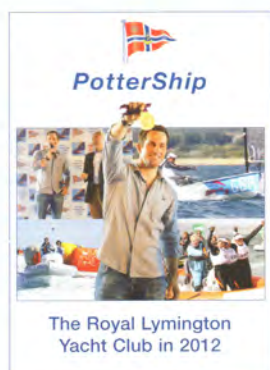




# PotterShip



## The Royal Lymington Yacht Club in 2012



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**Your Pottership Magazine**



What a fantastic year it has been for our Club, but what a difficult job for me – so much potential content that it is bursting out at the seams, and then there was my sub-editor who wanted to help every

time I got on the computer (see photo).

Many thanks to all contributors and photographers, and to Ann Brunskill for compiling a wonderful Olympics and Paralympics article and to Andrew Salanson for creating such a superb finished article. Of course thanks also to the intrepid band of proof readers - we try to achieve perfection but we all know how difficult that is.

Finally, however difficult, Editor's decision is final and E & O E (well, someone has to decide).

**JUDY RUFFELL AND SOOTY**

*In this issue...*

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## FROM THE COMMODORE

Terrible weather, terrific season.....

I cannot remember losing so much sailing in a single season to the weather, but despite this our Club has had another great year with excellent turnouts for our Cruising meets, Club and Open racing and a packed social programme.

Among the highlights of our year was a visit by our Patron, HRH The Princess Royal, to name two new Sailability boats. Princess Anne continues to take a keen interest in the Club and during her visit she was able to speak to a large number of our Members who took the opportunity to bring her up to date with our activities both on and off the water.



On the water, our Club Members have once again set the standard to which other Clubs aspire with their excellent performances at both national and international levels. In our run of successes this year we have national junior champions, youth world champions, a world match racing champion and of course an Olympic gold medallist. Our community sailing initiative, Wednesday Junior Sailing, continues to introduce children to the pleasure of sailing and is something about which we should be truly proud. In addition to our well supported Club sailing programme we hosted the Sigma 38 National Championships and several other open events, introducing many visiting sailors to the hospitality of our Club, the quality of our volunteer race teams and our challenging sailing waters.

Off the water our social events continue to bring Members together with the winter Wednesday lectures and Thursday quiz nights being exceptionally popular. These events enable us to meet up and discuss last year's trials and tribulations and then dream of the summer to come. The recent addition of Matt's Friday Evening Bistro has been well received and has introduced more Members to Matt's cooking talents; the food at our formal dinners has been superb.

The Olympic racing was shown on the big screen in the Club and hundreds of Members filled the Club to welcome home and congratulate Ben Ainslie on his record breaking fifth Olympic medal. It was an outstanding achievement and we had a wonderful evening of celebration.

We are continuing to invest in the Clubhouse; we have installed solar panels on the roof, refurbished the top balcony, enhanced our audio visual systems and completed the transformation of the Island Room with the splendid new trophy cabinet. We have also been able to purchase additional furniture for the main balcony with the help of generous sponsorship from Members.

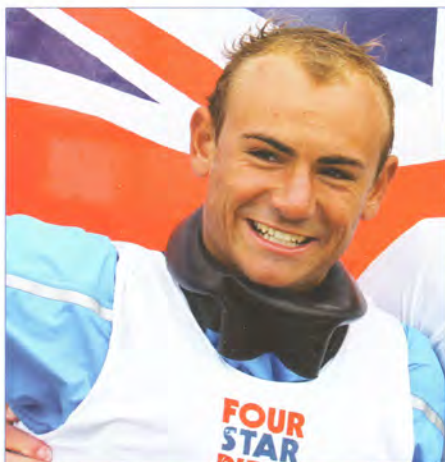
In such a busy Club changes inevitably occur; we said a fond farewell in November to Mark Fishwick, our House Manager, after 18 years of loyal service both behind the bar and in front of house. We welcome Iain Robertson in his place, whom I am sure will continue to develop Mark's role on the First Floor.

As I nearly complete my first year as your Commodore I am sure you would want to join with me in saying a very big thank you to everyone who contributes to making our Club so special.

**PHIL LAWRENCE**  
**COMMODORE**



## CLUB AWARDS



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

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

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

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

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



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

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



One of the privileges of the Commodore each year is to select the Member who has made the most outstanding contribution to the Club over the years. This year, the Commodore had no hesitation in selecting Ann Brunskill for this award. Ann has been personally involved in many aspects of the Club, from working on race teams, co-ordinating safety boats, helping the juniors and serving on numerous committees over the years. It is this breadth of interest, dedication and boundless enthusiasm which has made her such an ideal editor of e-PN. She is a most worthy winner of the Commodore's Cup and we thank her.



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

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

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



## OCTOBER VISIT BY OUR PATRON

The Club was blessed with good weather and goodwill in equal measure on 18th October when our Patron, Her Royal Highness the Princess Royal, arrived by helicopter from Portsmouth to visit us before travelling on to Andover in a packed day of visits. She came to Lymington to name Sailability's new Windrider 17 trimaran and 5 metre RIB, both berthed on the Club's pontoon for the occasion, and also to meet Members of the Club and hear about their many activities over the past year.

Escorted by the Deputy Lieutenant of Hampshire and Club Member Oliver Crossthwaite-Eyre, and in the presence of the High Sheriff of Hampshire Mr Hallam Mills and Mrs Alison Mills, the Chairman of the New Forest District Council Mrs Alexis McEvoy and the Mayor of Lymington Jackie England, the Princess met her host John Mills, our Vice-Commodore, and the Secretary, Kevin Podger. On the forecourt she was introduced to other Flag Officers, Trustees, Ali Gunn and Geoff Holt MBE, the Chairman and Patron of Lymington Sailability respectively. After she had christened the boats, generously funded by TSB and Advanced Travel Partners International, Princess Anne paused to admire Vicki Holden's patriotically red, white and blue pedestal display alongside our Patron's new portrait, before being escorted into the beautifully refurbished Island Room.

The Princess spent the next 45 minutes

making her way around the first floor, chatting with groups of Members who represented our dinghy and keelboat racing classes, blue-water cruisers, family potterers, race team volunteers, junior sailing and house projects teams and members of staff. Some of our Olympics and Paralympics volunteers, Jane Clegg, Ann Brunskill, John Doerr, Vince Sutherland and Bob Burney were presented, who shared with the Princess their experiences of this summer. She also spoke with ISAF Youth World Champions Kirsty Urwin, Annabel Vose and Tom Britz who told her about their victorious sailing season, while Hattie Rogers and Robbie Boyd updated her on the exploits of our very successful Optimist and RS Tera youngsters. Nick and Sophie Bubb recounted their win in the gruelling 3 Peaks Race; Max Crowe took her 'Round the Island' and Steve Powell painted a picture of cruising in some of the coldest places on earth.

After speeches of welcome and thanks from John Mills and Aly Gunn, our Patron presented certificates to the Sailability volunteers who spend so much of their time making sailing possible for the less physically able, and in return the Princess received a posy confidently proffered by top Optimist sailor Milo Gill-Taylor. After sampling some of Matt Doe's excellent canapés, the Princess thanked the officers and staff for an enjoyable visit and wished us another successful year in 2013.

**KEVIN PODGER**





Photo: ISAF

Tom and Rupert won the ISAF Youth Worlds in Dublin with a day to spare

## THE TOM BRITZ YEAR

My first major event of the year was the RYA Volvo Youth National Championships held in north Wales. This was a big event for my helm, Rupert White, and me as it meant if we won the event we would be selected to go to the ISAF Youth Sailing World Championships along with 10 others. One boat from each class would be selected to go from each country to make the event as much like the Olympics as possible.

We ended up finishing second overall under 21, but 1st under 18 which meant we qualified. It was a really closely fought battle between all the guys we had been training with over the winter, and we only just managed to beat our rivals on the last day by forcing them to the back of the fleet. After this Rupert and I had to go on a massive weight loss programme over the next few months because we were changing boats to a smaller sized rig. This proved to be a challenge, but we managed to pull it off and get to exactly the weight we wanted.

The next event was the Europeans in Carnac, France. The winds blew strong and we didn't manage to get a full racing series in. We only sailed one day, 3 races and we didn't have the greatest starts to our event. We finished the event in 4th overall and 3rd British boat. This was not good so it really made us train even harder before the two

World Championships.

In early June we flew out to La Baule, France, for the SL16 World Championships. Our only goal was to win, so we decided to charter one of the brand new boats there. This was incredibly risky as it meant we would be sailing a boat we had not ever sailed before. The practice race day saw disaster for us as we snapped our mast, but after hitting the water early on race day 1 we managed to get the perfect start to the event with 4 bullets. The event was perfect for us, as we left with the World Title, beating some of the best sailors there. The ISAF Youth World Champions from the year before were there, as well as the SL16 Open World Champions from 2011. The highlight of the week was when we won the event with a race to spare. Going into the second to last race all we had to do was beat the Brazilians by 12 places and we had won. As we crossed the line we started counting back. The tally started adding up and our smiles got larger and larger. The moment we knew we had done it was when our coach, Ed Barney drove his RIB up to us full power whilst pointing up to the sky with one finger. It was an incredible feeling but we still had our main event we were aiming for, the ISAF's.

