton YC

entertained us (it was quiz night) and we enjoyed a roast dinner buffet. The journey back was a wet, cold and uncomfortable SW 30-40 kn. Event organised by Nick Olney.

Mid-April and five boats and nineteen crew headed for Island Harbour Marina under grey skies. Lunch was fish and chips at the Breeze Restaurant. The skies cleared for a sub tropical trip back. Thanks to Peter Lowe

The Spring Cowes Meet proved as popular as ever with 23 boats and 65 crew. This year Friday's venue was the Royal Yacht Squadron (thanks to our host Peter Bruce) and on the Saturday some Members visited Osborne House and others the Classic Boat Museum, ending with an evening supper at the Island Club. All organised by Clive Sparrow.

The May Meet to Chichester was cancelled due to inclement weather.

In June six yachts, two motor boats and five cars set sail to Buckler's Hard on an unseasonably grey and misty morning for lunch at the Master Builder's. Organised by Bob Woolley

An excellent destination (new for us) proved to be Bembridge. Good weather meant 24 boats were keen to go to this delightful setting for drinks and supper overlooking the harbour. Many people decided to stay on. Thanks to George Johnson, see page opposite for more.

In early August there was a day sail to Alum Bay. The good weather allowed everyone to do different things, including fishing. A lazy day was had by all, ending with a meal at the Royal Solent YC. Thanks to Perrin Towler.

Later that month Poole Harbour was the venue for a three day meet to see the Bournemouth Air Show in brilliant sunshine. Fourteen boats and 33 crew moored in Poole Marina. All did their own thing, visiting Brownsea Island, walking, shopping and viewing the aircraft displays. Thanks to Bob Woolley for organising.

Despite the adverse forecast there was a good turnout for the ever popular BBQ at Buckler's Hard, organised by George Johnson. More on page 9.

Early in October seven boats spent a chilly weekend at Cowes and at the Folly Inn - none of our Members were responsible for the dancing on the tables. The following morning a very early start was made with breakfasts being cooked back in Lyminster to avoid the heavy rain and winds. Thank you Peter Lowe.

Our Trafalgar Day sail to Warsash SC was cancelled at the last minute owing to adverse weather. All mustered for lunch at the Club instead, where Perrin Towler led the toast to the Immortal Memory.

## SUMMER CRUISE

The summer cruise, organised by Ken Claydon, went to the Channel Islands and the North Brittany coast. Seventeen boats participated. This year we ran it a little differently so Members could join and leave as they wanted throughout June, keeping in contact by text; this worked very well. A number of social gatherings took place and the weather stayed good for most of the trip with very little rain and plenty of sun.

The long cruise in 2014 will be run on similar lines. Details will be sent out in January.

## IONIAN MEET

In the second week in September we had a meet in the Ionian Islands of Greece. Thanks to Derek Barnard and see opposite page for his report.

We had fireworks at Yarmouth on November 5th, a day sail to Cowes and the Needles Relief in December.

We have a full and varied programme for 2014. All details can be found on the Club website but make sure you are on the Cruising database. We also (through Peter Lowe) put Members intended cruising plans on line to allow you to find out if any Members are cruising in the area.

I would like to thank all the Cruising Committee for their hard work throughout the year, not forgetting Harvie Woolley for taking the minutes.

**NICK OLNEY CAPTAIN OF CRUISING**



### BEMBRIDGE RALLY – 10th to 12th JULY



The fine summer weather persuaded 24 boats to venture up the Solent to Bembridge where we were all efficiently accommodated in Duver Marina. The BBQ on the Wednesday night was well received, the Marina having put their two gas BBQs together with some tables and chairs at our disposal. Daytime activity was generally centred on the many walks around the area. On the Thursday evening we made our way by water taxi to

Bembridge Sailing Club for dinner where we were served an excellent three course meal. The main building of BSC was apparently initially intended to go to India as a cricket pavilion and the character of it was quite evident, as shown in the attached photo. It does, however, make a quite wonderful sailing club with magnificent views over the harbour. Many boats enjoyed Bembridge so much that they either arrived earlier or left later than the rally dates. Definitely a destination for future rallies.

### BEAULIEU RALLY -13TH to 15TH SEPTEMBER

Despite the adverse weather forecasts we had a very good turnout for the BBQ rally at Bucklers Hard. An impromptu walk to the Turf Cutters Arms was arranged on the Saturday morning with lunch being a necessity after all that exercise. The wet weather on the Friday evening was not conducive for drinks on the pontoon so this was postponed to

the Saturday night and started off the proceedings with a quite jolly social gathering. As promised the sun made an appearance and shone on the 39 Members and friends who displayed a variety of food preparations for cooking on the traditional charcoal BBQ, although sausages did appear to be amongst the favourites. Sunday morning saw a hasty departure of the boats back to Lyminster to beat the storms forecast for later in the day.

**GEORGE JOHNSON**



## Messing about in the Med an Ionian extravaganza

**F**irst mooted in April 2012, by September 2013 the plan for an Ionian cruise had crystallised to cater for twelve boats, six of them chartered, and 38 Club Members.

An early start and scheduled arrival, but a touch of chaos prevails at Preveza Airport! We searched for our luggage on the Baggage Reclaim carousels as someone forgot to advertise our flight on the monitors! "There's a bit on the Monarch flight from Manchester", said one passenger, "hang on, there's my bag on the Thomas Cook flight from Gatwick!". Eventually we all got reunited

with our bags and exited the airport to a hot, balmy congested area where dozens of coaches waited. "Hello - are you with Sail Ionian?" "Yes", I groaned under the weight of the bags (remind me not to take so much stuff next time!). "Have a bottle of frozen water and here is your coach to take you to Vlikho". The transfer was easy and comfortable in our air conditioned coach. Our charterer, Sail Ionian, provided free transfers to their base 40 minutes away.

At Vlikho the Sail Ionian staff introduced us to our yachts, briefed us in the local cafe, completed the paper work and advised that

the restaurant we were to rally and dine at that evening had been closed due to VAT irregularities! However, the good news was that Neil of Sail Ionian was able to fix us up with another venue near Vahti, on the island of Meganisi. Frantic texting and emailing to Members ensued! We left the Vlikho base shortly after 1700 hours for a motor to the Karnayio Taverna on Meganisi (recommended). Fortunately everyone picked up the change



# CRUISING NOTES

of venue and the first RLymYC Rally got underway with pre-dinner drinks supplied by the Captain of Cruising Nick Olney. Dinner was a great success: nine boats attended, 24 ate and there were no mooring fees!

Monday was a brilliant day with wall-to-wall sunshine. We practised stern to mooring in Vahti's harbour, courtesy of Sail Ionian staff, before motorsailing to Kalamos on the island of Kalamos, described in the pilot book as 'looking like a beached whale'. As we entered the harbour on the east side of the island George the harbourmaster hailed us and we were directed to moor at the quay. As suggested during the morning practice, we sent 60 metres of chain out into the harbour and reversed, mooring stern to the quay - text book stuff, pity about the late comers who crossed our chain! We were the only RLymYC yacht to berth that evening. Later we learned that most yachts went to Port Atheni for a chill out, following their early start, and a swim before sailing down to Kalamos the next day.

George turned out to be a taverna owner as well, but he spent all afternoon and evening directing yachts into the harbour, squeezing them into some unusual places! The taverna turned out to be the most popular and atmospheric place, serving good inexpensive food - and there were no mooring charges! Next day we anchored and swam off a beach just south of Kalamos harbour - extremely pleasant and even more so when we lunched at a taverna that nestled on the beach - best calamari tasted.

Later that afternoon we motorsailed to Kastos where we squeezed in between moored yachts but had to put out 60 metres of chain and two long stern lines; these we crossed and tied to two lamposts. This technique stopped us from swinging into nearby yachts. Next morning a gentle motor to the Island of Atokos, anchoring in One House Bay and swimming in the sea, which incidentally was 28 degrees!

After lunch we sailed to Kioni on the



island of Ithaca. Our crossing was full of surprises as winds of force 5, gusting 6 played with us from all directions, salt spray adorned the deck and sprayhood and much grinning ensued, and all in 32 degrees of heat!

When we arrived at Kioni it was extremely busy as several charter companies seemed to be either rallying or changing over crews that evening. Several RLymYC Members got there early enough to moor stern to the quay, (*Coconut, Moineau and La Serena*). Meanwhile yachts *Tiger Lily, Roanda and Spindrift* floated at anchor in the bay. Kioni seemed much more commercialised than I remember from several years ago. This didn't detract from our enjoyment, but you must get there early to get a mooring on the quay. Thursday saw our yachts making for

Sivota, for our second rally of the week on the island of Levkas. Yacht *Moineau* recommended a dip in the sea en route at Ormos Ay Nikolaos Bay, just north of Frikes - excellent snorkelling with kit supplied by Sail Ionian.

At Sivota we had reserved lazy line moorings at the Stavros taverna where our ten yachts tied up for the festivities; the eleventh yacht elected to anchor. Pre-dinner drinks were provided by yacht *Roanda* and 32 Members and crew dined together. "Watch their plimsoll line" was muttered, as we all piled on board. "What plimsoll line?" quickly followed - it's amazing how many people you can get on a Jeanneau! That evening the first rain crept over the hills, (fortunately we were dining on a covered balcony), but it only spotted for a few





minutes and a balmy evening ensued – a good 'craic', as our Irish friends would say. On Friday the yachts dispersed, three went to Fiskardho on the island of Cephalonia but most repositioned themselves for their return to charter bases. We spent our day at Port Atheni, an extremely pleasant spot: calm clear seas, snorkelling, a taverna and a yacht base to explore – FREE moorings as well!

In the evening we motored for an hour to Vahti (Meganisi) for a last look at this picturesque town and its popular tavernas.

On Saturday the wind picked up to a force 4 and we had a very pleasant tack northwards to the canal that goes to the town of Levkas. At its entrance we gybed and goose winged Spindrift to an anchorage opposite Nidri for lunch and a laze. Later we returned to Vlikho, where the yachts are based. They were checked over and accounts presented – ours turned out to be zero balance as we had negotiated complimentary fuel for all RLYMYC charters with Sail Ionian. A complimentary drinks party followed and a

last visit to a local taverna.

Weather was excellent during the first week: no rain during the day; sunshine at +30 degrees; excellent visibility; only two windy afternoons although gusts of 32 kn were noted; winds mainly F1-3 in the morning and gentle breezes, F3-4, in the afternoon. No-one reported being charged for moorings, electricity or water.

We must go again!

**DEREK BARNARD**

**Ed. note. As the Prize Giving Dinner is held in February, prizewinners have to be included in the PotterShip the following year.**

#### THE CHANNEL TROPHY



This trophy is now awarded for the Spirit of Cruising, to the skipper and vessel who attended the highest number of meets in the year. Bob Woolley, most often with

his wife Harvie, attended 11 of our 17 meets on his Aquador 28 *West Breeze*. A runner up



prize is not usually awarded but this year David Houlton was presented with the Channel Trophy. David attended eight events in

one of the smaller yachts, a Contessa 26, and quite often sailed to the events single handed. He is a stalwart of the cruising section of our Club, former Captain of Cruising and still very active on the committee organising our Safety Day, The Needles relief and orchestrating our log competition.

#### THE QUAINS CUP



Awarded to Peter Fryer for a log of a significant cruise under sail for his cruise log from Rochefort to Bordeaux and back to

Lorient in his Bavaria 42.

#### XII BAR BLUES TROPHY

For a log or diary of a cruise recorded using

## CRUISING AWARDS



modern technologies. This year the winners were Richard and Celia Lassen for their blog which describes their cruise on *Oeastara* from Lymington to Lagos Portugal, it is very detailed has many super photographs.



#### FEN DAWN CUP

This cup is for the log of a significant cruise by a motor cruiser, and was awarded to Lou de Marco and Tess Tennant for their log of a cruise from Lymington to the Clyde via the West Country and Ireland in their motor cruiser *High Flyer*.

#### THE SENIOR BROWNLOW CUP



Awarded to Sebastian Chamberlain for the best narrative of a cruise under sail or motor. Sebastian was crew on *Owl* for four weeks and

his tome, together with numerous photographs, tells of their cruise and particularly details the culinary delights prepared throughout.

#### THE CADIZ CUP Our Senior Sailing Log Award

Awarded to Andrew Wilkes and Maire Breathnach for the log of their passage from San Francisco to Lymington via Mexico, El



Salvador, Panama, Cayman Islands, Cuba, Nova Scotia, Newfoundland and, of course, Ireland - a mere 9,382 miles

#### SEAMANSHIP TROPHY



Awarded to John Andrews and Freda Haylett who having retired, set off from Lymington in their 40 ft

Wauquiez yacht *Quyver* for a 4 year circumnavigation, their previous longest cruise being a three week holiday to the Morbihan. The story of their adventures is beautifully told in a log largely of letters/emails home. They completed their 32,100 mile circumnavigation in Prickly Bay, Grenada.



#### THE JOHN AND ANGIE BAILEY TROPHY

The John and Angie Bailey Trophy is awarded to Peter Bruce in recognition of a lifetime achievement in sailing.

There is no-one who has achieved so much and given so much, particularly to Solent sailors. Peter has represented Britain four times in the Admirals Cup, twice in the Southern Cross series in Australia and as the sighted skipper of a blind crew won a gold medal in the '92 Admirals Cup. A class winner 8 times in Cowes Week, the Gold Roman Bowl winner in the RTI and twice winning RORC races in his own boat.

# RACING NOTES

*As I write, there are no sails visible on the Solent. Instead we have squally gusts up to force 8, with a possible violent storm this evening: a good time to recall the great summer we had on the water.*

All our weekly series were well supported and we tried a couple of new events.

Let's take a typical week in high summer, say the first week of June. If you had been up before dawn on Saturday 1st June you might have been puzzled by the procession of cruiser racers and Folkboats leaving the river to head east. A few hours later all would have become clear as some 1450 yachts sailed by in ideal conditions on the Round the Island Race. As usual, the Club was well represented amongst the class winners and one of our teams lifted the Jeroboam Trophy for second place in IRC.

Come Monday afternoon, with thankful regularity, the Monday Night Dinghy volunteers arrived, closely followed by the appearance of one of the sights of Lymington: a flock of brilliantly coloured sails as the competitors launched down the crowded slipway. The record shows that 62

boats competed that evening, including twenty-seven Scows and seven Optimists. Indeed, the Dinghy fleets had a very strong year, not least with an excellent July regatta run jointly with the Town Sailing Club. The inaugural Potter Dinghy Race, promoted by Jane Pitt-Pitts, was also a huge success and establishes a new tradition for the Club.

Tuesday brought the Scow fleet out again, this time for the Alexina Trophy, another of the Club's traditional events, with a long history and a moving prizegiving. Reinforcing our many traditional events and nurturing our regular events is a powerful way of ensuring that our racing fleets remain strong, adding one or two new or different events each year for variety.

It is now Wednesday and the XODs duly appear for race number seven of their Wednesday series; a series which runs to twenty-two races, finishing only at the end of September to be replaced by the Autumn Series in October. Is there any more enthusiastic fleet anywhere on the Solent?

The 6th June, Thursday: the ferry to the Platform left on time at 5 pm carrying the

race team to prepare for the Brewin Dolphin Thursday Night races: seventy-eight boats were spread over the eight fleets that night. I cannot recall now whether the evening's prizes were presented by one of our prestigious visitors, an Olympic Gold medallist or round the world yachtsman, but I am sure the prize giving was as noisy as ever.

Friday was time to draw breath before the Saturday fleets of XODs, Folkboat and RS Elites set off for their regular afternoon races. The Platform was particularly busy that afternoon because we also welcomed the Junior Offshore Group (JOG) fleet of some thirty boats to finish at the Platform and join us in the Club for the evening.

Thus ended a fairly typical eight days of summer, as each Class Captain has reported elsewhere in this edition of Pottership. It is my pleasant duty once again to thank our fabulous teams of volunteers and the event management team, who all had a very busy year. On behalf of the Club's racing classes, I would also like to add our thanks to all our sponsors, who are acknowledged further on page 48.