The ISAF Youth Worlds were in Dublin,

Ireland. We flew straight there from La Baule and started getting acclimatised. We were dead focused and our bodies and minds were in the perfect place. After a shaky first race we started to find our stride scoring 7 bullets out of the 12 races. We started getting a bigger and bigger lead during the week and although it got close at times, we managed to hold off the Aussies and take our second World title of the year. This time we did it with a day to spare. I remember coming down the last run on the second to last day ten places in front of the Australians and looking at Rupert. We both just started smiling but we were dead silent. We knew at that point we had won, but we didn't want to jinx it as we still had to cross the line. It was an amazing way to get the ISAF title with a day to spare but we still had to beat the French in the overall team prize on the last day. The GB team managed to get the best team prize, it was again an awesome feeling to stand on the podium with a large amount of friends I'd been sailing with since I started sailing in Wednesday Junior Sailing at our Club.

Now that my youth programme has finished I bought a Spitfire last week to train hard over the winter with my new crew, Abbie Hewit. After the training this winter, since there is no ODS squad put in place yet for the Cat class, we are planning on qualifying for the Olympic Development Squad and working hard towards world championships over the next few years, then hopefully the Olympics.

I have learnt a lot from sailing over the last six months, but I wouldn't have been there but for my very supportive family and friends, sponsors, my coach Ed Barney, and my home town and RLYMYC. The medals we won this year are as much theirs as they are ours and I would just like to say thank you.

**TOM BRITZ**

...and Team GB won the ISAF team award



Photo: ISAF

It has been such an amazing year it is hard to sum it up in words. Given the way the year started, it's hard to believe where I am now. My back was causing me issues and I needed to have surgery in order to fix the problem. While my fellow competitors were in the southern hemisphere training hard and preparing for the Olympic year ahead, I was working hard in the cold UK winter to get back up to fitness and recover from the surgery. The hard work paid off, and I have many people to thank for supporting me, friends, family, my coaches and my support team who gave me the ability to take on one of

came out on Thursday, won the first race and then there was the 'incident' with Jonas and PJ Postma in the second where they accused me of hitting a mark, where I had no choice but to do a penalty turn. I wasn't pleased with the situation, but well, it ended up working for me. I needed something at that point. Things had to change, and that for me was something which I could get hold of and use to my advantage. It was a case of digging deep and fighting harder than I have ever fought before. I had to work hard in order to turn things around. I went to sleep the night before the

some flares and it was amazing to hear the crowd and see thousands of people up on the Nothe. It was a moment I think I will ever struggle to beat in my life.

The weeks after the Games were a bit of a blur especially as I headed off to San Francisco to take part in the America's Cup World Series immediately afterwards. It was a big learning curve but I always knew it would be a hard event with no practice, but I am excited to be back in that world. Coming home afterwards gave me the opportunity to catch up with friends and family and see everyone at home in



# London Olympics 2012

## Finn Class

### Gold Ben Ainslie

the biggest challenges of my career and compete on home territory at London 2012 in my fifth Olympics.

The competition at Weymouth was one of the hardest I have ever faced. I started cautiously; I didn't want to make a mistake early on that would cost me the competition. But that worked against me as Jonas Høgh-Christensen was putting on an amazing performance, sailing at his very best. Before I knew it I was six races down to Jonas and the burden of expectation was beginning to feel heavier than ever. I'm proud of the way I turned it around from there. I

medal race wanting to play my part in these Games and was confident that I could. With just two points between me and Jonas, my fate was in my own hands.

The Nothe Course was a challenge for the medal race, it is so shifty, and while I was able to keep Jonas behind me, PJ moved up through the field and made things pretty hairy for me at the end. Thankfully it all worked out. The moment after crossing the line was amazing. I remember going straight over to my coach David Howlett who has been such a huge part of this rollercoaster. He handed me

Lymington. The open top bus ride thought the town was a fantastic day, I couldn't believe how many people had come out to say hello, it was a very touching moment and I cannot thank everyone enough for their continued support. I owe a huge amount to so many and it is great to be able to come home to so many friendly faces. I am grateful for the continued support of everyone at the Royal Lymington Yacht Club. I hope to be able to visit in the not too distant future and I hope everyone has a fantastic Christmas and New Year.

**BEN AINSLIE**

# BEN BRINGS GOLD TO THE CLUB

*...when Ben Ainslie CBE dropped in nine days after making history as the most successful Olympic sailor of all time*

It is my pleasure to reminisce on the climax of the Club's golden summer when we were presented with the biggest and best sure-fire way of filling the Clubhouse with Members and a few guests, all determined not to miss a moment of the most memorable occasion in the last four years at the very least. This was, of course, an otherwise fairly nondescript Tuesday early evening, when Ben Ainslie dropped in for his first discretionary engagement, some nine days after making history as the most successful Olympic sailor of all time. It was a surreal time, as the euphoria of this great sporting spectacle continued around us and no-one knew whether Ben would be allowed to escape the clutches of the associated media and business juggernaut before setting off for the next phase of his stupendous sailing career, to the foothills of the America's Cup trail in San Francisco. Elsewhere in PotterShip you will have read of the various ways Members were keeping up with what was really going on – watching the racing on the screen in the Club, from the Nothe or the beach in Weymouth or on the water as a race team volunteer. Even so, there was a great unfulfilled need to to be even more personally involved.

Suddenly (perhaps with a little prompting), Ben's office answered our invitation and all of the frothy fervour was swept away by the reality of our most famous Honorary Life Member standing on the River Room stage sharing relaxed banter with the Commodore in front of several hundred Members and the nation's



media. Everyone from the age of 5 to 95 knew that this was a man who has dedicated his life to perfection in a boat, and we were thrilled to share the moment as he unveiled his picture and proudly flourished his medal. After a toast, fittingly of English sparkling wine generously donated by Caroline Stevens of Danebury Vineyards, Ben spent a full hour and a half besieged by salts young and old and, I noticed, quite a few teenage girls, propelled by eager mums. He was so surrounded by well-wishers, autograph hunters and racers in need of tips that it was getting late in the day before the newspapers and radio stations were able to take their turn. Even Dani Sinha from South Today and Shaun Donovan from Meridian struggled to set him up for their news-time interviews from the balcony.

As suddenly as the moment had come, Ben departed for some family and friend time in Cowes, the melee subsided. Members enjoyed supper, kids readied their stories for next morning's school time, the Olympic Honours board was updated to maintain the Club's unbroken run since 1956, and we all started to reflect on an unforgettable summer, despite the weather. We wish Ben the very best with his new racing endeavour, and look forward to encouraging the next generation of RLymYC Members who might attempt to grasp the Olympic baton.

**KEVIN PODGER**

## STOP PRESS

**Now - Sir Ben Ainslie KB CBE**

Ben's achievements have been recognised in the the New Years Honours list. The Citation reads Charles Benedict Ainslie CBE, Finn Sailor, for services to sailing, KB Cornwall.





# CRUISING NOTES

from Clive Sparrow

One of these years we will be able to report an amazing summer with wall to wall sunshine, but alas not for 2012. Our cruising events nevertheless went to plan and were very enjoyable.

Our Club-based activities in the winter months include the Wednesday lectures, which last season were invariably fully booked. I know my Vice Captain Nick Olney has a great programme for 2012/2013, so book early to avoid disappointment!

We held two seminars in 2012: 65 people came to our 'Safety Day', which included a presentation and video from Yachting Monthly plus a practical demonstration of life raft deployment and other important topics. We intend to make this an annual event. The second seminar was given by Pete Sanders entitled 'Sail Trimming for Cruisers', from which we learnt about the history and development of modern sail making technology, and picked up much valuable advice on sail setting.

Members enjoyed a superb evening at the Cruising Dinner, Matt Doe excelling himself with his menu which included a lamb main course which everyone praised. Dinner was followed by a highly entertaining talk from Commodore Ian Gibb, with anecdotes from his lifetime at sea as the commander of a passenger liner.

**Eighty people attended the Newtown Meet in January**



**Not raining for once - dinner al fresco at Beaulieu**

## Cruising awards - see opposite

The awards presented this year were to Steve Powell, who received both the Seamanship Trophy and *XII Bar Blues* Trophy for his voyage to Antarctica and back, and to Linkenkeng Sargeant, The Cadiz Cup, for her Baltic Cruise log. The Senior Brownlow Cup was awarded to Peregrine Bruce for describing his adventures in *Joya*. Terry Gerald was the very popular recipient of the

John and Angie Bailey Trophy for his lifetime's sailing achievements and contribution to our Club over 37 years.

## Cruising meets and cruises

Our meets on the water started with the monthly day sails, which by popular request we now run throughout the year. The January sail took us to Newtown Creek. This was organised by Peter Lowe, and RIBs ferried us ashore to walk up to the New Inn

**Thirty three cruisers enjoyed the Cowes meet in April**





**The John and Angie Bailey trophy for lifetime's achievement: Terry Gerald**



**The Cadiz Cup for the best cruising log: Likenkeng Sargeant**



**The Senior Brownlow Cup for a log of outstanding merit: Peregrine Bruce**

at Shalfleet for a fish pie lunch. Eighty people attended!