**ROBIN TAUNT CAPTAIN OF RACING**



# RACING ROLL OF HONOUR



The Roll of Honour is listed in date order - most recent first

Ian Williams	ISAF World Match Racing Championship		2nd	Don Wood and David Alan-Williams <i>Duet</i>	Les Voiles D'Antibes	Panerai Classic Yachts	1st
Stuart Watson, Caroline Watson & Matthew Jones	2013 San Francisco Bay International Regatta	Nordic Folkboat	3rd	Barry Dunning and Bob Fisher <i>Rosenn</i>	OGA Jubilee Festival Regatta	Class 3	1st
Mike Saqui <i>Edith</i>	RSYC Double Handed Series	IRC Class 2	1st Inshore	Bob Baker <i>Brightwork</i>	Round the Island Race	IRC Division 2D	3rd
Bill West <i>Jo Jo Gunne</i>	RSYC Double Handed Series	IRC Class 1	1st Inshore 2nd Offshore 3rd Overall	Mike Slade <i>Leopard</i>	Round the Island Race	Conrad Ritblat Trophy & JPMAM Salver 1st to finish IRC Observer Trophy & JPMAM Trophy 1st Monohull	
Sir Ben Ainslie <i>Oracle</i>	Americas Cup Final	AC72	1st				
William Hancock	RYA Honda Rib Championship	8-12 years	1st	Peter Scholfield <i>Zarafa</i>	Round the Island Race	IRC Division 2C	1st
Chris & Hannah Neve <i>No Chance</i>	Dartmouth Week	IRC Class 2	1st	<i>Zarafa, Nordic Bear and Love in a Mist</i>	Round the Island Race	Jeroboam Trophy IRC Team	2nd
Milo Gill-Taylor	Belgian National and Open Championships	Optimist	1st	Jeremy & Max Vines <i>Pickle</i>	Round the Island Race	ISCRS Group 6A	1st
Pippa Cropley	Belgian National and Open Championships	Optimist	1st Girl 3rd Overall	Peter Draycott <i>Strider</i>	Round the Island Race	ISCRS Group 8A	1st
Charlotte Boyle	Belgian National and Open Championships	Optimist	2nd	Sir Ben Ainslie	Round the Island Race	Freedom Challenge Bowl	1st
Milly Boyle	Belgian National and Open Championships	Optimist	2nd	Richard Rouse <i>Foxhound</i>	Round the Island Race	Discovery Trophy 1st Gaffer	1st
Milo Gill-Taylor	Irish National Championships	Optimist	3rd	Stuart Watson and Matthew Jones <i>Crackerjack</i>	Round the Island Race	Red Lion Trophy 1st Folkboat	1st
Milo Gill-Taylor	Irish National Championships	Optimist	1st		World and European Selection Trials	Optimist	1st
Robbie King	Irish National Championships	Optimist	3rd		World and European Selection Trials	Optimist	3rd
Vita Heathcote	Irish National Championships	Optimist	1st Girl	Robbie King	World and European Selection Trials	Optimist	3rd
Milly Boyle	Irish National Championships	Optimist	2nd	Jenny Cropley	World and European Selection Trials	Optimist	2nd
Ray Mitchell <i>Drumbeat</i>	Cowes Week	Contessa 32 Class	2nd		World and European Selection Trials	Optimist	3rd
Bob Baker <i>Brightwork</i>	Cowes Week	IRC Class 6	2nd	Vita Heathcote	World and European Selection Trials	Optimist	3rd
Milo Gill-Taylor	British and Open National Championships	Optimist	1st	Sophie Weguelin	Princess Sofia Regatta	470	2nd
Robbie King	British and Open National Championships	Optimist	2nd	Tom Britz	Youth National Championships	Spitfire	1st
Hattie Rogers	British and Open National Championships	Optimist	1st	Tim Riley	Youth National Championships	420	1st
Milly Boyle	British and Open National Championships	Optimist	2nd	Mimi El-Khazindar and Ben Batten	Youth National Championships	29er	1st
Ella Bennett	British and Open National Championships	Optimist	3rd	Richard Breese <i>Impro</i>	SORC Solo Round The Island	Class 3 IRC & Overall	1st
Ray Mitchell <i>Accomplice</i>	Swan European Regatta	Class B	1st	Mimi El-Khazindar and Ben Batten	29er Grand Prix	29er	1st
Bob Fisher and Barry Dunning <i>Mignon</i>	Fife Regatta	Fife Sloop	1st	Peter Barton	Bloody Mary	International Moth	3rd
				Ben Hazeldine and Rhos Hawes	Bloody Mary	420	2nd Junior

## Scows Thread The Needles



*It was a chance remark at a seventieth birthday party last year that led to 25 Scows, including four from Keyhaven, threading the Needles on 2nd July 2013.*

There was a massive amount of preparatory work including a full risk assessment, a robust plan and a detailed Notice of Event. 'Elf and Safety' would have been impressed with the bureaucracy! We also conducted a recce in a RIB on a cold and wet March morning in similar tidal conditions to those on the day itself. Those involved were delighted to be fortified during the voyage by some excellent hooch provided by Sebastian Chamberlain.



*...the picnic at Hurst....warmed up by a rum concoction*

In May there was a 'wet rehearsal' when six Scows, accompanied by Graham Neal (OOD and Master of Potters) and crew in a RIB, actually threaded the Needles to prove that the plan would work. Another grey, cold day dawned and off we set in a gentle north east breeze and a decent ebb tide. Going through Hurst Narrows we were making over 7 kn over the ground, not bad for Scows. Mission accomplished with total success. We picnicked inside Hurst, this time being warmed up by a rum concoction provided by Dick Moore. Nobody could say that our preparations were not meticulous, and for this we owe Graham Neal a huge debt of gratitude.

The great day dawned and off we sailed in overcast conditions with a southerly wind and an ebb tide. We assembled at *Baverstock* and sailed for the Needles in four groups, each with an escorting support boat. Pride of place for experience must be Jane Wilford and Ann Blacoe in *Sapphire*. We also had a mother ship in the form of Duncan MacAlister's *Lady M*, crewed by some distinguished sailing luminaries. A speedy passage was made with the Keyhaven party joining us right on cue. It was a splendidly colourful sight to see so many Scows sailing westwards. We felt rather small, and a shade vulnerable, once we were near the Shingles and in a vast expanse of water, or so it appeared. As we waited to thread there were some testing downdraughts of wind from Tennyson Down; in some cases, capsize were narrowly avoided. Dick Moore in *Piccanin* and Chris Knox and Vanessa de Mowbray in *Goshawk* were among the near-victims. Then, following our designated support boat, we rounded Goose Rock to the west of the Needles, tacked and sailed through the large gap, carefully avoiding some nasty rocks. Loud cheers were heard as we achieved our objective. Nick and Sandy Walford, crewing a support boat *Viking* and following directly astern, beheld with awe the look of concentration on Rory Paton's face as he and Alex followed the leading safety boat through in *Wizard*. He was trying his hardest

not to overtake, bump into them or gybe, all of which would have been highly undesirable. Acceleration at the last moment by the leader avoided any such upsets. More evidence of why Rory normally wins Scow races!

We then headed for the mouth of the Keyhaven River for a picnic lunch. In true British fashion, this took place in drizzle and a chilly wind. Did this dampen our spirits? Of course not! So, after a wonderful and memorable day we set off home on the flood tide, arriving tired but exhilarated. 'Nobody dead, nobody drowned' and plenty to laugh at! A huge thank you to Graham for all his hard work, and for acting as OOD. Also, of course, big thanks to all the support boat and mother ship crews; we could not have threaded without you. The fact that there were no alarms or excursions, and that we all had such a marvellous day, is in great measure due to your vigilance and care.

Some comments from those who took part.

"I'm sure that the cry 'we've done it' as we swept through the Needles gap could be heard in Lymington"; "A hugely successful and enjoyable day"; "A fantastic day". The last word must be from Graham Neal: "Congratulations to all sailors on their competence and outstanding seamanship".

**CHRIS KNOX**



## POWER BOATER WILLI

Young power boater William Hancock, aged 12, made light work of the torrid conditions at the PSP Southampton Boat Show on September 15th to be crowned 2013 Honda RYA RIB Champion.

This win is directly related to the amount of RLymYC training for a group of youngsters that took place on Tuesday nights throughout the summer which was carried out on a new rib, donated by Lymington Yacht Haven, which can be seen sitting proudly on its floating Versadock in front of the Club. A number of adult Members helped me with the training most notably Vince Sutherland, Bob Burney and Martin Gurney.

In the finals of the 8-12 age group William blasted his way to championship glory in a winning time of 01:02:28. He skilfully manoeuvred around a tricky and testing course, which included a slalom run, a 360 degree reverse around a buoy and a stop exercise. William's prize was a fantastic new rib for our Club presented by the RYA CEO Sarah Treseder.

A delighted William said; "It feels great to be a champion, and I am very pleased with the result. I was hoping to get into the top three so I am really pleased. The Club has been really supportive"

It is planned that the Club will build on this success with on-going plans for a RIB Club to bring on the RIB skills of those of our juniors who don't want to sail.



*Andrew Eady was presented with the Cyril Lyon Salver as our unsung hero for this year by Richard Wadsworth Moore Blatch. Andrew has put in countless hours mark laying, safety co-ordinating and training our youngsters for the RIB Challenge Event. He has also found time to wire-up the new RIB and has started the next one! Andrew has only been a member for 3 years but he has become the go-to man for so many jobs and we really appreciate amount of time and commitment that he puts in to our Club.*



## YOUTH AND JUNIOR ROUND UP

**Well, what a wonderful summer! The sun shone, the wind blew and the Club's Youth and Junior sailors have been representing their Club at every level.**

At the RYA Youth Nationals this year, Mimi El-Khazindar sailing with Ben Batten came second overall in the 29er fleet and qualified to represent the country at the ISAF Youth Worlds in Limassol, Cyprus. The event took place in July and Mimi and Ben came sixteenth in the fleet. They followed this event with the UK National Championships, where they took the bronze medal. They were also invited to represent their club and country at the International India Regatta hosted by the Tamil Nadu Sailing Association in Chennai at the beginning of October.

The 420 Class has lost some of its older members to the 470 Class where Annabel Vose and Kirstie Urwin have started to make their mark by coming fifth at the Junior European Championships.

In the 420 Class, with Ian Jarman now in charge, Charlie Cox with his helm came fourth at the UK National Championships, with Craig Dibb and crew coming ninth. The 420 Class is looking healthy as a number of younger sailors are moving to it from the Junior Classes, especially from

Optimists, so we look forward to watching their progress.

In the Laser Radial Class, which Gina Bassett has taken over from Michelle Gent, Nik Froud, after taking the summer off to concentrate on exams, is showing promise in the World and European Qualifier series and Jake Farren-Price, Tom Fenemore and Josh Atherton have had some good results. The 4.7 Class, also run by Gina, has some new young sailors joining the ranks and enjoying getting to grips with the boat.

The Cadet Class is struggling - sailors leaving to sail other boats have reduced number to below critical mass and the future does not look too great. However, we live in hope that a new generation of Cadet sailors may emerge as youngsters move from Poppies into other Classes. Harry Fitzsimmons is flying the flag for the Club - he was part of the World Team that went to Tasmania in December/January crewing for Jack Wilson. After that he teamed up with Alex Philpott from Frensham and came seventh at the National Championships in Abersoch; now he is campaigning his own boat.

The Tera Fleet, now under the management of Paula Tait, has had a successful season and continues to bridge the gap between Optimists and Laser 4.7s. By

its nature, the Tera is a boat that is either suited to the slightly older sailor who comes to sailing late or as a transition from a Junior to a Youth Class. The youngsters need to be of a certain weight to be able to handle a Laser 4.7 without damaging themselves, and the Tera gives them the opportunity to try a similar single-hander without being overpowered. This year Robby Boyd, Jonny Tait, Tom Goacher and Henry Collison have all done well at the Southern Area and National Championships.

And finally the Optimists - lots of training has taken place for large numbers of children - Tuesday evenings alone saw between 20 and 30 boats on the water, and some great results. George Heathcote and Kristine Host-Verbraak have been working hard to organize excellent training. You can read more details of the Optimists successes in George's report shown opposite; also Milo Gill-Taylor's and Hattie Rogers' accounts on pages 19 and 20 of their invitation to take part in the Bermuda Junior Gold Cup, where he came first overall and Hattie was 1st girl and fifth overall.

All in all, a very successful summer with lots of fun, and thanks to all the parents who put their time in to make our Youth and Junior sailing the success that it is.

**JENNY WILSON**

*Mimi El-Khazindar sailing with Ben Batten represented their Club and country at the International India Regatta hosted by the Tamil Nadu Sailing Association in Chennai*





jumping for joy at the end of the World and European Selection Trials in Weymouth

*It has been yet another terrific year for Lymington's Oppie sailors, both in terms of numbers and quality. The Club has around eighty Oppie sailors who race and/or train regularly, and of the top twenty sailors in the UK, more than half are from Lymington.*

We emerged from a full winter programme of training in squads to go to the Spring Championships where we were met with a blast from the Arctic. It was one of those occasions where you spend most of the weekend wishing you had stayed at home in front of the fire. There was nothing remotely spring-like about it but, as with all the training we had been doing, those who put the most into it did best and enjoyed it the most.

At Easter sixteen sailors made the pilgrimage to Lake Garda to join well over 1000 sailors from thirty nationalities for what is best described as a 'festival of Oppie sailing'. Robbie King came fifteenth and

Jenny Cropley was the second placed girl.

After a week or so skiing, the same sailors dived into Holland on their way home for the International Optispring. Buoyed up by the individual successes at Garda, Lymington's sailors really started to flex their muscles with Milo Gill-Taylor second overall, Jenny Cropley second girl and Vita Heathcote first Junior.

We then took the gloves off for the World and European Selection Trials in Weymouth, which is what everything else was working towards. This is crunch time, as here you earn your place in your team, or not....four light races, four heavy, and a further four medium out in Weymouth Bay, with no black flags, gave a very fair series.

The teams went forth into battle: Ella Bennett, Milly and Charlotte Boyle to Flanders; Hattie Rogers, Pippa Cropley, Alex King and Haydn Sewell to Bodrum, Turkey (Development); Jenny Cropley and Vita Heathcote to Lake Balaton, Hungary for the European Championships; Milo Gill-Taylor

and Robbie King to Lake Garda for the World Championships.

There followed a series of high quality, well attended domestic open meetings, best of all in Lymington itself, where 150 sailors jostled for the silverware. To Hayling Island to complete the series, bringing together more of the local and fledgling sailors as well as the teams who use the events as warm-ups for the international regattas.

Next it was up to Largs for our own National Championships. Most of us had never been to Largs, and we had tales of biting wind, biting rain, and killer whales lurking at the windward mark! In fact the rain was at least steady, even if persistent, and we had dolphins at the windward mark! Plus a world famous ice cream parlour. RLYmYC emerged as the top Club, winning the Talbot Fleet Trophy for the first three girls – Hattie Rogers, Milly Boyle, Ella Bennett. The Club was also credited with



the Senior National Champion, Milo Gill-Taylor, and Junior National Champion Vita Heathcote.

It was time to say farewell to some of our older sailors. It can be sad to see them move on, but we feel grateful and proud of them for the energy and enthusiasm they have brought to the fleet. We wish them all the best in their youth classes. Max Moyles (420),



Dan Atherton (420) and George Ford (Laser 4.7) all missed out on European selection by a slither but were already doing really well in their new class.

Amazingly they have already been replaced by the emerging talents of Ted Ward, Nicklas Host-Verbraek, Hector Bennett, Toby Schonrock, Tobias Norberg, Freddie Lonsdale and Jasmin Summers. These sailors

have all shown some exceptional promise. Lymington is very fortunate that it can keep on supplying its hotbed of sailing talent. It has all the necessary resources: a terrific location for sailing all year round, keen sailing parents who think it's all worth it and a supportive Club.

Our Oppie sailors take every opportunity to sail other boats too, and I'm sure this helps to develop their abilities further but, more importantly, goes to show how much they enjoy it. Many of our best sailors don't travel at all – it isn't essential as there is a lifetime of high quality training and racing available without ever having to leave Lymington! But for those that do venture out of the centre of the known universe in their Oppies, the world really is their oyster. Oppie sailing is held in such high esteem throughout the world that invitations flood in to Lymington for our sailors to train and race in every corner of the globe – from Burma to Bermuda and all the way round to Bodrum!

Through the summer we ran Tuesday evening training, averaging more than 40 regular sailors. Local legend Greg Carey led the sessions, which included some of the best sailors in the land, yet encouraged the fledgling fleet, the 'elite squad', for whom the main objective is to have some fun. What they don't realise is that they are actually race training – disguised as a mini adventure!

**GEORGE HEATHCOTE**

**Pictures**

*top left - Robbie King and Jenny Cropley RLYMVC's trophy winners at Lake Garda: top right - waiting for the breeze at the inland champs: left - our trophy winners at the Nationals, left to right, Nicklas Host-Verbraek, Vita Heathcote, Ella Bennett, Milly Boyle and Hattie Rogers: below - the Lymington elite squad at low speed*



# THE RENAISSANCE OPTIMIST JUNIOR GOLD CUP



*With the Bermudian launch of the Andrew Simpson Sailing Foundation by Sir Ben Ainslie and Iain Percy this year, the Royal Bermuda Yacht Club offered a double invitation to GBR to The Renaissance Optimist Junior Gold Cup. The invitees were the overall 2013 national champion - Milo Gill-Taylor and the 2013 top senior girl national champion - Hattie Rogers. On this page and the next are the personal accounts from Milo and Hattie of their extraordinary experience .*

## TAKING ADVICE FROM THE TOP PAYS OFF

When we arrived in Bermuda Ben Nicholls, whose house we were staying at, came to get us from the airport. As we came out of the airport he said there was someone else in the car but it was just a reporter who was staying with us too. Then Ben Ainslie stepped out of the car! Ben Nicholls was laughing his head off and I was just stunned. I was pretty quiet and a bit shy on the whole car journey. Ben is a really nice guy though, and he was asking us lots of questions, it was incredible.

Winning the event was amazing but staying in the same house as Ben Ainslie and Iain Percy and their team was beyond anything I could have imagined. Their whole team were amazing; they let us help them rig and de-rig their boat and were always happy to give us advice. Although I think they

watched their language a bit more when we were around!

Some of their best advice came before the last race of the event.