The February day sail broke all records with 110 dining al fresco at Gins Farm. The event was organised by Bob Woolley and the 24 boats which took part made a terrific sight as they sailed back down the Beaulieu River.

The weather was good for the Spring Cowes meet in April, and 33 cruisers enjoyed Friday night supper at the Folly Inn following the traditional pontoon party. The more formal Saturday night dinner was held at the Island Sailing Club.

The April day sail was to the RAF Yacht Club on the Hamble. The event attracted five yachts and three motor boats.

We had two anchor meets in 2012. The first was organised by Tony Hughes in May at Pottery Pier in Poole Harbour, where the yachts *Otter* and *Squander* hosted drinks and a curry supper. The second was in Chichester harbour, organised by Alice Macnamara in August. Nine boats took part.

The day sail at the end of May found us at the Island Harbour Marina on the Medina. This was a new venue for us and we will certainly return.

Another new venue was a lunch anchor meet in Osborne Bay in August, and although we had a good sail there we had to suffer a procession of container ships entering Southampton Water, which made lunches on board a little uncomfortable.

June 16th was the start of our long distance cruise to the West Country and



**The XII Bar Blues Trophy for the best electronic record of a cruise: Steve Powell**



**The Seamanship Trophy for an act of exceptional seamanship or navigation Steve Powell for his 35,000 mile cruise to Antarctica**

despite poor weather organiser Ken Claydon led the way West. The first cruise dinner was at Portland, the Olympic venue, then a week later at the Royal Dart, but unfortunately due to persistent poor weather the rendezvous at Fowey had to be cancelled.

The Solent meet in July organised by Michael Coombes was at Gosport where we were very well looked after at the Hornet Sailing Club.

As the summer (?) petered out we enjoyed a three day meet at Gins Farm. The severe weather forecast for the Sunday persuaded many boats to get back on the Saturday, but everyone returned by car to enjoy supper complete with quiz. Our thanks to Peter Upcher for his organisation.

Our very popular BBQ event at Bucklers Hard at the beginning of September was well attended, 52 arriving on 12 yachts and 5 power boats. Michael Coombes, the

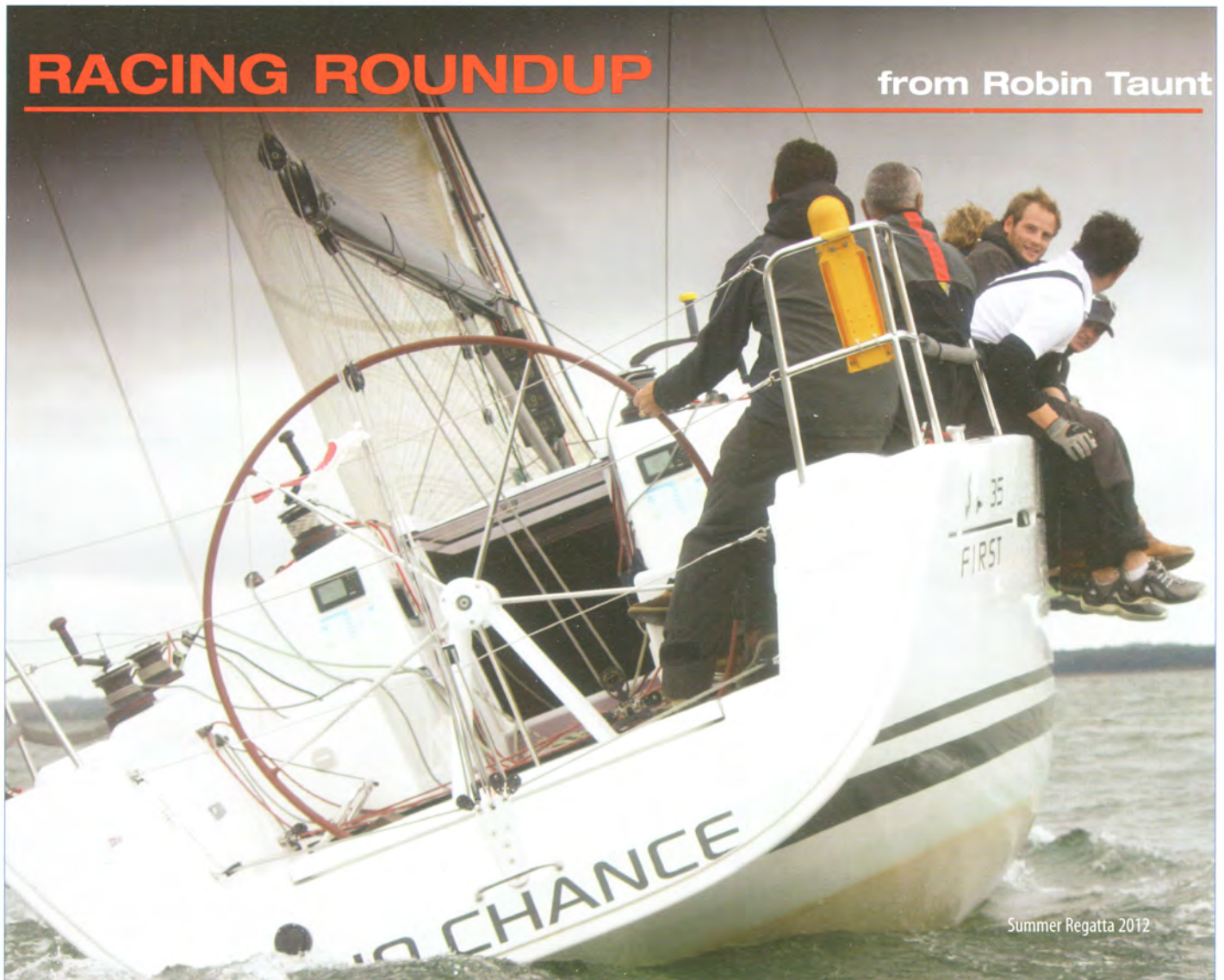
Harbour Master and his team who provided the barbeques ensured that this annual event was another great success.

The Warsash Sailing Club was our venue for the Trafalgar Day sail in October. The 55 who attended, sailing in strong conditions, were led in the Toast to the Immortal Memory by Cdr. Peter Bruce.

As I write these notes I look forward to the Yarmouth November 5th event, the Needles Relief and the December day sail, and I reflect on 2012, a year in which so far 71 different boats have taken part in our cruises. I would like to thank my Committee Members for all their hard work and support and all the skippers and their crews for joining in and making the events such a success. It has been particularly good to see new Members joining us and we look forward to sailing and socialising with you again in 2013 – surely our glorious summer will come.

# RACING ROUNDUP

from Robin Taunt



Arrive at the Club almost any day of the week during the summer and you will find the waterside buzzing with activity. On a typical Saturday morning you might find competitors in the Duo Series preparing for another long race, followed a little later by preparations for the Saturday XOD series, then the Folkboats and the Elites. On Monday evenings the dinghies and Scows will be racing; on Thursdays it is the turn of the keelboats.

As the new Captain of Racing I had no idea that I was being handed the helm of an incredible machine which runs all this activity throughout a long sailing season and well into the winter. Fortunately, it is a well maintained machine. The fleets have their own captains, who have reported elsewhere in this journal, and our race management is the envy of the Solent. After the Olympics

and Paralympics the efforts of volunteers are now well recognised and our volunteer force is awesome. Come down on a cold, wet day and see them set off in warm boots, good humour and multiple layers of clothing.

The Queen's Diamond Jubilee weekend was celebrated jointly with the Royal Solent Yacht Club. A Diamond fleet of larger boats and a Jubilee fleet of smaller boats resulted in a good turn out for the racing, and for the social events, which included a boat ride in quite robust conditions to dinner in Yarmouth.

Our Summer Regatta and Ball is now an established and most successful event, which we will be running again in 2013. When we hold events on a regular annual basis the number of competitors has a chance to build. However, in these difficult times, most

events on the Solent are seeing a decline in numbers. We are doing better than many clubs as we advertise the attractions of racing from Lymington to other clubs. Adding some prestigious open, or invitation, events to our programme spreads the word. For example, we hosted the Sigma 38 Nationals in May, with such success that they will be coming again in 2013.

Most of our fleets have more than one event each week. In 2013 we will be experimenting with some Saturday afternoon racing for the smaller Cruiser Racers, those who prefer to sail locally. This has been tried before with limited support, but there is a feeling that, as average boat size is reducing and leisure time is limited, there might be a demand for some quick and simple racing - like Thursday evenings only a bit longer.