We were racing in the harbour where they had just done their semi-final of the Bermuda Gold Cup. It was very shifty and I think they wanted a Brit to win the Junior Gold Cup! They told me what to expect, which side was favouring and what the wind was doing. When Ben and Iain tell you things like this you listen!

I was 10 points behind the Australian sailor Max Quirk going into the last day, and I think a lot of people thought I couldn't do it, but I never give up.

At the 2011 Oppie Nationals I overturned a 20 point lead to win and I've always remembered that. If you sail your best race, someone else can always mess up and let you back in. You always have to just keep believing that you can do it.

This wasn't the most pressure I've sailed under but it was quite a bit. In the prestart Max was following me closely and at the first windward mark he was thirteenth but I was seventh and I knew that wasn't enough of a lead to win.

I didn't know it was definitely in the bag until the last run. I could see he was a long

way back and as long as I didn't do anything stupid and he stayed where he was I would win. I finished fourth, Max finished 37th. I was the Junior Gold Cup champion!

It was an amazing feeling to win it. Sometimes when you win it is a relief if you have been winning the whole event but this was something different as not many people expected me to be able to do it and I did. This event is like the Optimist Olympics so the excitement when I crossed the line was incredible!

Bermuda is one of the nicest places I've sailed. It's really really hot, although a bit too hot for me when I'm not sailing, and the water's warm.

We're already talking about what I might do next as I'm getting quite big, but I think I will definitely have another year in the Optimist. It's one of the most competitive classes in the world so I want to have that level of racing for as long as possible before I move on to my next class, which will probably be a Laser.

There is still a lot of racing to be done this winter, with the Winter Championships and events in Vigo, Palma, Palamos and Garda. The season doesn't really stop, I just go abroad to sail, and there is nothing like racing to stay sharp.

**MILO GILL-TAYLOR**

## THE RENAISSANCE OPTIMIST JUNIOR GOLD CUP continued



### MY BERMUDA SUCCESS *the learning, inspiration and enjoyment*

To spend the week staying in the same house as Sir Ben Ainslie and Iain Percy and their team competing at the Bermuda Gold Cup was really cool, and then to win the last race in the harbour in front of hundreds of people was unbelievable! It was definitely my aim to finish as the Top Girl. I always like to aim high as it gets you motivated to do as well as you can, but I didn't really know what to expect from the competition as I haven't been to a European or World Championship before. Optimist sailing in the UK is at a really high level; I thought this would be quite a big step up from that again.....and it was!

Iain Percy did a debrief for us on Day 1 and said we should try to take everything in and enjoy the experience because, while it was

important to concentrate on our sailing, enjoying the event was just as important. He said being nervous was OK too. Because the last race was in front of so many people I thought others in the fleet might get nervous and I could take advantage. I think I improved as a sailor as the week went on, because just being around guys like Ben and Iain was so inspiring, and they kept saying we had to enjoy it otherwise the pressure builds up and affects you. I remembered all this before the last race and I really wanted to win it. I got a good start and although the US Virgin Island sailor was going well, I could see he was quite pressured with people catching him up from behind and I took advantage. Crossing the line first in the final race with so many spectators was an unbelievable and unforgettable feeling with so many horns and cheering!

This was the furthest away I'd ever been to an event and without my parents. I had to do as much as possible myself and be quite independent, although the Nicholls family we stayed with were wonderful hosts and so kind. I learned you just have to get on with it, like the best sailors in the world do. It was a big series and it was tiring. I made sure I got to bed early by 9pm and was asleep by 9.30pm most nights, and didn't let myself get distracted. The routine of having dinner with Ben, Iain, Matt (Catflap) and Christian at the team house was really fun and helped me concentrate on what I needed to do. They all sailed Optimists too so were always happy to give us advice about our sailing or what was happening on the course.

I've known Ben for a number of years, but when you see him in a big event environment it's a different world! We were lucky to be able to stay and see his team in the final of the Bermuda Gold Cup immediately after the last race of the Junior Gold Cup and although it was a real shame they didn't win overall, it was so inspiring to see something like that close up. The racing is so intense and they are all so professional. It definitely makes me want to be like them.

We had to leave very fast after the event to get our flight back to England. It was so strange returning: one day I was in 30 degrees of heat and the next day in the freezing cold rain and back to school! My school, Hampshire Collegiate near Romsey, is very supportive of my sailing and amazing at helping me manage my school work with my sailing. I was so happy with my 5th Overall and Top Girl final result, especially against such tough opposition. It was the most memorable experience and one I will never forget!

**HATTIE ROGERS**



## Duo Series

This series has now become well established in the Cub calendar with year-on-year increases in the number of boats taking part; this year 31 took to the water. This increase is especially noticeable in IRC Class 2 and Lymington Handicap, possibly because the smaller boats are easier to handle for just two people and even easier if an auto-pilot has been fitted.

The race format remained unchanged at the racers' request, with four out of five races to count and either a start to the west from Colten or to the east from Pylewell, ensuring that the boats don't have to negotiate the river entrance just after the gun. All classes start at the same time from the same line with four of the five races this year involving an initial run or, in the case of Race three, a mass float off, there being very little wind and Race Officer Tony Blachford not being minded to have a postponement!

Races 1, 3 and 4 used Christchurch Bay as the playground. Races 2 and 5 went east, Race 2 seeing IRC Class 1 boats rounding North Sturbridge and, in Race 5, Peel Bank. A highlight for the boats in Christchurch Bay this year was Race 4, when the fleet had a ring side seat for the Bournemouth Air Show as IRC Class 1 shy-reached to Peveril Ledge and IRC Class 2 and LH classes rounded Haven Insurance off Poole. IRC Class 1 boat *Ding-Dong*, sailed by Chris Rustom, should be mentioned for competing single-handed in this race and also for getting line honours, although he was beaten on handicap by three other boats.

In IRC Class 1 Ray Crouch and Paul Baker posted three firsts and a fourth to win the series without competing in the last race. In IRC Class 2 *Rooie Rakker*, the Contessa 26 of Nick Morgan and Oliver Pettifer, while achieving three firsts failed to race two races enabling *Rollercoaster*, sailing with great consistency, to win the series. In LH Richard and Robert Truscott, sailing their Westerly Consort *Unity*, also posted three firsts with a second to win their class convincingly.

A note of thanks is due to the series sponsors, Harken and Spinlock, who donated some great prizes to the first three boats in each class.

**HANNAH NEVE**

### OVERALL RESULTS

#### IRC Class 1

1st *Boomerang* Ray Crouch and Paul Baker 2nd *Jelly Baby* William Newton and Bill Darley 3rd *No Chance* Chris and Hannah Neve

#### IRC Class 2

1st *Rollercoaster* Dennis Bates and Bill Pitman 2nd *Rooie Rakker* Nick Morgan and Oliver Pettifer 3rd *Eskymo* David Powell and Peter Rogers

#### LH Class

1st *Unity* Richard and Robert Truscott 2nd *Andrillot II* Tim and Robert Stevenson 3rd *Dynamic* John and Johnny Turner

**W**ell...Previous boating experience – off-shore powerboat racing and a gin palace.

Suddenly found myself part of the crew on White Mischief for the Thursday evening racing. I didn't have a clue what to do, so I just threw myself over the coach roof every time the skipper called "tacking now". Everybody knew what to do but it was just very leany-overly and flappy with ropes (sorry – lines) all over the place. Bedlam as far as I was concerned. And let's not mention the bruises.

We thought the only way for me to learn the ropes was to try the Duo Series so I would have things to do. What an understatement.

I planned our picnic – finger snacks and some very mobile cherry tomatoes – you get the drift – washed down with cans of gin

## Duo Virgin

and tonic. Hmmm. Shan't be making that mistake again! Gosh I was so nervous. My lovely laid-back skipper kept on reassuring me, showing me what to do with the ropes (sorry ..... lines) and what happens when I pull them. In the meantime he was like a lively, agile, nimble mountain goat, leaping here and there, pulling this and that, and we had spinnakers going up and down all over the place. He was awesome. As for the tactics, intriguing. Oh so clever, you sailor types – all that tacking and dirty wind etc etc.

Still, the thing is, I began to get it. I had time to study the lines and their function. I got the sails, the wind, the tide, and yes, the lingo. All the basics and all by myself.

OK, I admit the reactions of the boat are a lot slower than I'm used to but goodness me I'm in awe of that knowledge sailors have. Reading the sea and making those allowances so you find yourselves slowly passing the boat in front. I'm shamelessly competitive and can't tell you how proud I was at the end of it all. We finished a very very respectable second. Actually the skipper has admitted that he cocked up the start or we would have been first. Wow.

Last job of the day – locate escapee tomatoes.

We went on to enter another Duo months later. I was convinced I would have forgotten everything I'd learnt. But no! We went on to win by a couple of minutes. We had a lovely day, a suitable picnic, and no tomatoes.

Right, next Merlin Rockets!

**JANE HIND**

# The Return Half

*Freda Haylett and John Andrews have recently completed a 6 year circumnavigation in Qwyver, their Wauquiez 40 Pilot Saloon*



Northern Europeans who choose to sail round the world independently at a leisurely pace have a pretty good idea of how to get to Australia - south until the butter melts and turn right. The Caribbean is pleasant but the real joy is the Pacific. All those wonderful island countries where the weather is perfect, the seas long and the locals delightful. New Zealand is a 'must visit' for the cyclone season, and not too far south.

But having reached Darwin, where next?

The conventional route is Malaysia and Thailand and then across the North Indian Ocean and a beat up the Red Sea to the Mediterranean. Fine if you don't mind the pirates. A new alternative is to ship from Thailand to Turkey – expensive and perhaps a bit of a cheat.

Or you can go to South Africa.

The chance of getting taken by pirates is probably small but the consequences for someone in their late 60s pretty dire. Sadly that ruled out Chagos and the Seychelles, since pirate activities now extend to 100 miles north of Mauritius. The weather season for Indonesia and Thailand coincides with the season for the South Indian Ocean and puts almost a year on the overall trip. We were tempted but we needed to move on as it was still a very long way home.

South Africa was our obvious choice, having family there. From South Africa we could head to Brazil and the Caribbean, completing our actual circumnavigation there before the return leg to Lymington. It looks much better on the World Map and avoids the risk of fizzling out in the Med. We could leave the boat in South Africa, Brazil and Grenada for plane trips home.

We left Darwin and 2000 miles later, with

the wind on the quarter and the sun shining, arrived at the Cocos Keeling Islands of coral reefs and coconut palms. There are two main islands in the lagoon, Home Island inhabited by about 600 Cocos Malays, and West Island inhabited by about 60 expat Aussies. There is a daily ferry service across the lagoon but it doesn't go to Direction Island, the only anchorage, about two miles by dinghy from Home Island. For those of us used to a 24/7 lifestyle, Cocos is a challenge. Fuel is available for one hour three days a week. Banks open four half days a week though they have no money unless ordered the week before. Thank goodness shops took credit cards.

The next 2000 mile leg brought us to Rodrigues, Mauritius and Reunion that stretch over 400 miles. It is all fast trade wind sailing, as was the last 1000 miles to Cocos. But what the books don't say is that you are likely to have 4 m to 5 m seas square on the beam

*We arrived back in Prickly Bay, Grenada, having sailed 32,100 miles since we left Lymington in June 2007*



*Namibia....the diamond ghost town of Kolmankop*



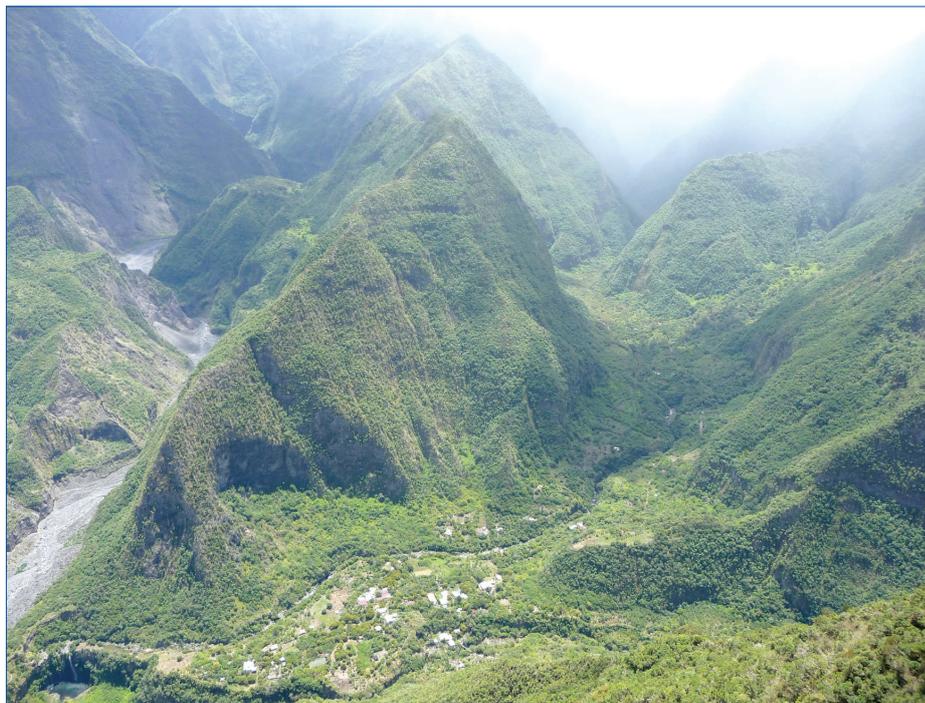
the whole way, and that gets exhausting as well as a bit dodgy at times.

We had one wave which flattened the boat enough to put a 30 degree bend in the wind vane.

Rodrigues is a delightful small island in the middle of a huge reef. The population is a mix of Indian, African and European with Mosques, Churches and Hindu Temples abutting one another in the narrow streets. One of the staple foods is octopus, which can be seen hanging out to dry like lots of pairs of drawers with too many legs. There is a project to save and re-introduce the giant tortoises which once covered the island, rather like the Galapagos, but it's too late for the poor old Solitaire, or Rodrigues Dodo. A few hundred miles further on is Mauritius where they proudly display their 'Blue Penny' stamp, one of the rarest in the world. The third island in this patch of sea, 100 miles west, is La Reunion. It is more French than France and has the most stunning volcanic mountain scenery.

Cruisers gather in La Reunion debating the next 1200 miles to South Africa. On the east coast of Africa, from Richards Bay to Cape Agulhas, the weather is dominated by fronts moving north up the coast. There are a few days of strong northeast wind followed by a rapid shift to a strong southwest wind. To be caught out in a SW wind against the Agulhas current is very unpleasant, even dangerous. In extreme cases abnormal waves of 20 m preceded by a deep trough can occur.

Weather forecasts are only good for 5 days at most, so you may as well leave Reunion when it suits and weather-watch by radio. About 100 miles out of Durban we hit a north-easter which meant crossing the



*La Reunion.....more French than France with the most stunning volcanic mountain scenery*

Agulhas with 40 knots on a close fetch to avoid being swept south. One wavetop leapt down the hatch and through our laptop, after which the washboards were locked in and the top firmly shut. It was something of a relief to be tucked up in harbour. In Durban and South Africa as a whole everyone was very friendly and helpful. We were made welcome and nothing was too much trouble.

Round South Africa the harbours are about 250 miles apart and there is no other refuge. You need a window to get to the next harbour with plenty of time in hand. Cape Agulhas is the southern-most tip of Africa and from there to Cape Town, past the Cape of Good Hope, you are in an area of SW winds that blow fiercely up the coast, with a short steep sea not so very different from the Channel or North Sea. For this stretch you can look forward to about 24 hours in 30+ knots of wind.

Going north from Cape Town was warm and foggy but with little traffic and with huge groups of seals playing around us. Namibia is the hidden gem of Africa. The old German colonial feel results in a charming bit of early 20th century Europe in the desert. Around Luderitz most of the country is Sperrgebiet or forbidden to everyone. This is where diamonds can be found in the sand by crawling about in the moonlight. If you are caught, it's jail for 15 years. We took a tour to the fascinating diamond ghost town of Kolmankop, finally abandoned in the 1970s, which is being buried in sand dunes.

Walvis Bay is the major Namibian port but it offers only an anchorage and is very open to the infrequent north wind, so we left the boat for just two nights, which we spent inland at Twyfelfontein. The elusive desert adapted elephants were not to be seen but

*Namibia ... ladies hats*



*St Helena...down Jacobs Ladder and OCC members Bob and Peppe in the world's best internet café*





*St Helena... the dry side*

on our drive back we passed the unique lichen fields that cover much of the coastal dunes. The lichen gives the sand a slightly coloured appearance and helps stop erosion. They grow only about 1 mm per year so any damage takes decades to repair. The prehistoric plant *Welwitschia Mirabilis*, which can live for hundreds of years, grows here in the sand.

Next, St Helena. It's a delightful island with 3000 people, no airport and a ship every two weeks. RMS St Helena cargo/passenger/mail ferry comes up from Cape Town bringing everything, including most of the country's food. The Saints are British and very proud to be. Their fantastic Royal Wedding celebration made the BBC News.

At anchor the swell was not uncomfortable and the ferry that serves the fishing boats took us ashore whenever we wanted. Beside



*Ascension... turtles hatch on our beach every night*

us was the Hiscock's *Wanderer III* crewed for the last 25 years by an intrepid couple from Denmark. They had just completed 24 months in South Georgia, having fitted a coal stove to the otherwise unchanged 60 year old boat.