# ROYAL LYMINGTON RACING ROLL OF HONOUR

Ian Williams	ISAF World Match Racing Championship		1st	<i>White Mischief,</i>			
Ian Williams	RYA National Match Racing Championship		1st	<i>Growler and Simplicity</i>	IRC Group 3 Team	Jeroboam Trophy	1st
Ben Ainslie	ISAF Rolex World Sailor of the Year			<i>Sundowner, Love in a Mist</i>			
Hannah Snellgrove	Inland Championship	Laser Radial	1st lady and 3rd overall	<i>and Nordic Bear</i>	IRC Group 3 Team	Jeroboam Trophy	3rd
Mike Saqui <i>Edith</i>	SORC Inshore Series	IRC Class 3 & IRC Overall	1st	Jeremy and Max Vines <i>Pickle</i>	Overall ISCRS	Geisco Trophy	3rd
Robin Taunt <i>Jibe</i>	JOG Inshore Series	Class 4	1st	Jeremy and Max Vines <i>Pickle</i>	ISCRS Group 6	Fedelah Challenge Trophy	1st
Mike Saqui <i>Edith</i>	RSYC Double Handed Series	Inshore & Overall IRC Class 2	1st	Jeremy and Max Vines <i>Pickle</i>	ISCRS Group 6A	JPMAM Family Trophy	3rd
Bill West <i>Jo Jo Gunne</i>	RSYC Double Handed Series	Class 1 IRC	3rd	Stuart Watson and Matthew Jones <i>Crackerjack</i>	Folkboat	Red Lion Trophy	1st
Eric Williams <i>Ecstatic</i>	Cowes Week	Dragon	1st	David Cowell <i>Eskymo</i>	Mini Tonner	Kemp Sails Mini Tonner Trophy	1st
Peter Scholfield <i>Zarafa</i>	Cowes Week	HOD 35	1st	Denis Bates <i>Rollercoaster</i>	IRC Inst. of Civil Engineers Yacht	Telford Goblet	1st
Crauford McKeon <i>Kandoo III</i>	Cowes Week	RS Elite	1st	Peter Scholfield <i>Zarafa</i>	IRC Division 2B		2nd
Martin Wadhams <i>Kiss</i>	Cowes Week	RS Elite	2nd	William Newton <i>Jelly Baby</i>	IRC Division 2B		3rd
Peter Scholfield <i>Zarafa</i>	Cowes Week	IRC Class 4	2nd	Andy Hind <i>White Mischief</i>	IRC Division 3C		2nd
Kirstie Urwin	Open & National Championship	420	1st	Barry Dunning and Bob Fisher <i>Rosenn</i>	Gaffers Division 2		2nd
Annabel Vose and Kirstie Urwin	Ladies Junior European Championship	420	1st	William Newton <i>Jelly Baby</i>	J105		1st
Ben Ainslie	London Olympic Games	Finn Class	Gold	Robin Taunt <i>Jibe</i>	J109		1st
Hattie Rogers	Optimist Irish Nationals	Junior Female	1st	Eric Reynolds and Michael White <i>Shallot</i>	Mini Tonner		2nd
Milo Gill-Taylor	Optimist Irish Nationals	Junior	1st	Max Crowe <i>Redeye</i>	ISC Division 8A	Youngest Round the Island Race Skipper	
Robbie King	Optimist Irish Nationals	Senior Open	1st				
Tom Britz	ISAF Youth Worlds	SL16	1st				
Annabel Vose and Kirstie Urwin	ISAF Youth Worlds	420	3rd	Robbie Claridge	LR Scow Nationals	Single Hander	1st
Hannah Snellgrove	National Championship	Laser Radial	1st	Chris Sanders	LR Scow Nationals	Single Hander	2nd
Tom Britz	World Championship	SL16	1st	Peter Blick	LR Scow Nationals	Single Hander	3rd
Sophie Weguelin	Women's European Championship	470	1st	Rory & Alex Paton	LR Scow Nationals	Double Hander	2nd
Richard Mason	Men's European Championship	470	2nd	Robby Boyd & James Marsh	LR Scow Nationals	Double Hander	3rd
Nick & Sophie Bubb	Three Peaks Race	Tilman Trophy	1st	Henry Marsh	LR Scow Nationals	Junior Single Hander	2nd
David Cowell and Peter Rogers <i>Eskymo</i>	IRC Small Boat Championship	Class 2	1st	Vita Heathcote and Charlotte Boyle	LR Scow Nationals	Junior Double Hander	3rd
	<b>ROUND THE ISLAND RACE</b>			Jess Eales	Ladies National Championship	RS Feva	1st
Mike Slade <i>Leopard</i>	Observer Trophy and JPMAM Trophy		First monohull to finish	Jess Eales	Grand Prix Series	RS Feva	1st
Jo Hutchinson <i>Sundowner</i>	Overall IRC Group 3	Champagne Mumm Challenge Cup	1st	Chris Neve and Phil Lawrence <i>No Chance</i>	Double Handed Round the Island Race	IRC Class 1	1st
Jo Hutchinson <i>Sundowner</i>	Overall IRC	Silver Roman Bowl and JPMAM Salver	2nd 1st	Jess Eales	World Qualifying Series	RS Feva	1st
Ed Dubois <i>Firebrand</i>	IRC Division 3B			Richard Breese <i>Impro</i>	SORC Solo Round the Island	IRC Class 3 & Overall	1st
<i>Zarafa, Jelly Baby and Jibe</i>	IRC Group 2 Team	Jeroboam Trophy	1st	Vita Heathcote	Optimist Open Riva ITA	Optimist	1st
				Ian Williams	Congressional Cup		1st
				Sophie Weguelin	Olympic Classes Regatta	470	3rd

It all began on a bitterly cold Sunday afternoon in January 1966. The Welsh Harp, where Dick and I raced Merlin Rockets, was frozen over and racing was out of the question. A crowd of us larked around in the snow as young people do. A friendship started between us leading to a whirlwind romance and wedding bells just over a year later.

Although dinghy racing was our shared passion, we dreamed of one day owning our own sailing cruiser. Dick had already done a couple of delivery trips on an old Falmouth Quay Punt from Bembridge to Malaga, and then Cartagena to Bembridge via Tangiers, which fostered his enthusiasm for voyaging. My first experience of keelboats was in 1968 on *Bloodhound*, a classic 67 ft yawl owned at the time by the Royal Family, which was loaned to Wembley Sailing Club for a 4-day trip around the Solent. Despite gale force winds and a serious broach off St Catherine's Point which swept Dick, who was helming at the time, out of the cockpit and into the scuppers, I really enjoyed the experience. A dream to one day sail our own boat around the world began to take hold.

And a dream it remained as we brought up our young family. In 1978 we bought our first keelboat, then others which enabled us to extend our cruising range to Morlaix, but we never got round the corner of North Brittany.

For a while Dick went back to racing dinghies while I enjoyed a break from it all. To keep our hand in we did several delivery trips for Sunsail, taking charter boats to their summer bases around the Greek islands.

When we reached our mid-fifties it was time to take stock, get that dream back into

## A dream come true



*When I was asked to write an article on our circumnavigation for PotterShip, I asked myself: how do you cover 52000 miles in two pages? The answer is, of course, that you can't! Next question: what aspect of our nine year trip would readers most like to hear about? Equally difficult! So instead I will attempt to explain what motivated us to undertake a circumnavigation and the events that led up to our departure.*

the forefront of our minds and start planning the voyage.

We decided to sell the family house and buy a flat which we could let to provide some income while we were away, and we started our search for the right boat to take us around the world safely, comfortably and at a reasonable pace. After many months we whittled our list down to three possible boats: Hallberg Rassy 36, Najad 37 and a Starlight 39 built by Bowman. The Najad would have stretched our budget more than we wanted; the Starlight we felt would have proved just a bit too lively; and so it came down to the HR36.

And so it was that in 1999 we completed the purchase of *Aliesha* and our new flat within days of each other. Life became very exciting but hectic. The flat was in Marlow, Bucks, and the boat in Chichester Marina, some 75 miles apart. Dick's job was now taking him on frequent trips away and it became obvious that if we wanted to set off in 2001 something would have to give. So I gave up my job and started drawing up lists of gear, electronics, rigging, sails, clothing, provisions, medical supplies and other items necessary for a circumnavigation. We could talk of nothing else or so it seemed. Any spare time was spent on *Aliesha* and slowly but surely our new home began to take shape. For although we now lived in a very well-appointed flat, *Aliesha* was our home.

In the summer of 2000 we sailed *Aliesha* down to La Coruna in northern Spain. At last we were round 'that corner' in our own boat! The trip south proved uneventful and the crossing of Biscay almost idyllic. Not so on the return trip when we were overtaken by a gale half way across the Bay and encountered mountainous seas. We were impressed with the way *Aliesha* handled the seas and, although we arrived exhausted, we started to feel we had bought the 'right' boat for our circumnavigation.

At the end of 2000 we stood on Marlow Bridge listening to the church bells ringing in the New Year with a feeling of excitement and apprehension. Would we really be starting our circumnavigation in six months time? We had set our departure date for 25th June 2001. Dick was committed work-wise until the beginning of June, giving us

Herradura Island Venezuela



Orang utans in Borneo



Horta wall painting



just two weeks living aboard *Aliesha* full time before setting off.

Two weeks before departure we locked the front door of our flat, handed the keys over to the letting agent and drove the car, piled high with last-minute stuff, down to the boat. Sunday 24th June, the day before departure, dawned hot and sunny. It gave us a chance to try out our new tropical awning and it provided us all with much needed shade for our last family get-together.

Saying farewell to loved ones is never easy. We had told everyone we'd be away for three to five years. In the event, it was over nine years. My mother, aged 84, must have felt she'd never see us again. Our son was away in Greece for the summer. Our daughter, very recently engaged, told her father amidst floods of tears that although we had brought her up to leave home one day, she never thought that home would leave her! That evening we felt emotionally drained and exhausted, and congratulated ourselves that we hadn't tried to leave on the same day.