St H's claim to fame was the imprisonment of Napoleon whose house, now owned by the French Government, is a national shrine. It was rather macabre with endless pictures of him on his deathbed and his various death masks. The hey-day of the island was his imprisonment there when a garrison of an extra 3000 men was sent out from UK.

St Helena to Ascension is 725 miles of easy trade wind sailing - just like the Pacific again. Ascension is an interesting Island, a little more green than usual because of extra rain. Blue sky and sea, long golden soft sand beaches and a mountain – a green top on a



*Amazonia...real tourists with the pink dolphins,*

land of volcanic ash. Metre sized Green Turtles nest and hatch on 'our' beach every night and we spent a long evening sitting right beside one as she made a nest and laid her eggs. The Sooty Terns are called Wide-Awakes, which explains the name of the airfield around which they breed. They lay their eggs directly on to the spiky desert of lava.

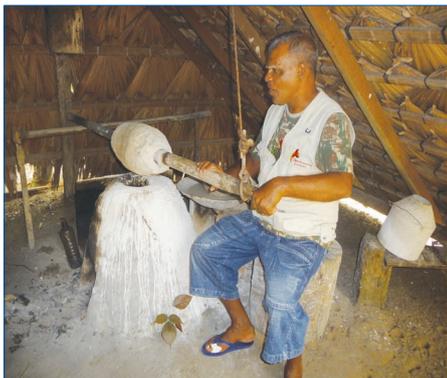
Getting ashore was tricky. The waves are too large to go to the beach so we had to tie our dinghy on a trot, climb aboard a rickety wooden dinghy and pull ourselves close to the near vertical steps. As the wave lifted the boat up, catch hold of a dangling rope and jump. It was not easy and in the dark after turtle watching decidedly unpleasant.

We headed for Cabedelo in Brazil, just north of Recife - another 1250 miles of trade wind sailing. This little-known place is a long way in miles and styles from Rio! The marina at Jacare, just upstream, is simple - just two pontoons jutting out into the very fast ebb stream separated from the office and bar by a dirt road along which cattle wandered, grazing on the garbage beside the river. There is a small single street, scrupulously clean village of one story terraced dwellings with local transport of donkey carts and motorbikes. Everyone had big smiles and happily spoke to us in incomprehensible Portuguese. The train which stops just outside the village goes to the city of Joao Pessoa, a 30 minute and 20p train ride.

Brian Stevens, an Englishman who settled in Cabedelo many years ago, has a small yard nearby building river catamarans. He spends most of his time solving problems for cruisers. His help was invaluable because we had suffered quite a few failures on the way from Cape Town. He also organized weekend BBQs

*Cabedelo, Brazil.....the marina at Jacare, is simple - just two pontoons jutting out into the very fast ebb stream*





*Amazonia.. traditional smoking rubber*



*North Brazil.. Fortaleza*



*Devils Island...the remains of the lightless 'black cells'*

at his Granja and a three day trip inland.

Being in the north of Brazil, we wanted to see the Theatre De Amazonas (the Opera House) in Manaus. It is 1000 miles up the Amazon, so 2000 from Cabedelo – on the doorstep in Brazilian terms. Too far to sail so we caught a plane and spent a week being real tourists in the Amazon. Pink dolphins, piranhas, anacondas and an historic rubber plantation were part of this incredible experience.

After a break in England we headed off to French Guiana. We arrived in Les Isles du Salut or Salvation Islands, named for the salvation of some early settlers but infamous for the notorious French prison camp on Devils Island - of Papillon fame. They are very small and stunningly beautiful, thickly wooded with coconut palms on the windward side. The largest island, Royale, has huge old gnarled

*Isles Du Salut ..... Salvation Islands also infamous for the notorious French prison camp on Devils Island*



mango trees making it beautifully shady at its peak. We visited the old prison, hospital and nunnery buildings which had been impressive structures, built in the mid 1800s. For a prisoner to take one of those mangos meant two years in solitary, and the punishment cell blocks are another thing altogether. Conditions must have been awful even by 1855 standards. You can still see the remains of the notorious lightless 'black cells'. It was a virtual death sentence, 'The Dry Guillotine', with no return to France. Right up to 1954 (when the last prisoners left) the regime was inhuman. In a hundred years 67,000 prisoners were transported to French Guiana, most of whom went to the mainland. Of these 50,000 died; life expectancy was two years. It is now regarded as a shameful episode in France so little further restoration may take place.

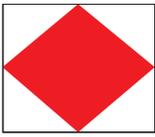
Nearby, on mainland French Guiana, we anchored in the pretty Kourou River with wonderful birds and vicious biting bugs from half an hour before sunset until sunrise. This is the home of the European Space Agency launch facility. There was a rocket launch due, a small Soyuz, 47 m tall with a payload of 3.5 tonne. There were several viewing places with a TV screen and a commentary, but as it was scheduled for 2304 we sat on deck and kept a lookout. The sky was lit up by a fireball which barrelled out from behind the clouds, too bright to watch with binoculars. After a moment or two it elongated and you could clearly see the head and long trailing tail of fire. It split in two, the aft piece falling and the rocket rushing on. Then followed the huge rumbling thunder of the launch.

People here were incredibly welcoming – the Government Tourist Manager lent us her air conditioned office whilst she had lunch (this is France) then found us a hire car, fixed a discount and gave a personal tour of the town. We visited Cayenne where the family of French cruising friends worked for the French Government. Freda played Granny for the day to their three small children.

We arrived back in Prickly Bay, Grenada, having sailed 32,100 miles since we left Lymington in June 2007. We consider Grenada to Grenada as the circumnavigation and have covered more than 360 degrees of longitude, crossed our track and been diametrically opposite. So I think that we have fulfilled all requirements.

According to us, the circumference of the Earth is 24,140 nM. Some scientists prefer 21,638.8 nM but most of them haven't been round to measure it.

**JOHN AND FREDA**



## Club classes - Nordic Folkboat



*a perfect afternoon at Newtown, thirty Folkboaters shared a spectacular day of eating, drinking and laughing*

I was brought up sailing the Folkboat's near sister, the Stella, on the river Crouch in Essex. When I migrated to bigger and faster boats I thought I'd put sailing clinker clunkers behind me. So, when I bought my Folkboat about seven years ago, I thought my sailing career had entered the twilight zone.

I didn't believe friends who said "Folkboats will give you the best fleet racing in the Western Solent" or "great racing and great people"...I was just looking for a reasonably priced boat on which I could take my, at the time, young family off for a bit of weekend sailing and do a bit of racing.

Well what a mistake that was! One race on *Padfoot* and I was hooked. Off came all the cushions and comfy stuff and I was into it. I was back racing clinker clunkers and, after seven years, I can honestly say I've learnt more and had more fun than in many years of bigger boat and offshore sailing.

The 2013 season did not disappoint – "As much fun as you can have on the water with your clothes on!" was heard to have been muttered by one of my more depraved crew members after a particularly memorable race around the middle of the year.

The RLymYC Spring series broke the ice off and got the rust out of the system. Despite the biting cold easterlies and forecasts predicting survival conditions the fleet built up from 7 boats to 11 by the end. *Crackerjack* made a welcome return to the water half way through the series and immediately staked her claim in the top order – Crackers was back! However, overall series honours went to *Tak*, followed by *Flutterby* and *Padfoot*.

The year continued with the regular Saturday afternoon race programme of ten races throughout the season. This was supplemented by the longer races of our West Solent Series, taking us to the far flung and exotic locations such as Cowes and Yarmouth where re-constitution and re-hydration were a pre-requisite.

We tried an experiment this year and incorporated the Southern Area Championships within the West Solent Series. There were four races with no discards: the Lymington to Cowes Race, the Christchurch Ledge Race, the Prince Consort Race and the Turkey Cup, unfortunately abandoned due to lack of wind. The Prince Consort race sticks in my mind as it incorporated a clever course set by the Royal Solent taking us up to the Calshot area with a foul tide beat back, match racing along the Beaulieu shore and almost a one tack lay line (for some of us) from Sowley to the finish at Yarmouth. The leading four boats finished within thirty five seconds of each other after three hours of racing!

Other highlights of the season included the great turnout of Folkboats for the ISC Round The Island Race. About 15 Nordics raced one design and a handful took the plunge to pursue the handicap prize by racing IRC.

The Taittinger Regatta, run by the Royal Solent Yacht Club, was very challenging with foul tide beats taking us to within feet of the Island shore and stretching the nerve, skill and resilience of skippers and crew. Great weekend!

The Royal Lymington hosted its annual

Summer Regatta which again offered the Folkboats a couple of days of testing themselves against each other in the mid-Solent area.

Late August offered a perfect afternoon on the beach at Newtown. About thirty Folkboaters, family and friends shared a spectacular day of eating, drinking and laughing – I think we'll be doing more of that!

The annual gathering of Folkboats (Nordic and British) at the Royal Solent YC's Folkboat Week, sponsored by Yacht Havens Ltd, was a winner. With racing taken at every level from serious to a fun cruise, combined with an outstanding social programme, I think the event's ongoing success is assured.

It was also great to see new boats entering the fleet. *Joss* joined us from the beginning of the season and *Millie* towards the end of the year.

Team *Crackerjack* represented the UK in the International Folkboat Regatta in San Francisco. They came third in an international fleet of some of the best Folkboat racers in the world – fantastic result and congratulations to them.

I think the season is best summed up by this quote from one of the owners:

"A win at the Summer Regatta says more about the great spirit in which Folkboat racing is conducted than about our racing skill".

Starting to look forward to 2014 (after a bit of a break)!

### CHRIS HILLS FOLKBOAT CLASS CAPTAIN

#### SAN FRANCISCO BAY PODIUM SUCCESS

The Crackerjacks secured 3rd place overall in the American Folkboat Association's 2013 San Francisco Cup





## Club classes - RS Elite

"The Elites are absolutely brilliant and for as long as I sail nothing else will do..." A pretty typical view from a Lymington RS Elite sailor who loves the convenience, competition and beautiful sailing characteristics of our Class.

We've enjoyed some great sailing again in 2013, with the season's highlight being the intensive period through mid summer which included the Southern Area Championships hosted by our Club, Cowes Week including the Crewsaver Stadium Cup and the National Championships trip to the Royal North of Ireland YC on Belfast Lough for the full-on craic!

### SOUTHERN AREA CHAMPIONSHIP

RS Elites from Cowes, Hayling, Burnham and RLymYC competed for the Southern Area Championships over a weekend in late July. Light winds (OK, occasionally a driftathon) on the Saturday were balanced by good breeze on Sunday, testing us in all conditions – punctuated by an excellent dinner in the Club on the Saturday evening and rounding up with a fabulous prize-giving lunch. Crauford McKeon's *Kandoo III* team were definitely beatable in the light stuff, with both Jono Brown's *Aeolus* crew and the Wadhams in *Kiss* winning races, but on Sunday they couldn't be stopped. Three bullets gave *Kandoo III* the Southern Area Championship title, with *Kiss* second and *Aeolus* third.

### CREWSAVER RS ELITE STADIUM CUP

The inaugural event of this format was successfully run during Cowes Week in 2012 and this led to a follow-up on lay-day at Antigua Sailing Week in April, sponsored by Nonsuch Bay Resort. Ultra short course, knock-out racing just off the beach during lay-day, with a large number of swimsuit clad spectators listening to laconic American commentary - it was a huge hit. Well, we couldn't quite match the setting for round three at Cowes Week this year, but once again the format got the thumbs up and pulses racing. This time the *Aeolus* crew made no mistakes, winning their heat and then the final ahead of *Escapade* from Hayling. Our



own Lymington based Proctor team in *Wombat* filled the third podium spot at the start of their successful Cowes Week.

### COWES WEEK

With race winners including *Kandoo III*, *Wombat* and Steve Powell's *ETu*, this was a successful week for Royal Lymington RS Elites. The early part of the regatta was characterised by OCS results, with *Kiss* managing two in three days – great fun for spectators watching live online and of course taking the mickey ever since. *Kandoo* again looked dominant but they joined the ranks of the OCS brigade on day three and this kept the overall result open (at least in theory) until the end. In reality, however, Crauf put together another top series to win the Week overall again, with *Aeolus* in second and Steve Powell in *ETu* sailing a consistent series for third, despite swanning around the Med in his big boat for most of the summer! Jonathan and Jason Proctor in *Wombat* finished 4th in this, their first Cowes Week.

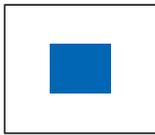


### BREWEN DOLPHIN NATIONAL CHAMPIONSHIPS

It continues to be just great whenever the RS Elite Class has a big get-together-seriously tight racing afloat (six different winners in a ten race series) followed by a fabulous atmosphere on shore. Everything most of us want from sailboat racing. Conditions were fickle with a light breeze throughout and some big shifts to catch the unwary or unlucky! My hat comes off to Jono Brown in *Aeolus* for putting together a seriously consistent score, after being the right side of a big right-hander in race 1; most other top teams suffered *Aeolus had* already lost their discard. Jono built on this first race to win with a day to spare, leaving local hot shots the glamorous Tiffany, Simon and Jack Brien in *Kin* and the Wadhams sailing with Michael Browne in *Kiss* to fight it out for second place. This battle intensified and ultimately went down to literally the last tack of the tenth and final race... in favour of the Irish home team. Several other Lymington boats made the journey to Ireland and loved the whole thing.

Looking ahead, highlights of the 2014 season will include the Southern Area Championships at the Royal Yacht Squadron, scheduled just before Cowes Week to make boat logistics practical, and the Nationals at the Royal Burnham YC. I'm pleased to announce that the RS Elite Class have voted that they would like to return to our club in Lymington for the 2015 Championships.

**MARTIN WADHAMS**



## Club classes - Scow

photo: John Clarridge



The year started with a documented plan of objectives, which was shared with all in the Division. Like most plans we achieved a great deal but in one or two areas we need to do more. However, I can say that the year as a whole has been an outstanding success, both on and off the water. We have increased our membership yet again and have more boats on the water than ever before. Space in the dinghy park may be the only constraint to growth next year; we will do our best to accommodate everyone.

The winter lecture programme was so popular that extra seating had to be arranged for each event. Likewise the winter walks on occasions looked like an army on the march. It simply demonstrates that we, in the Scow Division, enjoy getting together.

The sailing was no exception with up to 29 boats on the starting line one Monday evening. As to the quality of the racing this has gone up yet again. The reason, of course, is that some of you are getting better but then again it has not gone unnoticed that we are attracting highly experienced and skilled sailors from other divisions. The quality of racing can only be applauded but it does make it harder to maintain one's position in the table year on year.; I am speaking personally here.

Our signature races were once again highly competitive and superbly organised and they produced worthy winners.

**Alexina Trophy Double-handed**  
Rory Paton and Alex Paton

**Single-handed** Jane Pitt-Pitts

**Figure of Eight** Jane Pitt-Pitts

**Hinxman Double-handed**  
Mike and Ros Urwin

**Captain's Trophy: Double-Handed**  
Mike and Ros Urwin

The potters both regular and special events, such as Threading the Needles, have seen high demand this year, often requiring extra support boats because of the numbers.

Finally, none of this could have been achieved without the support of the Club together with the many volunteers from the Division who willingly give of their time and always with a smile: my sincere thanks to you all.

### **DUNLOP STEWART CAPTAIN OF SCOWS**

#### **SCOW INTER-CLUB CHALLENGE**

Back in 2010 the then Scow Class Captain, Sebastian Chamberlain, conceived the happy idea of an inter-Club Challenge match for teams from those Solent clubs where Scows are raced. Invitations were dispatched and various expressions of interest were received but, in the event, only one team entered and the fixture was scratched. Undeterred, Sebastian tried again in 2011. Five teams entered but sadly on the appointed day the weather took a hand and the racing had to be cancelled. In 2012, with teams from five visiting clubs, the event finally took place in near perfect conditions and happily the RLymYC team, ably captained by Sebastian himself, took the trophy.

Everyone who took part agreed that this event had been so enjoyable that it deserved to be repeated. So it was that on 31st August 2013 we prepared to receive six visiting teams: Beaulieu River SC, Bembridge SC, Brading Haven YC, City Livery YC, Keyhaven YC and Lymington Town SC.

We had borrowed the Club's two Scows, *Praline* and *Valmai II*, ten of the WJS Scows and nine boats from members of the Scow Division. To make the racing as fair as possible our own team (Dunlop and Diana Stewart, Dubbie Robinson crewed by Ann Blacoe and Sebastian Chamberlain sailing single-handed) were not allowed to sail their own boats.

Conditions were ideal: sunshine, a light north-westerly breeze and a neap tide with the flood starting about 1300 hr, the time of

the first start. We showed the competitors to their boats, explained to those who hadn't sailed a Scow before (!) how to rig one and, helped by our team of slipway marshals led by Carol Edge, got everyone afloat in good time. Sadly one competitor managed to capsize on the way down the river and was sufficiently distressed by the experience to decide to retire, which was rather disappointing for his team mates.

Race Officer Vince Sutherland, assisted by Jane Pitt-Pitts and Patricia Banks, had promised three races, each lasting about 40 minutes, with a quadrilateral course of three laps if the breeze held. He was as good as his word, although the wind was constantly shifting direction and some mark repositioning was called for.