Monday 25th June dawned and with renewed vigour and excitement we were up early to start processing the long list of things that still had to be done. One of my many jobs was a trip to the marina laundry where I met a fellow cruiser who had just returned from Brittany. We got chatting and he told me that he and his wife had set off from Chichester three years previously to sail around the World. They were having such a wonderful time slowly working their way down the coast of Brittany, exploring all the many delights of the Morbihan, that it seemed a shame to rush a good thing. Sadly his wife became ill and died of cancer before they had even crossed Biscay and he was returning with his dream in tatters. We were both very moved by this tragic tale, which

made us even more determined to push on and cross the Atlantic by Christmas.

With all our jobs completed, the time had come to let go the mooring lines and catch the afternoon tide down the harbour and into the Solent. As we approached the lock, which was on free-flow, the marina staff and our rigger, Chris Holman, were all gathered to wave us farewell. Now it really did feel as if we were at the start of something new and adventurous. I was suddenly overcome by the relief of having finally got away and enjoyed a few weepy moments in the cockpit. But it was soon over. A whole wide world was out there waiting to be explored. We had an excellent well-found boat, our health and each other. Life was good and hopefully was about to become even better.

The books tell you that you'll never be ready by your intended departure date. So, just fix an arbitrary date, tell your family and friends, go through the motions of saying farewell and depart, sailing your boat into the nearest harbour and continue with your preparations. This is not at all bad advice! And our first port of call? Just like the books say: ours was Shamrock Quay where we had some last-minute work to be done before heading down to Yarmouth and away across the Channel.

In the early days we tried to think only of our next port of call. If we tried to think of the voyage in its entirety it became too daunting. Yes, we had worked out our overall route around the world, the big decision being: did we come back via South Africa or the Red Sea? But even that decision wasn't finalised until we left Australia. We sailed the 'Coconut Milk Run', a route which follows the trade winds across the Atlantic, Pacific and Indian Oceans. We deviated from this route to visit Venezuela, the Eastern Seaboard of America

(from Charleston to Maine and back again to Key West), and New Zealand. As it happened we were able to keep to our plan and come up the Red Sea in 2007. The piracy, while very much a threat to small boats crossing the Gulf of Aden, had not reached the proportions it has today. With careful planning and by dint of forming small convoys with other cruisers we completed the Salalah to Aden passage safely. Various problems kept *Aliesha* in Egypt until finally we reached the Mediterranean in Spring 2008.

We crossed our line in Gibraltar Bay after 47,000 miles and almost eight years to complete our circumnavigation. We subsequently sailed another 3,500 miles to bring *Aliesha* home via The Azores in September 2010.

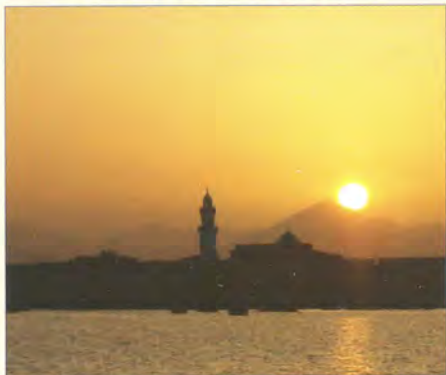
#### Postscript

While we were still in the early planning stage of our voyage we attended various seminars. The message that came over very forcefully was that only 2% of would-be circumnavigators actually get away. Family and business ties, health and financial problems, or just a simple case of 'manana' all conspire to keep us on terra firma. Because we shared the dream, we made it happen with the support of our family and friends.

What nobody told us was how difficult it is to come back! We spent nine years visiting some of the most beautiful places in the world, meeting people of all races and creeds, enjoying the fellowship of cruisers of all nationalities, gazing at star-studded night skies unpolluted by artificial light and sensing the freedom one has at sea to think for oneself and to feel responsible for one's own little world. Would we do it all again? If we could turn back the clock ten years, you know, we would, given half a chance!

**PAM MOORE**

Sunset over Suakin in the Sudan



Hole in the Wall anchorage Langkawi Malaysia



PhiPhiDon in Thailand



## YOUTH AND JUNIOR ROUND UP



*It is not just the Olympians who have had a successful summer, the young sailors from the Club have had some major successes too, and although they haven't all managed to reach the podium there have been lots of achievements to celebrate.*

Tom Britz, a former WJS sailor who many Members will have met when he was working behind the bar, had a wonderful summer. Crewing in a SL16 Catamaran for Rupert White, they not only won Gold at the ISAF Youth Worlds (the Olympics of the Youth Sailing World), but also became SL16 World Champions in an Open class of youth and adult sailors (see his article page four).

Kirstie Urwin and Annabel Vose also had a great ISAF Youth Worlds, winning the Bronze medal in the 420 Class as well as coming 1st ladies in the Junior European Championships, while Craig Dibb and Charlie Cox represented GBR in the boys 420 Class and helped to bring the Overall Nations Trophy back to GBR. These four also took the first

**Tom Britz crewing in a SL16 Catamaran won Gold at the ISAF Youth Worlds and the SL16 World Champions (youth & adult open)**



three places in the National Championships in various combinations!

The 420 Class in the Club had a number of new boats joining this autumn as some of the youngsters move out of their Junior boats and into the Youth Classes.

Our Laser Sailors had some good results with Emily Gent and Nick Froud finishing in the top 20 of their fleets at the National Championships. Nick and Ross Mackley have won themselves a place in the RYA Youth Squad, and Emily Gent and six others have earned places in the RYA 4.7 Laser Squad. Meanwhile former Youth Sailor Hannah Snellgrove won the Laser Radial Nationals, beating all comers, male and female!



**Kirstie Urwin and Annabel Vose in 420s took Bronze at the ISAF Youth Worlds and 1st ladies in the Junior European Championships**

The Cadet Fleet, although small, had two boats selected for the European Championships - Max Crowe and Henry Collings; Will Davies and Harry Fitzsimmons. Harry has also been selected as crew for the forthcoming World Championships in Australia. Henry Marsh has been selected for the zone squad. They have also had fun sailing to the Isle of Wight for picnics and races.

The newly formed RS Tera Fleet under the watchful eye of Gina Bassett has gone from strength to strength with eleven children sailing their own boats and another twelve or so having try-out sessions with the Teras lent by WJS. They have done very well, with two top 15 results in the Tera Nationals (Robbie



Boyd and Jonnie Tait) and several sailors qualifying for training in the Tera Squads this winter - Robbie Boyd, Jonny Tait, Charlotte Bassett, Louis Giron, Tom Goacher and Cameron Sey.

Our Feva Sailor Jess Eales had a great summer and has written her own excellent report (see page 34). She has now moved into a 29er, as have Hannah and Ailsa Muskett, so we look forward to hear more of their successes in the future.

And last but not least the Optimists, who have had some great results this summer, especially the girls – see the report by George Heathcote, opposite.

So, a summer of success and fun and many thanks to the dedicated Member parents who run these classes and make the training and ultimately the success of all these young sailors possible by virtue of their unstinting energy and hard work. Parents who haven't joined the Club – join us and play your part in this fantastic success story.

**JENNY WILSON**  
**Head of Juniors**





# OPPIES



Freya Black won the 2012 Eric Twiname Championships at Rutland Water

Photo: Paul Wyeth RYA

The 2012 Golden Summer of Sport has not spared Lymington's Oppie sailors any of its magic, as they continue their surge up through the ranks.

The RLymYC has around 60 very active Oppie sailors, and as a flotilla we are very proud of our graduates – those 14 and 15 yr olds who move up into the Youth Classes: 420s, Laser 4.7s and, increasingly, 29ers. Fortunately they are more than replaced by a whole new wave of ankle biters who tough out the difficult early days of getting stuck in irons and banged on the head! These river starters do, however, prefer to be known as the 'Elite Squad'.

For most, it starts out as just messing around with their mates at the Salterns, but as they gain in confidence it is quite normal to find the sailors testing the water at local regattas. Before long they're signing up for more formal training days, and attending Optimist Opens. For some this can be a good excuse for a relaxing family weekend away – rock climbing on the sea cliffs of Portland, mountain biking in the Brecon Beacons, spear fishing off Dancing Ledge, white water kayaking in Cardiff, or just enjoying autumn around Rutland. And whether it is local

training and regattas, major events further afield, or international championships around the world, Lymington Oppies have been making the most of every opportunity and flying the flag all the way to the top.

On the back of these successes new members continue to join, persuaded by the wave of energy that reverberates around the Lymington Oppies. The girls in particular have been making the headlines, as not only are ten of the top nationally ranked girls from Lymington, they regularly all finish in the top 10! Who comes where is a bit like shuffling a pack of cards as at each regatta every point is fiercely contested, so much so that there have been calls to make a new prize for first boy!

Extraordinary results this year have been Jenny Cropley coming 8th in the European Championships, first girl at the Inland Championships, Lymington Open, the British National Championships, and winning the South Zone and Home Counties Championship; Milly Boyle first girl in the Spring Championships, Poole Youth regatta and at Chichester; Pippa Cropley winning Bosham Open; Karyna Manuel first girl at Euromed, Malta; Max Moyles 3rd at Chocolate

Cup in Hungary and winning Poole Youth Regatta; Vita Heathcote first girl in Lake Garda; Hattie Rogers first girl at the Irish Nationals and Welsh Championships; Milo Gill-Taylor winning the Irish Nationals and Spinnaker Open; Freya Black winning the Eric Twiname (ET) finals at Rutland; Sarah Jarman winning Hayling Island Open; George Ford winning Burghfield Open and Warsah Open; the list is endless... So much silverware and boxes of chocolates have been brought back to Lymington this summer that I hear they're having to start making bigger, stronger and temperature controlled trophy cabinets!

The aim for next year is to provide regular weekend training and racing at Lymington, which will suit those who are not able to get away to wherever the big regatta may be that weekend. Some families have other commitments which means it can be difficult for them to get away that often, so weekly local sessions are essential. Those sailors will no doubt find it harder to make such a big impact in terms of results, but the most important thing for all sailors is simply to do their best; that is all they should ever be expected to do.

**GEORGE HEATHCOTE**

# Flying the Flag

## Youth Week 2012



In 2011 I described organising Youth Week as rather like completing a large jigsaw puzzle with every piece needing to be in the right place for the picture to emerge. In this year of the Jubilee celebrations and the wonderful Olympics a better analogy would be creating a flag, since without the correct amount of red, white and blue pieces we wouldn't have a Union Jack to fly at the end. Changes for the following day often need to be made in the late evening or early hours of the morning and many of our volunteers arrived for their duties the next day to find that they had been moved to another RIB or fleet or unexpected onshore role. We greatly appreciate the tolerance and flexibility of our volunteers which enabled us to 'fly' a completed flag each day.

For the first time we tallied all adult helpers with blue wrist bands, enabling us to get a fuller picture of the number of volunteers who came and went during the week. We had over 200 names by the end. The summer of 2012 was a very busy time for all of us and we were very grateful to those volunteers who came together to give 165 young sailors, perhaps including a few

future Olympians, a great week of sailing. Giving young people opportunities for sporting activities was the theme of the 2012 Olympics and it is certainly something that the RLYMJC, with the support of the Yacht Haven, sets out to do. Peter Phillips in his blue Olympic kit demonstrated where volunteering can eventually take you if you are not careful!

We welcomed many more young Optimists this year as a result of having three classes open for them and Steve Green and his race team and Martin Gorman's safety fleet did a great job with the youngsters sailing in Club Optimists following in the Jardine Team's footsteps. Quote of the week from one very young Optimist sailor was "It is just going round and round in circles in the same place", but that seemed to me like a good place to start.

With intermediate Teras and twenty-five young children in Optimists in the Lake Fleet, Chris Baldwick's race team and Gina Bassett's safety fleet were kept busy providing the racing, offering support, and at times some coaching help, which is what Youth Week is

all about. The young sailors in Teras, Lasers and Optimists enjoyed good racing with Roger Wilson and Clare Carden's team assisted by Mark Otway's safety fleet, but there were fewer numbers than we had hoped for, other commitments taking priority for this age group. We are always looking for ideas on how to promote racing for the fifteen years plus age group during Youth Week, so please if you have suggestions let us know.

Frances Wilson was kept busy with twenty-eight Scows in her fleet. The children who come along to Wednesday Junior Sailing each week work hard to pass the stages on their cards for the privilege of helming and crewing the WJS Scows during Youth Week. The privately entered Scows gave an opportunity for visiting grandchildren and other not so local youngsters to take part.

Jenny Wilson did an excellent job as usual as Principal Race Officer, putting in hours of work on and off the water, as did Andrew Eady who took on the role of Event Safety Officer and rose to the challenge yet again with enthusiasm and humour.



**Emily Gent - overall winner of the week**

The weather was kinder than in 2011 with the exception of Wednesday, when we could have done with a little less wind. The social committee led by the amazing Shireen Crowe provided evening events at the Sea Water Baths, at Keepings Farm with thanks to James and Belinda McGill, at East Boldre House with thanks to Rod and Sue Perry and a new venue, Fairview in Sandy Down kindly offered by Melissa and Mark Cubitt, where everyone enthusiastically searched for sweets, Lego and bay leaves in the treasure hunt. Bacon Butties were a welcome start to every morning thanks to Barbara and Andrew. These events take a considerable amount of organisation and I am very grateful that Shireen took on the challenge again with her usual enthusiasm and PR skills. Long may it last.

Unsung heroes Marian Smith and her team catered for nearly 500 lunches, a great job much appreciated by the RIB crews, motherships, race teams, the children, and those of us on shore who ate anything that was left!

We received excellent help again from the Club office, from Kirsty, Sophie, Vicky (both on and off the water this year) Nicola, Chloe and Kerry. Behind the scenes our boatmen did a splendid job meeting both the needs and demands of the event and of other Members.

Youth Week would not be possible without just the right mix of red, white and



**Larking around - all part of the fun - you're only supposed to sit it out, not be in it**



**Marian Smith's team: Sylvia Cobring, Gill Taunt, Valerie Bennett, Audrey Ward and Joan Grant, sporting victors laurels, catered for nearly 500 lunches**

blue in the form of support from more than two hundred volunteers working race teams, on safety RIBs, finish boats, motherships, in the race office, running the tally board and the

kiosk, and the slipway team led by an enthusiastic Sebastian Chamberlain. So please pick a colour and come and be part of our flag for 2013.

**AMANDA DINGWALL**

**We welcomed more Optimists this year as a result of having three classes open for them**



**Frances Wilson was kept busy with twenty-eight Scows in her fleet during Youth Week**



# DUO SERIES 2012



Looking back over my reports of the five Duo Races that were run this year, you would hardly think that we had had one of the worst summers on record. Races 1, 2 and 5 of the series in April, May and September had flat water, 6-12kn of breeze and most importantly warm sunshine. Even in Races 3 and 4, while there were wind strengths of 18-25kn there was still plenty of sunshine to enjoy. This year there were three classes, IRC Class 1, IRC Class 2 and LH.

Race Officer Tony Blachford set very good courses for the prevailing conditions. For two days we had a short windward-leeward course in the Solent, there were two mornings spent in Christchurch Bay and then in Race 3 in June we had the monster run from Hurst to North Sturbridge in 18-25 kn, which will live long in the memory of those who took part. Luckily the tide was ebbing on the beat back to Lymington, otherwise that would have been memorable as well but for all the wrong reasons!

Sailing just two up is hard work but also great fun; with the benefit of the third man, often affectionately called 'George' (or autopilot), occasionally you have time to sit back, eat your sandwiches and admire the view; more often you lie sprawled in the cockpit after a few tacks or gybes, gasping for breath!

All the Duo sailors agree that the après-sailing in the bar is great fun, as everyone talks to everyone else (rather than their own crew/helm) and the dissections of the race can run and run. During the last race in September William Newton and Bill Darley on *Jelly Baby* and Chris and myself on *No Chance*, after over four hours of racing, finished on an identical corrected time: 4 hours, 10 minutes, 34 seconds, which just shows how competitive we all are! It was equally close in IRC Class 2 with David Cowell and Peter Rogers on *Eskymo* finally getting clear of Richard Down and Neville Holloway on *Islay*.

It's great to see this series has become a regular in the Club's calendar; our challenge is

to encourage more of the Thursday night regulars to come out and play as it has the same great friendly atmosphere both during and post race. While there were a few takers for the LH class it would be good to get more 'cruising' boats out on the course as the legs are long and the corners deliberately limited in number!

**HANNAH NEVE**

## OVERALL RESULTS

### IRC Class 1

- |     |                     |                                 |
|-----|---------------------|---------------------------------|
| 1st | <i>Jelly Baby</i>   | William Newton and Bill Darley  |
| 2nd | <i>No Chance</i>    | Chris and Hannah Neve           |
| 3rd | <i>Just in Time</i> | Andy Roberts and Mark Etheridge |

### IRC Class 2

- |     |               |                                   |
|-----|---------------|-----------------------------------|
| 1st | <i>Eskymo</i> | David Cowell and Peter Rogers     |
| 2nd | <i>Islay</i>  | Richard Down and Neville Holloway |
| 3rd | <i>Impro</i>  | Richard and Lindsay Breese        |

### LH Class

- |     |                               |                             |
|-----|-------------------------------|-----------------------------|
| 1st | <i>Charlotte of Lymington</i> | Peter Blick and Ali Husband |
| 2nd | <i>Andrillot II</i>           | Tim and Robert Stevenson    |
| 3rd | <i>Vegas</i>                  | Chris Harris and K Noble    |

The joy of our summer cruise aboard *Tomorrow II* is always punctuated by the Channel Crossings – not the most eagerly anticipated episode, but with the experience of over 50 crossings it is more the cause for respect than trepidation. This summer's return trip from Lezardrieux was planned for Plymouth, en route towards Fowey or Salcombe if it turned out to be too late or we felt we would be too tired. In a storm-filled eight days only a 36 hour window looked feasible, when uncomfortably stormy winds were forecast to drop to near calm. The morning forecast was 'visibility good, occasionally moderate or poor, occasionally very poor later. Our *Moody 38* is well equipped with radar and all the usual electronic gizmos, plus sharp pencils and paper charts just in case, so we would go.