In race one Keyhaven's Chris Willard emerged the winner sailing Chris Knox's *Goshawk* (no more excuses, Chris K) with Sebastian Chamberlain in *Piccinin* second. Keyhaven's John Turner was third.

Race two saw Chris Willard and his crew Anna Kennedy take an early lead, the position they held at the finish. Sebastian was the best placed of the RLymYC team but only managed a seventh. Boats from Brading Haven came second, third and sixth.

In race three it was Chris Willard and Anna Kennedy in first place yet again. Dubbie Robinson and Ann Blacoe were second and Dunlop and Diana Stewart finished fourth, having finally worked out how to make their borrowed boat go! Sebastian had found himself on the wrong side of a major windshift and finished thirteenth.

The fleet then made all possible speed back to the Club where a splendid tea awaited, prepared by Gillie Pearson and her team of helpers.



photo: John Clarridge

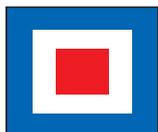
After adding up all the points first place went to Keyhaven, second to Brading Haven and third to Bembridge. Our team was fourth. Gillie Pearson presented each member of the winning team with an engraved crystal tumbler and the Inter-Club Challenge Trophy to Chris Willard, the

Keyhaven Captain. In reply, Chris thanked all involved with the organization of another excellent day and expressed the hope that the Royal LymYC would act as hosts again in 2014, which of course we will.

Postscript. 25 people were involved in the Event Team, either afloat or ashore. Your

efforts made the day the undoubted success that it was. We, the Scow Division Committee (Dunlop Stewart, Chris Knox, Gillie Pearson and Dick Moore) would like to say a big 'thank you' to each and every one of you. Your hard work was very much appreciated, by us and by our visitors

**DICK MOORE**



## Club classes - XOD

This has been a further year of consolidation for XOD racing in Lymington. The fleet has had a major presence at the Royal Lymington since 1927. Enthusiasm for our marvellous little keel boats continues without the waxing and waning of interest that is apparent in other classes.

After the very poor weather of last summer, which led to numerous races being abandoned - more than anyone can remember - this year has suffered only a few cancellations. The major race series on Wednesdays and Saturdays have been well supported. It was very gratifying to have an average of 15 boats starting every race. Stuart Jardine in *Loan Star* is again 'Top Dog' winning both the Saturday and Wednesday Points Series (Hotem and Jade Cups) and the overall Cock Boat Cup. Rory Paton in *XL* was second in both series.

In late August the Division took great pride in transforming one of their traditional post-race tea and cake gatherings into a major congratulatory party to celebrate the Jardine twins' 80th birthday. They were each presented with a drogue to assist their boat

speed and ensure that they both become more competitive with the rest of the fleet!

The XOD division supported the 19 Thursday Night Keelboat Series races in greater numbers than for a few years. Again these series were less adversely affected by the weather. An average of 9 boats raced on each occasion. Phil and Jo Brewer in *Zest* and Karl Thorne in *Mersa* are to be congratulated on winning the early and late series respectively. Competitors found the problems posed on the start line by the larger classic boats, many with threateningly long and imposing bowsprits, required considerable boat dexterity and resulted in much comment!

Cowes Classic Week, held in July, has growing XOD Class support. Four Lymington boats attended and Ado Jardine is to be congratulated in finishing second overall. All four boats finished in the first eleven in a field of 38 boats.

Eighteen Lymington boats raced in Cowes Week - more than from any other division - in a total entry of 81 boats. We are becoming

aware of how well XOD numbers are being maintained at Cowes despite some other class entry numbers diminishing. Generally the sailing was good and without excessive wind this year. There were some race management issues which the class is helping Cowes CC to resolve for the future. Unfortunately the Lymington Division was only second in the Philipson Shield (best six boats from each division each day overall) again marginally losing out to Itchenor Division. Overall the Jardine twins were the highest placed Lymington boats, and there were daily wins for Rory Paton (*XL*) and Stuart Jardine (*Lone Star*). On one day we were pleased to be able to celebrate the first four boats home (*XL*, *Excalibur*, *Lucrezia & Persephone*). Congratulations to James Dodd in *Dolce Vita* who won the XOD under 25 Cup. Veterans Cups were won by *Ibex* (X32) and *Zest* (X9).

In September a group of X boats representing all six XOD divisions again travelled to Crouesty in France for the second French XOD Regatta. Three boats attended from Lymington. They finished the

**Left: In August we held a congratulatory party to celebrate the Jardine twins 80th birthday. Right: Three Lymington boats travelled to Crouesty for the second French XOD Regatta; they finished the race series as overall victors**



race series as overall victors with *Beatrix* (X178 William Norris) first, *Julia* (X42 Stephen Whiteman) second and *Mersa* (X34 Karl Thorne) third. Local entertainment helped to make it an excellent holiday – congratulations to all.

Unfortunately the eight race Autumn Series was reduced to four races by strong winds. Rory Paton won convincingly. This will bring to an end a season of over 70

organised races!

The fleet has been strengthened during the year. We have been joined by Max Crowe who bought *Claire de Lune* (X33). He is helping to reduce the average age of owners as he is only 15! Already he has shown an excellent turn of speed. We will also be pleased to have X176 (*Crumpet*) on the water in 2014 as she has been bought by Philip Shute and the Dunnings – Barry and Carol.

X68 *Southwind* has also been returned to Lymington in the hands of Neville Herbert and Chris Turner. Welcome all. Several other boats are undergoing major restoration this year and should be back competing next season.

Another great season is planned for 2014. Do join us. Opportunities exist for Race Officers (Principal and Assistant), helmsmen and crew. Please enquire.

**JOHN F MILLER XOD CAPTAIN**



## **Club classes - dinghies**



This year the 'grown up' dinghy racing scene at the Club has gone from strength to strength, with many familiar and new faces and several of the upcoming juniors having a go at beating the oldies.

Monday Evening Dinghy racing is the foundation of our dinghy calendar, attracting 70+ boats on a popular day. We are uniquely lucky in being able to race like this on beautiful evenings, with intriguing river tactics, committee boat starts at low tide and our races run so professionally for us by up to 25 devoted volunteers every week. This year only one of the twenty races was lost to bad

weather, which must be a record.

The Scow fleet grew again with up to 27 boats on the start line and 51 competing in the series, closely followed by the Medium fleet with 50 entrants. This momentum has been built up over many years by the efforts of the volunteers, in particular Ann Brunskill and Ken Hay. Sadly Ken is standing down this year after eight years as Principal Race Officer but we are very happy to welcome Steve Green to take on the mantle.

One of Ken's innovations this year was the mid-season Pursuit Race, pitting Optimists directly against boats twice their speed on

handicap. Over fifty boats started with a spread of an hour between them. Unfortunately for the multitude of Scows, 420s and Oppies it was a race for faster boats, as the slower boats struggled against the tide. Nigel Walbank won in his Musto Skiff, managing to stay ahead of the fastest boat in the fleet, Steve Homewood's trimaran. Hopefully this popular event will be on the calendar again next season.

Another great new addition to the dinghy calendar this year was the Potter Dinghy Race, dreamed up by Jane Pitt-Pitts along the lines of the Pottership race, don't forget to put the morning of Saturday 23rd August 2014 in your diary now to join in this fun but competitive event. Remember you can always borrow a Club Scow to participate in any of the dinghy races.

The Lymington Dinghy Regatta was for the first time run as a joint event with the Lymington Town Sailing Club. Over fifty volunteers and staff from the two clubs managed to put together a great regatta both on and off the water and the spirit of cooperation was evident. Each club ran its own course, with the slower boats on the RLYM course to the west of the river and the fast fleet on the LTSC course east of the platform. Our race team, led by John Evans, managed to get five races in over the weekend despite light winds. Ashore we had tea and doughnuts as an incentive for the competitors to remember to come to sign off. In the evening there was a great buffet supper at the Club and dancing to the

legendary Derek from the Frog and Frigate. Both clubs agreed the format worked well so we'll be running the combined Lymington Dinghy Regatta again on 19th-20th July 2014.

As well as Club sailing, we hosted the Tasar National Championships at the end of May. The Tasars have long enjoyed coming to Lymington and were not disappointed this year. Ken Hay's race team impressed the visitors with very slick race management – "it really was a great event" and the entertainment off the water "was excellent";

according to comments on the Tasar class forum.

The final dinghy events in the calendar this year are the Peter Andreae Trophy and the Penguin Trophy, both sailed in loaned Scows, on 27th and 28th December respectively.

The Peter Andreae is for under-21s sailing single-handed, whereas the Penguin Trophy is for double handed teams with a combined age of at least 35. These events are a great way to work off the after-effects of Christmas

and the racing is right in front of the Club.

The Club's dinghy sailing only works as well as it does because so many Members devote their time to running the races.

The camaraderie in the race teams afloat and ashore makes it a great scene to be part of. Training sessions are planned over the winter so if you would like to get involved at any level, drop a line to Jane Corden or put your name down on the volunteer form. No racing or sailing experience is necessary.

**LUKE McEWEN**

## POTTER SHIP RACE 2013

A bright sunny morning awaited the sailors for the Royal Lymington Yacht Club's flagship Potter Ship Race, held on Saturday 5th October. With Portsmouth HT at 12.22 and only 5-6 kn there was a postponement to allow for any wind to fill in, but the Race Officer Jane Pitt-Pitts eventually got the 58 boats off the line. The Potter Ship race is open to boats owned by a Club Member and every boat is given a Club handicap. The race is run using the average lap system with the faster boats having to complete more laps in the time, which is normally about 2 to 2.5 hours. The course set was a reach to Colten to port, a spinnaker run to Berthon to port, a beat back up to the black moveable to port and then on through the gate. After about 1.5 hours, the flood tide began to ebb and the wind shut down, leaving most boats floating backwards towards Colten. Many owners voted with their feet and retired, but the race committee were able to produce results using the first lap time, save for one poor boat which could not complete even one!

Like last year, everyone was able to enjoy the sunshine on the balcony and the consensus amongst the racers was that it was lucky we got a race completed.

### Results

Potter Ship Trophy and 1st in Class 3  
*Windflower*, Malcolm McKeon

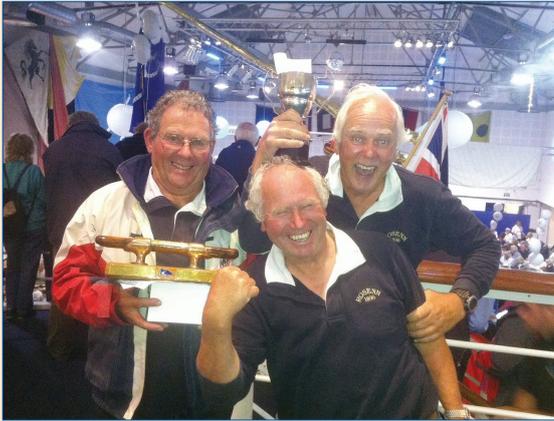
Hong Kong Junk and 1st in Class 1  
*Mojo*, Jim White

Duncan Hall Trophy and 1st in Class 2  
*Andrillot II*, Tim Stevenson

Pitt-Pitts Plate and 1st XOD  
*Ibex* Paul Woodman & Oliver James



## Rosenn won the OGA Jubilee Festival Regatta ...



Mike Savage, Barry Dunning & Peter Rogers very happy with their win!

and Egypt Point gave us the ride of our lives and the Golden Jubilee trophy was ours. At the finish the crew opened the champagne and toasted absent friends as Bob was in San Francisco with another regatta called the Americas Cup!



Rosenn built in 1896 and still winning regattas in 2014

Bob's, Bruce Farr, very kindly sent us a photograph of her. Now without her bowsprit and sporting a modern Bermudan rig, her lines are clearly distinguishable as a Solent One Design

*Rosenn* was originally called *Eilun* and when sold her new owner took her to France and re-named her *Rosenn*. After a short period on the Continent she came back to British waters and spent her time as a racing and charter boat on the Crouch on the East coast.

That was where we found her in 2006, at Farnbridge. After we had bought her we arranged for *Rosenn* to be sailed by her owner, Toby, around to the Solent and it gave me great pleasure to see her arrive in Cowes whilst I was racing in the Etchells fleet one Saturday afternoon. Toby took the bother to take her up to the Squadron battlements, perform a tack and a gybe as a salute and then sailed her on to Lymington. She was back in her home waters.

### MIGNON... THE DAY WE LOST OUR MINDS

I was coaching the Clyde IRC fleet at Ardrossan in Scotland in April 2010 when my host mentioned a small Fife called *Mignon* that was for sale over the water at Dunoon. I called Bob and he arranged to get the next flight up to Glasgow to attend a viewing.

We duly arrived at the owner's house and immediately Bob said "That hull looks just like *Shamrock*, the yacht built for Sir Thomas Lipton for his Americas Cup challenge in the late 19th century." He was absolutely right as it turned out. *Mignon* was a one fifth scale model and one of three built by the famous Fife yard in 1898. Bob and I were interviewed by the owner as to whether we were suitable types to purchase his prized possession. It was just like asking a father permission to marry his daughter. A few days later we heard that we had passed muster and he was willing to accept Bob's offer for the yacht, complete with trailer.

That was the day we lost our minds as you have to be slightly odd to own one old yacht, but to look after two you must be completely barking!

## ...and *Mignon* won the Fife Regatta on the Clyde

A call from Bob Fisher normally has some interesting sailing attached to it and this was no exception: Would I mind replacing him aboard *Mignon* for the last three days of the Fife regatta on the Clyde, as he was scheduled to fly to San Francisco for the Americas Cup? This was an opportunity not to be missed as the regatta, an invitation event exclusively for yachts designed and built on the Clyde by William Fife, is only run every five years.

A few weeks later I arrived in Tighnabruaich on the beautiful Kyles of Bute to meet up with Barry Dunning, Simon Collyer and *Mignon*. Their regatta was going well with first places already on the board from a race around Cumbrae island and a passage race through the Kyles.

My first race was scheduled to be a passage race out into the Clyde and round the corner into Portovadie. Unfortunately a

solid force 6 was forecast and the race committee decided to postpone racing for the small boats in our class. I had come a long way and wanted to sail, so we decided to start five minutes after Classes 1 & 2 and sail the course anyway. After a long six mile beat into building seas and 22 kn gusts we were approaching the windward mark and I was starting to doubt the wisdom of sailing a 115 year old, 27 ft classic yacht, with no freeboard, in such conditions, but she took it all in her stride and we rounded the mark and flew downwind to the finish. The following day in light winds we won the re-scheduled race for our class.

The next race was a long passage race around the southern tip of the Isle of Bute, across the Clyde estuary, between the Cumbrae Islands and into Largs. The leg to the tip of Bute was a beam reach in a rapidly building breeze. By the time we reached the

corner we were tearing along in brilliant sunshine, big confused seas and 25 kn of breeze. With some trepidation we set off dead downwind towards the narrow channel between the Cumbrae Islands. It then dawned on me that we would have to gybe at least twice to get through the channel with the wind funnelling at 30 kn through the gap! It soon became clear that was probably beyond the old girl and certainly beyond the old crew, so we made the call to wear ship – a first for me. Our initial attempt did not go well with the boat pinned on her side, but we made it through, put the spinnaker up and sailed to the finish to take our fourth win and look back on one of the most enjoyable races I can ever remember.

Barry and Simon won the last race of the series to give *Mignon* a clean sweep of five firsts. Only another five years to wait before we can do it all again!

**PHIL LAWRENCE**

...“the most enjoyable racing I can ever remember and a clean sweep of five bullets”



# Impressions of the Azores



At the beginning of this article I should say that I was more than anti the idea of Richard sailing to the Azores and us cruising the area for 5+ weeks. In my view they were a group of islands in the middle of the harsh and scary Atlantic and would be an uncomfortable cruising ground.

I arrived after 14 hours of air and road travel with just enough time to put my bags in my hotel room and rush down to take Oestara's lines from Richard and Caroline (our elder daughter), who had had a rather tedious 7+ days sailing from Lagos in the Algarve. Shortly after their arrival we went to the renowned Peter's Café Sport for some food and drink. It is certainly still a local landmark but I think the fame of sailors congregating there has passed by many of the present day visiting crews, who tend to go to the unprepossessing local café beside the shower block in the marina.

My first impressions on arrival in Horta and seeing the harbour were what a different and amazing place it was! Horta harbour was a heaving confluence of international boats and people who, when put together, must have sailed numerous oceans and times around the world. Boats (mainly sailing vessels but some large motor cruisers) were constantly arriving and leaving, mainly from the US or the Caribbean on passage to Europe. At the time we were there those who had done the trip from Europe to the Azores were in the minority. We met Dutch, French, Germans, British, Belgians, Finns, Norwegians, Swiss, Austrians, Brazilians, Americans and South Africans, to name but a few. Oestara was rafted three out with two Dutch boats on the wall in the marina. It was all very

convivial and surprisingly quite quiet and still in the evenings and mornings around all the yachts. Horta is small and has a local feel to it, and the surrounding countryside is very green. It has a theatrical backdrop of the neighbouring island of Pico and its spectacular volcanic mountain, which changes its colour and appearance with the time of day and the weather. The locals are very friendly, gentle mannered and very proud of their islands and keen to share them with visitors.