For safety we decided not to leave Lezardrieux until the light was adequate to spot and avoid lobster pots, but that meant we would have to keep reasonable speed under motor to make the English Coast in daylight. The first half of the crossing was uneventful, the usual occasional rafts of weed, and then the joy of the shipping lanes. It was then, mid channel, that the visibility began to drop quite dramatically, so I went down to monitor the radar while Jo took the helm. Then I spotted an echo, large enough to be something boat-sized or bigger, but almost stationary. I wondered if it could be a boat that might suddenly start moving. Through binoculars and the increasingly misty gloom I saw what looked like a large mooring buoy, white, triangular, upright, but then I saw the numbers running down from near the top to the waterline, and it suddenly became clear: it was a capsized fishing boat, floating bow upright. There were ropes in the water so I decided to stay clear; one of those round our prop mid-channel, on a windless day, would not be welcome. I gave the helm back to Jo, went below, noted our time and position, and got on the radio to Brixham Coastguard. We recounted the details, including the number visible on the bow. Brixham asked us to wait, and then came the request "Can you recover the capsized craft?"

I suppose it seemed a reasonable request to them.

I didn't think so.

Various detailed exchanges ensued and we drifted away from the sunken boat which was swallowed by the thickening fog. Brixham asked if we would turn back and search a square mile around the craft. I explained the conditions, but agreed and started back. It was then that the radar alerted me to a fast approaching large ship; its course didn't look good. Then Brixham had another 'request' – the casualty wasn't in the English sector but just within the French sector, so would we explain all this again to France. I enjoy exercising my schoolboy French but this, as far as I was concerned, was neither the time or the place.

## Tomorrow II's close encounter

*The ever stronger echoes from the approaching ship showed it was headed straight for us.*

It was noisy below so I didn't hear the 'graunching', but Jo did on deck. She called me up. France chirped up on the radio. The ever stronger echoes from the approaching ship showed it was headed straight for us. On deck I heard the graunching but couldn't immediately tell what it was. I went down below, exchanged a few more words with France, checked the ship on the radar, and heard...the engine alarm. I decided it must be overheating but didn't want to stop it with a ship approaching fast in poor visibility. I closed the seacock and swiftly lifted the filter. Inside was a piece of plastic debris that had obviously come from the sunken boat. I quickly reassembled it and opened the seawater cooling supply, then it was France on the radio again and the radar showed the ship was now very close. France said they had checked and the boat had been reported as 'broken away from its mooring, with nobody on board' but the UK authorities hadn't been informed, so we were 'released' to continue our crossing.

Relief.

I went up on deck just in time to see the massive container ship bearing down, now on course to pass close astern and directly towards the capsized craft. Jo and I watched incredulously as it went straight over it.

We breathed a sigh of relief, but the visibility was closing in even more. We had lost an hour of daylight for our crossing, and, yes...the graunching was still there. After 20 years, our faultlessly reliable Autohelm autopilot linear drive had picked this moment to fail. Thoroughly, I disengaged it and there was nothing for it, we would just have to hold the wheel and steer. For me this was novel. From that moment, 25 miles from Salcombe, we saw nothing but fog. I went below to monitor the ships and other craft on the radar and Jo steered. What is a fairly easy task when you can see the horizon becomes impossible when there is no visual point of reference, the effects of the tidal stream knocking the bow off and making it all too easy to over-correct. Getting really close to Salcombe when it was obvious that there were no hazardous ships or other craft to avoid, I went on deck and took the wheel from Jo. What daylight there was, was fading fast. Without the chart plotter (below above the chart table) how could I safely guide us through the pea-souper to enter Salcombe? The answer was to hand, literally, as I held my smartphone with its Navionics charts in one hand, the wheel in the other. This proved reassuringly accurate. We saw no land, no rocks, no marks. We heard the breaking water. Then we steered, using the phone, into Salcombe entrance and up the channel, eventually seeing our first boat for several hours. Salcombe was dark grey, not its usual colourful, summertime self. Within minutes we were tied up safely in the Bag, gin and tonics in hand. There was an overpowering sense of relief, but also reassurance that in the face of multiple problems and hazards we could cope.

Fowey Week followed and this tale was forgotten, until now.

**KEN AND JO ROBINSON**

P.S. Raymarine proved exemplary after our return, rebuilding and returning the autopilot within 48 hours. Fantastic service.

# DAFONY VISITS SOME EMERALD ISLES



The Harbour, Tory Island

Having laid up at Ardrossan we spent the first week of last season around the Clyde estuary. From Campbeltown we had a rather frustrating trip with fluky winds and strong tides down to Ballycastle.

Rathlin Island, Co Antrim, is just six miles from the NE corner of Ireland and fourteen miles off the Mull of Kintyre. We motored over and took the Puffin bus westwards through the rugged countryside dotted with Early Purple Orchids (Rockets), but failed to see one of the local Golden Hares. However we did see a wealth of wildlife in the marshes, loughs, woods and at the sea bird centre near the West Light. This is a particularly good point to view the puffins and gannets. Time was pressing so we did not visit Robert the Bruce's cave on the eastern shoreline, and with the weather threatening, we returned to Ballycastle.

The Malin Head forecast had been for SW gusts up to 74 kn and we saw that out tucked in the sheltered harbour. The wind continued to blow, the ferry to Rathlin did not run, so eventually we hired a car and drove south for the week-end. After ten days we were able to sail on to Portrush, then through Inistrahull Sound to what is claimed to be the best anchorage on the north coast of Ireland at Fanny's Bay in the Mulroy river.

After a very quiet night in beautiful green surroundings, we enjoyed a morning's sail in sunshine to Tory Island, Co. Donegal, seven

miles off the NW corner of Ireland. The small community clings to this windswept and almost treeless spot aided now by a substantial harbour wall. In the eighteenth century the islanders became so successful at raiding the mainland for cattle that 'a Tory' came to mean a cattle thief. When the Whigs wanted to find a derogatory term for their political opponents they called them Tories. Some would say that the name has stuck for good reason! Today the island survives on tourists and fishing

Within ten minutes of leaving after lunch a thick fog enveloped us so we saw nothing of Bloody Foreland and little of Arranmore. Then a wet and windy week passing the impressive Slieve League cliffs near Teelin, the Metal Man at Oyster Island on the way into Sligo and inside The Stags of Broadhaven to Ballyglass with a bumpy ride round Erris Head into Blacksod Bay. The weather improved for a beat round Achill Head and a good reach into Clew Bay to pick up a mooring at Co. Mayo. The tiny harbour is dominated by the castle built for the pirate queen Grace O'Malley. The sheltered eastern side of the island nestles under high cliffs and provides lush grazing for the 130 islanders' livestock and shelter for a fish farm. There are signs of habitation from the bronze age, the ruins of a fourteenth century abbey and a mass of ridged 'lazy beds' for the potatoes

which, pre-famine, supported a population of 1600.

We went into Rosmoney near Westport to collect Chris Knox for a week. What then started as a SW5 had risen to F7+ by the time we reached Inishbofin (Island of the White Cow), Co. Galway, where we anchored under Cromwell's Barracks. We felt that this natural harbour had been spoilt by extensive concrete storm works. The current population of just over 200 survive on tourism, subsistence farming and fishing. There are signs of habitation from 6000 BC.

In strong winds just half the genoa gave us a fast passage down to Clifden but then enforced an extra day there before we sailed on to Roundstone. A helpful but rising westerly helped us out to Inishmore, Co.



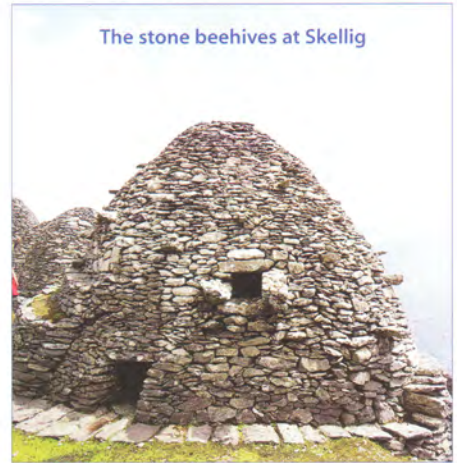
Galway, but blew up to a full F8 as we anchored off Kilronan harbour. This was very crowded and undergoing extensive works, but we soon decided to seek the better shelter inside. Our walk ashore left us in no doubt that this is the home of Aran knitting, which attracts large numbers of mainland visitors. Being anxious about the mooring we missed out on a trip to see the iron age fort at Dún Aonghasa standing on a 100m cliff.

Then a long day down to the Shannon estuary where Chris left us from the locked marina at Kilrush. We moved on to Fenit, which is dominated by a large statue of St Brendan the Navigator and enormous parts of mobile cranes for export, while the marina bustled with Tuesday evening club racing. Our course then took us out to Blasket Sound and once through we benefitted from a westerly 6 and the absence of the big Atlantic swell which had made its presence felt since Malin Head. That evening with some concern we picked up a visitor's buoy

at Portmagee. While there are a good number of such buoys all the way round the coast which have been laid in the last five years or so, the Irish economic situation makes it unlikely that any have been serviced.