We stayed on Faial for nearly two weeks. This was not our choice, the weather turned quite windy after Caroline's departure and one of our friends who came out to visit was a non-sailor. Hiring a car opened up the whole island, including the mountains and varied coast, and we drove to a huge lighthouse now abandoned after an earthquake in 1998. Nearer the town a highlight was visiting a whaling factory last used in 1972 which is now a museum. Whaling as an industry was abandoned as late as the 1980s on the island of Terceira. Faial's main industry was whaling and in the town of Horta can be seen many rather sad-looking magnificent wealthy merchants' houses. We even managed to talk our way into a private members' club, started in about the 1930's and were shown around the grand establishment. Above Peter's Café Sport there is a scrimshaw museum, where amazingly intricate engravings have been made on to whalebone and elephant tusks by artists of renowned scrimshaw fame.

We went on day trip to Pico, a four mile ferry ride away. Pico is renowned locally for its cheese and wine. The vines were lying low on the south side of the island in tiny basalt enclosures to protect them from the sea winds. It is dominated by its vast volcanic mountain, which lies more or less centrally on the long island.

Velas on Sao Jorge, a mere 22 miles of gentle motor sailing in 6-11 kn of wind, was our next stop, where we stayed for a week. The charming, always cheerful, friendly and helpful harbour master, Jose Dias, took our lines after directing us to our preallocated

berth on the hammerhead. The tiny new marina (completed in 2008 and the best shower block that we visited in the Azores) lies within a harbour that serves ferries of all sizes, small container vessels and another local fishing harbour. It is enclosed to the north west by high cliffs covered in greenery, which are home to mad birds known locally as either Cagarros or Gagarros, aka Cory's Shearwater. Why mad? About an hour after dark they leave their nests and fly along the cliffs making an incredible noise, rather like 'goowakka wakka eee' and they carry on



Horta harbour, a heaving confluence of boats



Horta is small and has a local feel to it



Huge lighthouse, abandoned after an earthquake in 1998

till, the early hours of the next morning. It was quite difficult to sleep initially, but surprising how quickly the constant piercing noise soon wafted into one's unconsciousness.

The small town of Velas is very pretty with lovely wrought iron balconies on the houses and narrow steep cobbled streets. The beautifully decorated cobbled pavements of local stone and lava rock, a feature on all the islands, seemed particularly to stand out in Velas. During our stay the place was buzzing. There was a four day festival of varied music,

dancing, singing, yacht and jet ski racing and bull running on the quay.

There is a central mountainous spine running the length of the island - to the east it is moorland and to the west it is rich grazing country for cows. Most of the small towns and villages are situated down steep cliffs hugging the coast. Sao Jorge is known locally for the quality of its milk and its cheese. Fajas abound on Sao Jorge, fertile micro-climates in the small strip of land between the sea and the cliffs, created after



*Scrimshaw..engraving on whalebone and elephant tusks*



*View of Angra do Heroismo Harbour*



*Richard and his crew of three left from Ponta Delgada*

landslip post-earthquakes which is where most of the towns are situated. On the south side the Fajas appear to be richer and on one, most unusually, coffee is grown. We hired a car here too and found the hill driving quite a challenge at times. There are lighthouses at the extreme eastern and western ends of the island. The eastern lighthouse, which we walked to down a dry dusty track surrounded by rich pasture land for cows (I cannot recall seeing any sheep grazing), was destroyed in the 1980 earthquake and is large, deserted and

uninteresting. The western lighthouse is remarkably different, quite photogenic and still functioning.

On to Angra do Heroismo on the island of Terceira which we motor sailed the 46 miles in seven and a half hours of hot sunshine. Leaving Velas in the early morning light and travelling down the strip of water between the long islands of Sao Jorge and Pico was a sight to behold. I am convinced we saw a rare Pygmy whale surface in the distance! We were allocated a pontoon berth with a good view of the pretty surrounding world heritage city. Angra was the most sophisticated of the towns that we had visited so far. There was a very good fish, meat and veg market, with some extraordinary looking fish in it. We climbed the nearby hills, all with lovely views of the town and harbour. Again we hired a car, which gave us a different insight into the island. A highlight was descending into the depths of an extinct volcano and exploring empty, previously lava-flowing underground seams, looking at sulphur vents and the very popular lava rock pools.

We were joined here by Philip and his wife Di, Phillip doing the return trip with Richard. One evening we witnessed a religious parade of the Statue of Maria. However, the wind that had been coming from the south was forecast to veer northwesterly, which would give us a good passage south. As a result we left Angra one afternoon and sailed 95 miles overnight to Ponta Delgada on Sao Miguel, arriving at breakfast time.

Sao Miguel is completely different. It is much more sophisticated, and Ponta Delgada (the capital of the Azores) rather reminiscent of Lagos in the Algarve. We were glad we did not visit this island first, as I think we may have been disappointed in the natural feel of the others. It had some spectacular scenery and we only scratched the surface. Hiring a car enabled us to visit the splendid Terra Nostra gardens and dangle our feet into the thermal murky brown water which is meant to cure depression and fungal diseases; see the bubbling hot spring where the locals bury their large cooking pots for five hours or more, and see the amazing Sete Cidades

where one drives into the centre of a vast volcano, within which there are seven lakes, a small town and green pastureland. Sadly the day we were there it was shrouded by mist so not viewed at its best.

Richard and his crew of three left from Ponta Delgada. Di and I decamped to a rather smart hotel overlooking the marina, so were able to witness their departure from our balcony. I did not envy them their eight day trip of approximately 1200 miles when they experienced all sorts of winds. I was quite happy to drive to Mylor from Lymington and welcome them ashore there.

Reading this you can see how my previous unfounded view of the Azores was dispelled. The archipelago of nine islands is largely unspoilt with a total population of only 246,746 in the 2011 census. When I realised it was more of a land-based holiday, berthing in marinas and then exploring the individual islands, I became more enthusiastic. It is possible to anchor, but the anchorages appear to be close to the towns where the marinas lie, so there seemed little point. Having said that, some marinas could also be uncomfortable in certain winds. To my mind, we were very lucky as we had little wind, hot sunshine and always seemed to have a comfortable berth. We had a very interesting and immensely enjoyable summer of cruising to a place I would never have thought of going. I would certainly recommend it as a cruising destination, but take into consideration the voyage to and from. We visited five islands and were very pleased with the harbours. Other island harbours did not sound so comfortable, apart from the one in Santa Maria. We heard of sailors being stuck in Flores, with their fenders bursting and having to use tyres, and one yacht losing its self-steering gear when a wave passing the marina threw the yacht back on to the pontoon. Many of the marinas are new, so until very recently visiting yachtsmen had to anchor or tie up on uncomfortable harbour walls.

The remaining unvisited four islands, Flores, Corvo, Graciosa and Santa Maria will have to be saved for another time, but I suspect the next time will be by air.

## WEDNESDAY JUNIOR SAILING

The Club has had a very successful summer with Wednesday Junior Sailing, due partly to the wonderful warm sunny weather. This has encouraged many children to benefit from the programme, and in addition to our usual and familiar volunteers we were joined by many new faces. This was Edward Harrison's last year as Head of WJS and we take this opportunity to thank him for his hard work over the past four years, presiding over this major contribution by the Club to the community in which we live. We look forward to Edward remaining with us as a Senior Instructor.

The Yacht Haven continues to support Wednesday Junior Sailing and for this we are indeed grateful. We purchased a new Ribcraft 4.8 m RIB this year. It has proved very useful and has helped to advance both our RIB tuition and safety.

The support and interest of the Commodore Phil Lawrence, the Flag Officers, Club Members and staff members is much appreciated. The X Boat fleet has been especially well organised this year, finishing most of their races while we were in between sessions!

This has been a busy year with all the boats on the water, especially in the second session. The Scows remain very popular as a training boat. Watching the children progress from their first 'joy ride' to helming themselves gives us all a great deal of pleasure. We have managed a few racing sessions with the Scows and Teras and the Scows did a passage trip around Pylewell Island which proved very popular, taking some of the younger sailors for their first expedition past the Wave Barrier. We hope to organise more passage trips next year.

The Oppies still prove popular with the younger sailors and give them a sound grounding in sailing, especially with the 1st Orange Card, which teaches them how to manoeuvre a boat without sails. The Oppies did some spirit racing when there was no wind, which proved good spectator sport.

The Teras and Visions were well used and were excellent for both older and younger sailors to gain confidence. The Teras now have a fleet training at the weekend and many of those taking part are WJS sailors.

We are very grateful to David Gibbons and his safety team for keeping us all under control. The RIB crews had a hard time, baking in the sun for two hours; it was much appreciated. David has decided to stay on another year, so thankfully we shall continue to benefit from his expertise.

The Wednesday office was efficiently managed by Amanda Dingwall and her team: always they appear calm and enthusiastic despite being surrounded by numerous children and parents waiting to register for the next session.

The Rowing Gang have had a wonderful year, encouraging so many children in the skills of rowing and sculling under the watchful eye of Bob Sharp.

The rowing races went well and were greatly enjoyed by the competitors - as was the bobbing for marshmallows on the last day!

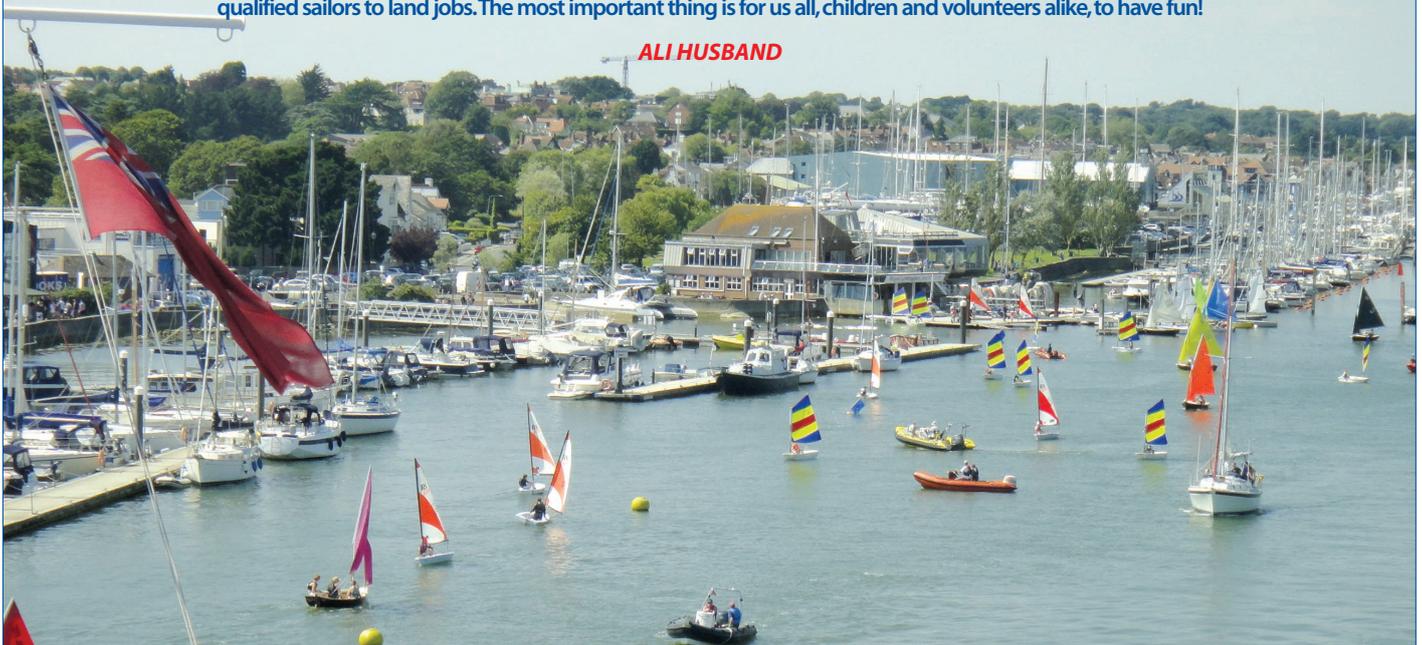
RIB training has been very successful under the guidance of Vince Sutherland, the Club's Chief Instructor (Power). He has put many children through the new Power Boat card scheme leading to a Power Boat Level 1 Certificate.

We are lucky to have Mike Thoys and Julie Gaselee for knot work which is such an important part of seamanship. We plan to put a special emphasis on knot work next year with various competitions.

Kristy Powell, the Club's Chief Instructor (Sail), has been doing a fantastic job both teaching and maintaining our various boats. She appears to be everywhere, always with many children demanding her attention. Kristy has been running Assistant and Dinghy Instructor Courses for suitably competent WJS sailors and helpers. This gives the older children a real goal to aim for and the real possibility, should they wish it, of a job teaching sailing in the future, since the RYA Dinghy Instructors Course is recognised world-wide. WJS sailors even come back to help us; we are delighted to see them.

2014 will be the 30th year of Wednesday Junior Sailing at the RLymYC and we hope to welcome back many of our regular volunteers. The more volunteers we have the more interesting activities we can provide for the children, so please come and join us. There are numerous positions to fill from qualified sailors to land jobs. The most important thing is for us all, children and volunteers alike, to have fun!

ALI HUSBAND



**F**astnet 2013 was the first time I have done the race on my own boat. I was foredeck on a fully crewed First 40.7 in 2007, retiring in Plymouth, and completed it two handed on *Pyxis* (an X332) in 2009. I was looking forward to the challenge of completing another double handed Fastnet. Whilst the long periods of time on deck alone, physical demands and emotional challenges of little sleep may seem uninviting to some, they offer double handers a real sense of challenge and achievement.

I started racing less than 10 years ago when my children left home and I had a gap between jobs. After four years racing double handed with Kirsteen Donaldson on *Pyxis* not only did I learn what it was like to race, but also gained the courage to start racing fully crewed. On *Brightwork* I met Roger Barber who encouraged me to buy my own boat and with whom I have since done four years of double handed racing. In 2009, my Hillyard was replaced with *Elixir*, an Elan 380, shared with my 93 year old mother and my partner. A brand new boat destined for racing needed a lot of work to get her into shape and by now I was back in a demanding job. Roger was invaluable with clever designs and tips for short handing and my partner and I spent weeks getting *Elixir* race ready. Since then *Elixir* has done more than 6000 miles of two handed racing including Round Britain and Ireland and the AZAB.

*Elixir* was less prepared for racing in 2013 than normal as I had travelled extensively for work and Roger's *Yellowdrama* (a Swan 57) and Bob Baker's *Brightwork* (X332) both had busy seasons picking up prizes in the Swan Europeans and Cowes week. Roger is tactician on both. Nevertheless we had a new main and code 0 for the race and had done Myth of Malham to qualify.

There were 335 boats on the Fastnet start line and 9 female skippers including the woman's Volvo Ocean Racing team. *Elixir* was the only two handed female skippered boat. On the morning of the race we headed for

the parade to inspect our storm sails. On the way our impeller failed and refused to give us any boat speed. Frustrated we reprogrammed the instruments to use the speed over the ground knowing, however, it would not be accurate in giving us much information. Demoralised we headed for the start line but the sun shone and the forecast was good. Once over the start line we hugged the mainland shore cross tacking with *Comedy of Errors* (HOD 35) another short hander (Sam White holds the single handed record for return leg of the AZAB on the HOD 35). At Hurst *Brightwork* crew came alongside in a RIB to wish us well. At the Needles the wind built and we adjusted the main and this was accompanied by a

sailing instructions. We opted to take the eastern side of TSS as we were behind, had missed the benefit of the tide and could see a wind hole that might slow the western fleet down. In the end, we sailed longer and straight into the hole ourselves! Nonetheless we had a very pleasant breakfast watched a few dolphins and kept going north east to look for wind.

The wind filled in as we approached the rock in the dark and we put a reef in and it was pouring with rain; now we had a mobile signal found we were well behind. This was the low part of the race. Roger was still determined to sail as close as possible to the rock – what else would he do? We were still

ahead of a few good boats though 52 places behind *Southern Child* who went on to win the best female skipper award. Having been upwind to the Fastnet rock and the spreader mark, Pantaneus, we were at last able to free off and hoist our new code 0. About an hour later the Code 0 halyard broke. We retrieved the sail and re-hoisted but could barely hold it in the Celtic Sea without going further and further east so went to white sails. Once round the Scillies up went the big kite and away we went. This was 500 miles into 600 mile race before we could hold a downwind kite!



disconcerting popping noise as two of the slides holding the lower part of the new main to the mast failed. We stretched the main halyard tight and hoped this would be enough to get us round the race course.

By the time we reached Portland we had lost all the slides below the first set of spreaders and secured the main to the mast through a reefing loop. The awkward looking luff was not going to do us any favours upwind. At Portland we opted to go South and hoped that the wind bend would ultimately bring us back on the same tack round towards Lands End. In the end the wind took us further South than planned and the boats going through the inner passage gained. The Traffic Separation Scheme (TSS) between the Scillies and Lands End is now an obstruction in the Fastnet

*Elixir* completed her first Fastnet 155th Overall and pretty much half way down the pack in class and in the double handers (though the first double handed female slipper - first of one) and we beat the womens Volvo team! Roger and I were disappointed as we are used to doing better. I had some lessons to learn regarding boat preparation as the gear failures which, whilst not the only reason for us not to perform, undoubtedly contributed.

On the positive side the party in Plymouth was great with lots of friends, many of whom had similar finishes to us. The sail back from Plymouth was glorious. We forgot to refuel and so had to sail with the big kite up allowing us to sunbathe in the cockpit in a fabulous sunset.



## Mimi and Ben an Indian Odyssey

The pinnacle of our sailing year was representing Great Britain at the ISAF World Championships in Cyprus last July. The event was great fun and taught us much about international regattas. Ben Batten and I were then honoured to receive an invitation from the Tamil Nadu Sailing Association (TNSA) in Chennai, India. The TNSA invited us to be their guests and sail against top competitors from around the world at the 5th Annual International India Regatta in October 2013. We did not hesitate for long in considering this opportunity; 29er sailors are known for making lightning fast decisions so we naturally said yes, making us the sole GBR representatives at this prestigious regatta.

Brockenhurst College gave us consent to miss a week of classes so we quickly surrendered ourselves to painful vaccinations, completed our visa applications and booked exotic flights that routed us through Muscat, Oman.

On the date of our departure we packed

up with all kinds of remedies against whatever could affect our fragile British constitutions. This included plenty of water purifying tablets and lots of advice from our local New Forest adventurers - we had never been to India and it was, after all, half way round the world.

For the last 12 months we had been

scrimping to make 'campaign ends' meet but, thanks to the TNSA, we suddenly found ourselves guests of the Taj Club 5 Star hotel complete with a roof top swimming pool. We quickly went into serious mode (the pool would feature later) and headed to the club to sort out our charter boat.

TNSA is situated within the bustling port of Chennai and is closely guarded by the army. We produced all the documents we could muster as well as official looking badges (great keepsakes) which displayed our photo and country designation. An army official (looking cool in heavy wool suit at 110 F, 100% humidity) carefully copied, with elegant cursive handwriting, all our details into a leather bound ledger and finally admitted us into the port.

We were warmly greeted by all the volunteers, mainly parents of the fledgling but already highly competitive Indian 29er fleet. We quickly put together the almost new 29er that we had been generously lent. Once out on the race course we were thrilled by the giant rolling waves; the rollers were ever present and made an interesting contrast to the light and shifty winds during the week. We were also pleased to meet the local sea life, but not too close, - brightly coloured sea snakes and interesting jelly fish. Racing was top notch and the competition tough.

Lunch was provided by Subway, who were one of the event sponsors. Looking at the familiar logo on the box that was tossed to us at lunchtime, we never suspected that the

**Ben and Mimi exchanging burgees with the commodore of the Tamil Nadu Sailing Association Ashok Thakker (right) and Lt Commander Abhilash Tommy, the first Indian to complete a non stop solo circumnavigation**



## THE RACING

Usually the end of October is the beginning of the monsoon season. However this year it was late.

**Day 1** - we headed out of the large port only to find the morning land breeze too light and shifty for racing. Like clockwork at 1430 the sea breeze kicked in and we managed to start the series with a third in one of the two races completed. At the end of the first day we stood 4th overall. Here in Chennai we were pitted once again against some of our toughest competitors, most of whom we had recently encountered at the ISAF Youth Worlds in Cyprus and the 29er Worlds in Denmark only months before.

**Day 2** - proved even more light and shifty and whilst our hosts apologised about unusual lack of wind we were secretly glad of the light wind practice and lunch. After lunch and after a great deal of moving the marks, the 29ers were the only fleet that managed to complete a race. We admittedly struggled in the shifting conditions, but happily scored a 5th.

**Day 3** - we headed out in a morning land breeze of 6-8 knots, oscillating about 10-20 degrees to the right. After getting a feel for the shifts, we won the race only to find out we were OCS. The wind then promptly died. Whilst waiting for the afternoon sea breeze we went swimming in between races. Cool and collected by the time the sea breeze appeared, we tested ourselves against Markus Somerville and Issac McHardie from New Zealand and in race 5 we finished a close second.

**Day 4** - was windy at a steady but wavy 8-12 knots. The rollers coupled with stronger wind made the sailing extreme fun and unlike anything to which we were previously accustomed. Here the Indian teams of Ganapathy Kelapanda and Varun Thakkar, as well as, Varsha Gautham and Aishwarya Chezhayan demonstrated their finesse in their home waters and handily improved their scores. Solent sailors are used to wavy conditions; we fared better in the first two races and knocked out a 3 and won race 8. As bad luck would have it, during a short break in between races, riding up and down the giant waves, we managed to literally come upon the New Zealanders who were capsized. Of all the unfortunate things, their mast tip punctured our hull and we raced the last two races in very uncompetitive water displacement mode, our hull filling upwind and draining downwind,.

**Results** - 1st Slovakia, 2nd India, 3 India, 4th Netherlands, 5th New Zealand and 6th Mimi and Ben United Kingdom



contents would actually be an exciting spicy Indian sandwich.

After sailing, whilst riding in our accustomed mode of transport, the Tuc-Tuc, we spied a Raymond store and found to our surprise the boys could have fine made-to-measure suits tailored in a day. These made fine apparel for the Bollywood Awards Gala. All the 29er boys participated with fittings and refittings. The girls found shops full of wonderful handicrafts and purchased many accessories and beautiful embroidered tops for the Gala.

Of course racing did not permit us to visit many of the museums or temples. But we did manage to visit a large and imposing 7th century temple Kapaleeswarar, a temple of Shiva in the centre of Chennai as well as the

Fort St. George Museum which houses the history of the British in Chennai (formerly British Madras). We passed the world's second largest beach (Marina Beach - over 8 miles long) in our Tuc-Tuc on our way to the port every morning.

Our fellow competitors, though fierce adversaries on the water, treated us to dinner in their homes in the evenings. We learned how to eat a meal with our fingers and fortunately the finger licking and lip smacking we displayed is actually considered good manners. We are keen to import this practice at home. Despite all this eating and drinking we did a considerable amount of racing as well. We had some excellent results plus a couple of disappointing ones leading to a sixth place overall.

The final night comprised a Bollywood party and awards banquet. We had exams back home and we had to miss out, disappointed that we were not able to wangle an extra day for the festivities. We can only hope to go again next year as we have made many friends and feel quite at home there.

**MIMI EL-KHAZINDER**

*thinking about tacking, Ben looks behind*



## YOUTH WEEK



photo: DE photo

The 2013 RLYMYC Youth Week took place from August 19 – 23, with approximately 170 local and visiting young sailors of all abilities racing in four separate fleets in the Solent and its lakes. The sun shone every day and the winds were kind, never going above 15-16 kn, giving near perfect racing conditions.

Winner of this year's Joules Trophy for the best helm in their own boat was Robbie King in his 420. He was competing in the Gold fleet along with Laser 4.7s and Radials, RS Teras, RS Visions, Optimists and a Cadet. Race Officer Malcolm McKeag set some challenging courses and competition was close. Robby Boyd, sailing his Laser 4.7 for the first time, was a clear winner of his fleet and won the Wednesday Junior Sailing Cup for best WJS helm.

The Silver Fleet with David Simpson as race officer saw some

thirty younger Optimist sailors and thirteen RS Tera beginners competing fiercely for the honours and learning a huge amount about

tides in the process. Jonah Rogers in *Terror* dominated the RS Tera fleet, whilst Ted Ward in *Red Bob* similarly dominated the Optimist fleet. Digby Ling narrowly beat Delfina Sesto-Cosby into third place, but she was the top girl in the fleet.

The Bronze fleet had fifteen beginner Optimist sailors in their first year of racing tucked away in Oxy Lake. Their race officer Steve Green gave them a wonderful week of racing and picnics on the sea wall. Georgie Sparkes was a convincing winner in her *Oppie Storm* whilst Tom Ling and Will Atherton had a good tussle for second and third with Tom beating Will into third place by just one point.

The LR Scow Fleet was the largest of all with nearly ninety children racing three to a boat in two separate starts – under 14 and 14 and over. Their race officer Fran Wilson, assisted by Alannah



photo: DE photo

## YOUTH WEEK

Hebbert, kept them busy sailing races round short triangular courses and passage races back to the Club. In the senior fleet Ronny Cubitt, Will Briggs and Isabella Moyles in Challenger II were clear winners and there was a tussle for second and third places with George and Henry Gent and William Elkington in *Flying Horse* beating Hammy and Harvey Kavanagh and Angus Huntingdon by a narrow margin. In the junior fleet Toby Bennett, William Heathcote and James Gent were convincing winners despite having missed the first day of racing. Second place went to Archie McChesney, Kai and Rex Rogers in *Stormy Haven* narrowly beating Jasmine Summers, Alex Paton and Caitlin Pepin in *Wizard*.

Friday was the traditional fun day with pirate costumes and water pistols abounding and a 'Clove Hitch' race rounding Pylewell and Oxey Islands giving an excellent final race for the week. Each evening during the week over a hundred children, parents and volunteers greatly enjoyed social events - a barbecue and zorbing at the Sea Water Baths, followed by a hog roast and scavenger hunt, a paella and fish and chips evening and finally another BBQ hosted by parents,



**Overall youth week winner Robbie King, prize being presented by Michael of Joules**

grandparents and supporters of the event in their own homes.

Prize giving was again kindly supported by Joules and prizes were presented to the sailors by Michael from the Lymington Branch. Thanks were given to the co-ordinator Amanda Dingwall and the 160 or so volunteers who, with back-up from the office staff, boatmen and catering staff from the Club, helped to make the week such a success.

**JENNY WILSON**

### SCOW FLEET

I think this year's Youth Week was one of the best ever (well since being a helper anyway), sunshine every day and gentle breezes which made for a very good week in our 27 boat Scow Fleet! We got in our full quota of 20 races with two fleets racing just in Oxey Lake - five races every day including racing home through the lakes for lunch most days which was very civilised! We even had a fun crew's race home one lunchtime, which provided a different challenge for all and was very interesting to see the fleet turned on its head! The level of sailing was really good this year, probably one of the strongest years I've ever seen, which made for some very competitive racing especially at the front of the fleets!

I think the Scows always win the prize for being the noisiest, biggest, barmiest fleet but with 81 sailors that is not very hard! I most definitely couldn't be without my most trusted megaphone, although I am not sure all the sailors would think so!! My trusted accomplice Alannah re-instigated a "Name, Shame & Fame" box for the Scows in which they could anonymously leave messages which was a great way to start our morning briefing and produced some great jokes and riddles and a few entertaining name and shames! It was brilliant to see them all tightly racing as well as having lots of fun and they did look great with all their coloured sails, especially embellished with a few pirate flags/bunting on the Pirate Fun Day for the Clove Hitch (Round the Islands race)!

**FRAN WILSON - SCOW FLEET RACE OFFICER**

### OVERALL WINNERS IN EACH CLASS

**Joules Trophy** Winner Robbie King sailing a 420 in the Gold Fleet won the trophy as the best helm in their own boat

**Scow Senior Fleet** Ronny Cubitt, William Briggs and Isabella Moyles in *Challenger II*

**Lymington Fortescue Cup for the highest placed girl helm** went to Evie Bradley in *Good Havens*

**Scow Junior Fleet** Toby Bennett, William Heathcote and James Gent in *Charisma*

**Optimist Bronze Fleet** Georgie Sparkes, first overall and first girl winning the **Twins Nut Bowl** for the highest placed girl

**Silver Fleet RS Tera Sport Class** Jonah Rogers in *Terror*

**Silver Fleet Optimist Class** Ted Ward in *Red Bob* winning the Corrigan Cup for the highest placed sailor under ten years of age in their own boat. First girl: Delphina Sesto-Cosby

**Gold Fleet PY Fast** Robbie King and Ryan Orr in their 420

**Gold Fleet PY Slow Class:** Tom Goacher in his RS Tera

**Gold Fleet Laser 4.7 Class:** Robby Boyd, who also won the Wednesday Cup for the best Wednesday Junior Sailing helm in the regatta

**The AJ Slipway Trophy** for the most helpful sailor of the week was awarded to Marc Hargrave by Beach Master Sebastian Chamberlain

**The Oliver's Boat Trophy** for the 'Spirit of the Regatta' was awarded to Robyn Prince

# IRELAND VIA PUBS AND MOUNTAINS



*Young Harry in Dungarven*

The plan for 2013 was to sail around Ireland, stop at each coastal county and climb its highest peak. Like many a plan it was hatched over a drink or two in the RLYM bar and, by closing time, it all sounded very simple indeed.

We left Lymington on 29th April in our 44ft gaff yawl, *Young Larry*, and made a fast passage to Dungarvan, Co Waterford. We needed to be there by 4th May as the town, which is Máire's home port, was hosting its first maritime festival and we were giving a talk about one of our earlier sailing cruises. The town enjoyed a tremendous weekend of maritime fun and hospitality. Two interesting and diverse vessels attended the festival - the Irish customs cutter *Faire*, (which is gallic Irish for 'Guardian') and the 1913 Lowestoft trawler *Keewaydin*. My brother-in-law Donal is the Dungarvan pilot and, for the duration of the festival, I signed-on as his assistant. It was therefore incumbent upon me to helm the *Keewaydin* as she departed from Dungarvan and to attend Donal as he piloted the *Faire* out to the Irish Sea. Unimaginable here, where an unofficial trip by a foreigner on a government vessel would be stymied by red tape.

The festivities over, we stretched our muscles by climbing a couple of the nearby peaks: Knockmealdown (794 m, Co Waterford) and Galteemore (919 m, Co

Limerick). The first was completed in sleet blown horizontally by high winds. On the second we manfully struggled up the sheer mountainside feeling an empathy with Sir Edmund Hillary, a feeling quickly dispelled when we met a group of 14 year old school children happily cavorting around the top of the mountain.

We left Dungarvan on 28th May and sailed 35 nm to Waterford by way of Dunmore East, a small fishing harbour at the mouth of the Suir River. We were made very welcome by the harbour master and a new pontoon for use by visiting yachts has now been installed. We moored alongside the quay in Waterford City. En-route to the fish shop Máire tripped over and badly sprained her ankle - not the ideal start to a sailing and walking cruise. The next two nights were spent at anchor off Fethard-on-Sea (17 nm) and alongside a wind farm support vessel in the fishing harbour at Arklow (51 nm). The wind was northerly, on the nose, force 4 and we were beginning to question the wisdom of circumnavigating Ireland in an anti-clockwise direction. Dublin was a brisk 38 nm sail away in moderate northerlies. We had a fine time of it sailing through Dalkey Sound and the racing fleets of Dublin Bay with all plain sail and our red tops' l set. Our arrival at the Poolbeg Yacht Club was timed to coincide with the Old Gaffer's rally there

and we much enjoyed meeting old friends. Sibéal, who is Máire's niece and an old shipmate, climbed Lug na Coille (925 m, Co Wicklow) with me whilst Máire practiced using her new crutch on the yacht club jetty. Her dexterity improved so much that she felt confident enough to climb Ireland's lowest county highpoint, Slieve na Callaigh (276 m, Co Meath) a few days later. The climb took all of 10 minutes and we were well rewarded with a visit to the pre-historic passage grave at the top. Ever one to push the boundaries, Máire climbed Kippure (757 m, Co Dublin) a few days later.

Summer had arrived and our sail to Carlingford Lough (43 nm) was an easy one. We anchored two cables north of Carlingford and the following day rowed ashore to Carlingford town, the starting point for our walk up Slieve Foy (589 m, Co Louth). Máire's crutches prompted a number of witty comments from the walkers we met.

On to Strangford Lough the following day (40 nm) we enjoyed some lovely sailing in winds which were neither too strong nor too light and allowed us sail on to and off our moorings and anchorages. We caught a series of busses to the Bloody Bridge near the foot of Slieve Donard (850 m, Co Down) and, in appalling visibility, climbed to the top of the hill. It was one of the few times during our hill walking this year that we really

needed the map and compass. Despite the lousy conditions we had a lovely walk and, as we descended via a different route to the town of Newcastle, the sun came out.

Our next port of call was Lough Larne (47 nm) where we anchored for the night before sailing onto Glenarm marina. A combination of busses, walks and more busses took us to Antrim Forest Park from where we climbed, in heavy rain, to the top of Trostan (551 m, Co Antrim). I doubt if many people climb this hill.

We sailed into Portrush where we climbed Sewel (678 m Co Derry). The bus trip back was quite an adventure - our driver drove very fast and was clearly 'on a mission'. Having got ahead of schedule he diverted off the bus route to a housing estate where he parked outside his house and nipped inside to take the washing out of the machine. This was followed by another high speed trip to the ice-cream shop where a lady passenger popped out for a few minutes and returned with cornets for the driver and herself!

The 48 nM motor-sail to Mulroy Bay ended with some interesting pilotage to our anchorage at Fanny's Bay where we were weather-bound for four days. It was still pretty miserable sailing in force 5 south-westerlies when we left to sail on to Aranmore Island by way of the Bloody Foreland. We needed two reefs again the following day when we continued on to Sligo. Máire and I made our way by bus and taxi to the foot of Truskmore (647 m Counties Sligo and Leitrim). As the taxi drew away a man with a shotgun pulled up in a 4x4 and bade us "Shtop" in a broad country accent. He was offering us a lift up the mountain track. We would much rather have walked but felt we should accept his hospitality. Half way up the hill we persuaded him to let us walk the rest of the way. However, half way down the hill he picked us up again! This time, with typical Irish hospitality, he insisted on giving us a tour of the area which ended up with tea, beer and sandwiches back at his house. Nice people the Irish!

Killybegs is the biggest fishing harbour in Ireland and the port from where we planned

to climb Mount Errigal (751 m, Donegal). Unfortunately no busses go near the mountain and no car hire firm nearby. However a local vintage car enthusiast paid for his habit by hiring out his cars. We hired an old 1970s TR6 for the day which, with many a back-fire, propelled us to the foot of Mount Errigal and a very satisfying walk. The hand brake didn't work so whenever we stopped Máire popped out with a rock to jamb under the wheel.

We crossed Donegal Bay, spent a night at anchor at the head of Portacloy Inlet and had a lovely sail the following day to Clew Bay where we met an old friend, Jarlath Cunnane. We drank far too much at Matt Molloy's pub and, way of penance and a bit of extra-curricular activity, climbed Croagh Patrick (764 m) the following day. Croagh Patrick is not a county high point but is a famous mountain in Ireland. If one climbs it bare foot and observes the correct rituals one is guaranteed a perpetual indulgence. We put our boots on resigned to a spell in purgatory.

Mweelrea (814 m, Co Mayo) is a mountain tailor-made for sailors. We anchored in an uncharted bay off the Silver Sand beach at the foot of the mountain, enjoyed a lovely climb and, later that evening, did justice to a refreshing glass or two of Guinness in the nearby village of Leenaun. I forgot to mention that, when agreeing the terms of reference for this cruise, I negotiated that each ascent should be followed by refreshments in the nearest pub.

Sunday 21st July saw us rock-hopping

through Joyce's Pass to Roundstone. Here we were greeted by the lovely sight of a Hooker race in full swing. The leading boat, America Mór, sped down wind to the finish line whilst her crew jettisoned the stone ballast - these boys take their racing very seriously. We met yet another old friend, Paddy Barry, who took us to Benbaun (729 m, Co Galway) and climbed the hill with us. Paddy is quite a few years older but skipped up the hill ahead singing old Irish songs as he went.

Traditionally the fishermen used to drop a pinch of snuff over the side as they passed through the Blasket Sound. The waters can be dangerous and the snuff was meant to appease the Old Woman who is the Sound's guardian. Not having any snuff on board we gave her a drop of whiskey which seemed to do the trick as we had no problems sailing on to Dingle. This was the starting point for our climb up Ireland's highest peak, Carrauntoohil (1036 m, Kerry), which we did with my brother-in-law Eamonn. This was the most challenging of our climbs and also the one we enjoyed the most.

The waters between Dingle and Dungarvan are probably the most popular sailing area in Ireland and justifiably so. The time passed all too quickly and, before we knew it, we were back in Dungarvan, our circumnavigation of Ireland complete.

This year I learnt something Máire had known all along - one does not have to sail far for great sailing, adventure and the chance to meet some lovely people.

**ANDREW WILKES**



*The view from the top of Mweelrea (814 m, Co Mayo), a mountain tailor-made for sailors. We anchored in an uncharted bay off the Silver Sand beach at the foot of the mountain, enjoyed a lovely climb and, later that evening, did justice to a refreshing glass or two of Guinness*



photo: ©ThiMartinez/Sea&amp;Co

## MOTH WORLD CHAMPIONSHIPS IN HAWAII

***Ben Paton has just returned from competing in the Moth World Championships in Hawaii last October. This is his account of a remarkable event.***

The Hawaii Worlds was to be the biggest event of the year not only for me but for all the competitors, as Americas Cup athletes were taking part. The event, capped at 80 entries, saw a lot of Olympians, many of them medalists from last year's Games.

I arrived nice and early to give myself up to ten training days, which I considered to be important in a new sailing venue; with an eleven hour time difference it would need time to get into the swing of things.

As promised we had awesome trade winds blowing over Kaneohe Bay at around 12-20 kn, perhaps a little more at times, which allowed for some spectacular training. I took delivery of a new sail, expecting it to be similar to the sail that I had been using all year but for very subtle differences. A move from the KA 16-16.1. The sail seemed to be a lot flatter than I had expected, allowing me even more speed when the wind was

pumping. Naturally I was beginning to love this progression.

After a week of training we got straight into the US Nationals known as the 'pre-worlds'. The two-day event saw an area of high pressure move into the north of the island of Oahu, subsequently blocking the nor-easterly Trades. I was struggling with this new sail due to not having enough power to even get on the foils, especially as I had a cut down main foil (70 mm each side). The conditions were incredible shifty with large lulls around the course so I felt pretty screwed from Race 1. Mid event I chose to abandon racing to swap back to my old setup, this being merely a test event for me, the goal being to select the best kit in preparation for the Worlds.

After a day's fishing I felt fresh going into the start of the 2013 Worlds. I had swapped to my full size foil as the forecast looked pretty dire all week. I knew the priority had to be getting up on the foils and staying there. I had a 15th in Race 1, which I was happy to keep on my scorecards. I had exceptional

pace and made fewer mistakes in the next two races of day one to carry 15,3,3.

After a fantastic start I felt comfortable with my speed but I was almost too conservative in the next two races, tacking early on shifts which saw me sail straight back out of them and on to an even worse header than previously. I quickly got out of sync with the wind, which I guess was why I finished with a 15th and 23rd. Not to worry, with a discard I got rid of the 23rd and was still hanging on inside the top eight. We then had a day without any wind so racing was abandoned.

I had time to analyse what I thought would be the winning moves. We went out on day four for another light wind race which was abandoned and restarted on two occasions. On the real race I was able to link the pressure together better than anyone else and had a considerable lead around the windward. Downwind was very stressful, as I hadn't been used to winning races at such a high level in this class until now! I hung on for lap 1 but managed to sail into an area of

no wind, which saw me come off the foils for quite some time. Not a lot I could have done; I finished in 6th place. Conditions were hard for everyone so I knew to expect plenty of place changing.

It wasn't long before Race 7 was underway and I again led the race but this time I loosely covered the group of boats behind me for the next two laps. At the very last section of the upwind the group split and I obviously had to select whom to cover. I guess in those conditions it was almost inevitable there would be a lead change at some point. But here I came around the mark just one second in front of 2nd and 3rd! Under pressure I failed to notice the pressure filling in on the left and allowed the others to get there before me. It was an easy pass, an error that cost me the bullet. Absolutely exhausted I crossed the downwind finishing line in 3rd, feeling pretty gutted.

With two more days left of the Championship I was in 6th overall so I was very happy but under pressure to stay there. It was incredible tight on points. I knew now was the time to stay consistent. I started the next race rounding the mark inside the top three, only to find the race had been abandoned due to an error within race management. I felt I had to let the Race Officer know my frustration - as we had the best winds of the event it seemed an utter waste of time.

Fired up, I launched myself off the line at the starboard end and paced upwind clocking speeds of over 17 kn; I was quite literally flying. Unfortunately I lost out to a left hand shift and had to tack early to avoid having to cross behind twenty boats. I used some of my speed to claw my way into 15th at the top mark. My speed off-wind was fairly average compared to those around me so by the time we reached our leeward gate I was still in the same spot. I knew I needed to convert this into a counter [top 10]. I gave it absolutely everything and had to hike till it was painful. I had caught up to just behind the leading five boats, another minute or so and I would have been fighting for the win. It wasn't to be, the top mark was in sight and I settled for a modest 6th in race 8.

Race 9 and the wind were still up around 9-11 kn. I was on fire, making the most of the bias this time instead of my routine of just trying to find a sensible gap on the line. I launched it to the port side of the course to find that same header off the top of Coconut Island and tacked in it. I came into the top mark on port with the last year's World Champion on starboard. I slammed a foiling tack in front of him and held him off downwind rounding the gate, choosing to head back to that same island. The header was still there but I was weirdly the only boat taking advantage of this side of the course. I tacked, realised I had made a massive gain on the Aussie group. It was only Great Britain's Rob Greenhaugh who had overtaken me. Still to this day I have no idea how he got to where he did. We had an epic tacking dual all the way to the top mark for the last time. I made the error of understanding the mark, merely able to get around it. I opened the door for Rob to tack inside me and take the win at the finish; I finished 2nd.

Race 10 and it was all on. I sailed the start the same as I did previously, the wind went a little soft and the boats in the middle had an edge over me. I played it fairly conservative, tacked early and decided all I was interested in was a single digit finish. Added a 7th to my scorecard. This was the toughest and longest day of the event. I felt physically ill when I arrived back to shore but was delighted to have just gone out and performed my best day yet, which put me on 4th overall!



**Ben finished 4th overall and was the top British competitor**

On the final day I was one point away from 3rd but only five points from dropping into 8th. It was a tense time for all the competitors as we were under a postponement with no obvious signs of wind. I was eager to try and get on the podium and I knew I had a realistic chance of doing so as I could get on the foils earlier than Scott Babbage (3rd). By 3 pm the event came to a close and reality hit on actually how amazing 4th place was! I had just beaten some of the World's best dinghy sailors, including 49er Olympic Gold and Silver medalists from London 2012! Finishing as top British competitor was the icing on the cake.

A fantastic week of racing even though I didn't manage to win a race. I will just have to look to doing that next July when the World Championships are in Hayling Island. I would like to thank my current sponsor Harken and Kingfisher Ropes who have helped me get the most from my boat this year.

**BEN PATON**

*....." with an eleven hour time difference it would need time to get into the swing of things'.....*



## ROYAL LYMINGTON YACHT CLUB EXTRACTS FROM BULLETIN 1963

By L'ANGEAU

COMMODORE J. R. Bryans, Esq.

The highlight of the year was the calling of a Special General Meeting under Rule 15 to consider spending a vast sum of money on Stage III of the Club Improvements Scheme. It reflects great credit on the Improvements Sub-Committee that the scheme was passed unanimously and our thanks go out to Frank Webster for all the hard work he put into the planning of it.

The 'low' of the year was our failure to scotch the new bye-law introduced by the Harbour Commissioners whereby it becomes an offence for sailing yachts to obstruct the Ferry. Our objections to the Minister of Transport through both the Royal Yachting Association and the Lymington River Clubs Joint Committee fell on deaf ears and the bye-law was approved.

### SAILING

#### *Dinghy Park*

The new, enlarged, dinghy park has been in use throughout the season and the new Dinghy Wash at the entrance has been much appreciated. A mast rack has now been constructed. It is regretted that this was not completed earlier.

#### *Moorings*

The new fore-and-aft moorings for Folkboats opposite the Harbour Station worked well this year and the Harbour Commissioners are considering extending this scheme. They are also looking into the question of dredging in this vicinity.

#### *Ocean Racing*

In the R.O.R.C. Inter-Club Points Championship we came tenth, the same position as we occupied last year. Practically all our points came from Rendall Clarke's Quiver III, Mike Vernon's Assegai and N. Bond-Williams' Bowstring. In the individual championship Quiver III was seventh in Class II and fourteenth overall.

#### *X.O.D. Class*

The highlights of the season were the winning of the Saturday and Wednesday Points Races and the Cock-Boat Cup by Richard and Augusta Creagh-Osborne in Dolphin with 12 firsts in 12 races, which surely must rank as an all time "high". Dolphin also won the Royal Motor Yacht Club Cup, open to all Divisions of the "X" Class and raced for in our Regatta this year. The other notable performance was a hat-trick by Joan Southern who won the Ladies' Race, the Crews Race and the Marriage Handicap in Ilex. This last

race was a nice figment of Donald Taylor's fertile imagination. The wife sails the morning race crewed by her husband and the husband sails the afternoon race crewed by his wife. The challenge trophy consists of a handsome silver salver presented by the instigator.

The Club Regatta was held in weather rough enough to cause the cancellation of racing elsewhere in the Solent. In spite of this, a full programme was held on the first day and only the races for the Moths were cancelled on the Sunday. There was a very good turn out, considering the weather, and, although there were many capsizes in the dinghy classes, there were no serious incidents.

#### *Dinghy Racing – General*

The winter, which snowed up our Christmas meeting, still held us in a chilly embrace when Easter came along, but it was cheering to note that there was no falling off in the numbers attending our big dinghy meeting of the year. Of the 130 entries, forty odd were Fireflies and they, as usual, included a dozen of the leading helmsmen in the Class.

The Junior Regatta, which we have been running in partnership with the Lymington Town Sailing Club for the past three years, continued to have good entries and keen racing. The Cadet Class, which we adopted last year, is particularly worthy of mention.

#### *The International Finn Class*

This Olympic single-handed class is again making very good progress on a National and International scale now having topped a total of 5,000 boats. At Lymington however, the situation is largely stationary with only three or four active racing boats. There has been no organised local racing apart from our three popular Open Meetings. The Christmas weather was extremely bad and consequently the turn-out was poor but at Easter some splendid racing resulted in a win for Jonathan Rogers in his largely re-built boat, Shadow.

The National Championships, at Poole, ended the string of Richard's successes in this event, since he finished up ninth. The winner was Jack Knights but the most astonishing performance was that of Jonathan Rogers who won both the heavy weather races to everyone's surprise! What a pity he could sail in only three of the six races. He would very likely, have won the championship outright.

The last of the meetings was our Autumn Trophy which was won this year by Brian Saffery-Cooper of Tamesis Club.

#### *Lymington Pram Class*

Thirty boats were in commission this summer but, unfortunately, the class is now equally divided between Lymington and Keyhaven. Racing has been badly supported, only nine boats taking part. The few races sailed were fast and furious. More regular competitors are needed if racing is to continue.

### G.P.14 Class

Racing this year has not been outstanding either for the number of entries or for the weather conditions. (Perhaps the two are inter-connected in some way!) The Points Cup was awarded to Richard Thompson and Jonathan Brown won the G.P. Trophy once again.

### Potter Ship Race

As usual the season ended with the race for the Potter Ship for which there was a record entry. The closing stages of the race were full of incident owing to the necessity to beat up the river against a northerly wind, shortly after low water, albeit a neap tide. This led to many groundings, some retirements, one or two near misses and one actual bump with the ferry. The Sailing Committee have decided that if similar conditions occur again the course will be shortened to finish at the Platform. The handicapping was as good as usual, but weather conditions favoured the smaller craft and Alan Marsh in his Swallow Class Wingelock won the trophy.

### HOUSE MATTERS

#### Club Improvements

The contractors started on November 11th and the timetable should be as follows: Mid-January Caterer moves to new kitchen. Early March Ladies move to new quarters and gentlemen come into their own again. Hats off to Frank Webster for all his hard work on our behalf!

#### Catering

Mr. Risdale-Smith embarks on his second year encouraged by an increase of trade. It is hoped that the standard is now up to what Members expect. To achieve this result it has been necessary to subsidise the catering to a considerable extent, but this should be progressively reduced during 1964 until it ceases in the middle of the year.

#### The Bar

Percy Matcham left us on June 29th to take up a more lucrative post in a private yacht and Bob Hales has taken his place. It is to their credit that the bar takings show a very welcome increase over last year. It is to be noted, however, that this increase coincides with more people taking meals in the Club. It is nice to see so many young Members making use of the Club at week-ends. There was once a feeling that the 'old 'uns' frightened them away!

#### Social Occasions

These have been well attended. The Annual Dinner, at which we entertained Captain and Mrs. Mark Eveleigh as guests of honour and Admiral Sir Wilfrid and Lady Woods and Mr. and Mrs. Bob Knock, was over subscribed. Our sympathy goes to those who failed to get in. For the first time in the history of the Club the dinner was served by our own Caterer and it was voted the best meal produced at this function for a very long time.

### GOOD GRIEF WAS IT REALLY 50 YEARS AGO

For the 1963 Potter Ship race Nick Lock and I had set off with the intention of having a bit of a jolly with enough beer on board to keep a pair of nineteen year olds suitably lubricated for the duration. With a 3 to 4 northerly and a smooth sea the wind Gods were smiling on us with perfect conditions for a Swallow.

We made a great start having lurked off the landward side of the starting platform and slipped round the platform and across the start line to windward of the fleet fractions after the gun. This gave us a clear wind and a fast reach to the first mark. Once round the kite went up faultlessly for a change and on the run across to Black Rock we suddenly noticed that we were doing rather well. As a result, despite an attempt at mutiny, the fateful decision was made to abandon the beer to avoid temptation and keep clear heads.

Lady luck was with us for the rest of the race. Best of all, in the beat up the river, the northerly wind and low water neaps seriously handicapped the larger yachts, which enabled us to get past a number of them. We were amazed to find ourselves amongst the first across the Club line.

The previous owner of Wingelock had won the Potter Ship some years earlier and his mother was on the Club veranda with a copy of the handicap sheets. She delightedly told us we had a good chance of winning.

My parents were thrilled. Father was particularly generous at the Club bar during the after race party. However my girlfriend, currently my wife, was shopping with friends (nothing changes!) and missed the fun. We took the Potter Ship back home, as you did in those days, and it graced my parents sideboard for a year.

All in all a day to remember.

(Technical Note. The Swallow class, 25ft 6in overall with 3ft 6 in draft, was designed as the keelboat for the 1948 Olympics. Wingelock, K S16, was unusual as whilst she was to class rules she was built of birmabright aluminium).

**ALAN MARSH**

*Good grief was it really 50 years ago! Just look at the picture, it surely was.  
Alan and Nick with their trophies*



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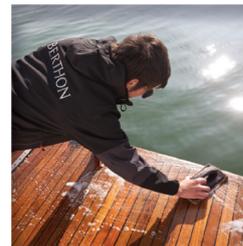
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