The following day was brilliant and settled so we took a grockle boat 8 miles out to Skellig Michael, Co. Kerry. This World Heritage Site is stunning as it rises 700 feet straight out of the Atlantic. In the 6th Century monks settled on the rocky peak and built over 600 steps to reach their stone 'beehives' and monastery. The climb is worth it for panoramic views over the ocean and nearby Small Skellig, home to 40,000 gannets. After a thousand years the few remaining monks withdrew to the mainland but their stone buildings survive to this day.

From Portmagee on the south side of Valentia Island, we sailed clockwise round to Knightstown passing the Radio and Navtex



The stone beehives at Skellig

station on the NE end. The marina at Knightstown is incomplete having only the wave break pontoons in place and a large notice that they should not be used for mooring. The Irish of course ignore the latter, have found a walkway, and the place is full of local fishing and workboats as well as visiting yachts. The following day we enjoyed a brisk sail up to Dingle where we left *Dafony* for a week while we flew home.

**MIKE AND LIZ REDFERN**



Above: Cromwell's Barracks, Inishbofin. We felt that this natural harbour had been spoilt by extensive concrete storm works  
Below: Clare Island





***My plan to enter the Three Peaks was driven by my wife Sophie, who has recently discovered an insane ability to run very fast over very long distances.*** This, coupled with our love of trekking, sailing and general adventure, made it a perfect fit. We set about persuading Geoff Sinton, the proud owner of *Quickstep* a Contessa 33, to get involved. One of the many quirks of the race is that the winner is simply the first boat home. We decided to aim for the IRC Trophy and the Tilman Trophy, which is awarded to the first yacht home where four of the five sailors have run at least one of the mountain legs.

Teams of five leave Barmouth in Wales and sail 60 odd miles north to Caernarfon where two people jump off and run 28 miles to the top of Snowdon and back whilst the remaining crew hang around. The next leg sees the crews attempt to pass through the notorious Menai Straights and on to Whitehaven, a leg of around 100 miles. Once into Whitehaven Marina through the lock (which doesn't open at all states of tide!) two crewmen jump on their bikes and cycle around 14 miles uphill to Ennerdale, where they leave their bikes and run 13 miles to the top of Scafell and back, taking in Black Sail Pass and Wasdale Head. The sailors/runners then jump on their bikes again and race back to Whitehaven. After Whitehaven, there is the Isle of Man, Northern Ireland and Mull of Kintyre to negotiate before entering the Sound of Jura and, if the tides are favourable, passing to the east of Islay, Jura and Scarba. This is where it starts to get very narrow and very tidal. As the teams head for Fort William at the foot of Ben Nevis, the final gateway with six miles to go is the Corran Narrows, just under 200 metres wide. Once docked in Fort William two more runners scale Ben Nevis before descending to cross the finish

line...and if there is no wind, you are allowed to row!

Sadly Geoff Sinton had to drop out at the last minute for personal reasons, so I had to skipper our entry, with Alex Haworth stepping in at the last minute as our non-running crewman. Ed Wilton was the other sailor, tasked with running Scafell with me, whilst Sophie was joined by Nikki Fleming, a relative newcomer to sailing, but an international triathlete, to take on both Snowdon and Ben Nevis. As part of our training we had reccied most of the route during the 3 peaks 24 hour challenge last October (no boats involved) but sadly Soph and I were the only members of the original crew left, due to a combination of weddings, pregnancies and ill health.

#### The Race

*Quickstep* arrived with a few hours to spare on the Thursday, with scrutineering completed on the Friday in gale force winds.

After negotiating the various sandbanks off Barmouth, with a few decent tactics and a bit of good luck we passed inside the island of Bardsey late on Saturday evening well up with the leaders and still in one piece. Once round Bardsey we suffered a little on the port hand fetch as we headed for Caernarfon. It seems being six foot shorter than most of our rivals did make a difference but to be honest, we didn't totally nail the complicated tidal flows, so didn't really deserve much more than the 4th place. With engines allowed within two miles of the jetty we dropped the sails, gunned the engine and threw the girls over the side on to the slippery dock as we cruised by.

Soph and Nikki produced probably the performance of the race by any member of our crew: 28 miles (i.e. more than a marathon) from sea level to the top of Snowdon and back in five hours. Simply stunning, and as luck would have it just fast enough to get us into the Menai Straits at the ideal time. This



**Above: Leaving Barmouth while negotiating various sandbanks Below: *Quickstep* arriving at Fort William**



narrow ten mile channel between Anglesey and the Welsh mainland is notoriously dangerous. Approaching downwind with spinnaker up, battling with three other boats was not the 'safety first' approach we'd discussed but it did seem the best way to get it over with, so we ploughed on and made it through OK. We lost a little ground on the fetch to Whitehaven but were pleased to see most of the bigger boats had missed the tide to get in the lock and were at anchor waiting for us when we arrived!

One boat, the Reflex 38 *Kugel Motion*, did make it in on the previous tide and consequently were miles ahead. The next five boats entered the lock together and started the Scafell 40 mile epic as one peloton. Ed and I were pleased to hold our own near the front of the group but we knew our joy would be short lived as soon as we hit the running track! At about 2/3rd our size, these 'proper' fell runners destroyed us and were over the horizon almost immediately. Nevertheless we stuck to our guns and battled on for over 11 hours. Summiting Scafell at 0200 in thick fog was interesting, but we kept up our steady pace.





Above: Sophie on the descent from Snowdon  
Below left to right: Ed Wilton, Nikki Flemming, Alex Haworth, Nick and Sophie Bubb



Whilst running we had been doing some maths and knew that unless the runners ahead smashed all records they weren't going to get out of the lock for a while yet, and Ed and I actually stood a chance of making it back by the time the next lock opened. After eleven hours we made it with about two minutes to spare, much to the disbelief of the other teams, who for all their effort, had not gained a single minute on us. The beauty of the race (well from our perspective anyway...!)

So with 200 miles of sailing and Ben Nevis to go it was all on. We had some of the most stunning sailing any of us had ever experienced as we threaded our way through the Scottish islands, taking more and more risks to keep pace with our bigger rivals. We hung on to them and as we entered Loch Linnhe with 20 miles to go there was almost nothing to choose between 2nd to 6th. As the wind went light and on the nose *Quickstep* found her feet and picked up the pace. With the girls getting a final bit of rest in before their last run, Ed, Alex and I finished off the sailing side with some great tactical racing to move up to second. With about four miles to

go we suddenly realised that incredibly, through the semi darkness, the Reflex 38 was only 100 yards ahead. Whilst we had hit pretty much every tidal gate bang on, their way had been blocked at every turn. Could we really steal line honours as well as what was now an inevitable IRC win? Sadly it wasn't to be and we had to fight off the Sigma 38 *Rho* for second place. In the end that battle came down to oarsmanship and Ed and I were grateful to be in the smaller boat for the first time in all the race! With just over 15 minutes on our Tilman Trophy rival *Rho*, (*Kugel Motion* did not qualify for this category), Sophie and Nikki set off up Ben Nevis and never looked like faltering, coming home a comfortable twelve minutes quicker than the runners from *Rho*.

In summary, this was a brilliant adventure, race and experience. We met some wonderful people, pushed our bodies to the extreme and were rewarded with a big IRC win and the Tilman Trophy, more than we could have ever dreamed of. We owe this success to many people but two in particular stand out. Geoff Sinton, for not only lending the boat but also preparing her and delivering her to the start. His support made him truly our 6th crewman and I can't wait to get back racing with him again. Having shore crew during the race who provided food and drink during the runs at the various check points was also a massive advantage. Thanks Peter (Ed's dad!) you really were a hero and I'm pretty sure got less sleep than those of us racing.

So to anyone thinking of getting involved, go for it! It's cheap, a lot of fun, highly rewarding and well organised. One of the UK's truly great historic races that has been running since 1977. Go to [www.threepkaysyachtrace.co.uk/index.php](http://www.threepkaysyachtrace.co.uk/index.php) or I will happily answer as many questions as I can. [nickjbubb@gmail.com](mailto:nickjbubb@gmail.com)

**NICK BUBB**



Once again the best helms from each of the Club's classes lined up to do battle for the title 'Club Champion of Champions', using XODs very kindly donated by their owners. There was a cold nip in the air but plenty of bright sunshine. Race Officer Ado Jardine briefed the sailors, who drew the boat names from the trophy for which they would be racing.

A short windward-leeward course was set in wind NNW 10kn and the seven boats set off up the first beat. Leading off the line was Stuart Jardine, representing the XOD class on *XL*, followed by Andy Hind, representing IRC Class 2 on *Mersa*, Rory Paton, representing the Scows on *Mystery* overhauled Andy on the run with Peter Blick representing LH Class 2 on *Zest* coming into 3rd place. With some minor place changes this result held for the second lap and onto the finish.

In Race 2 Stuart Jardine again led off the line but the race was much tighter with many place changes on the course. William Newton, representing IRC Class 1 on *Lucretia* led down the first run and maintained this position to the end; a much better performance than his last position in the first race! Luke McEwen, representing the Fast Dinghies on *Ibex*, came second and Andy Hind came third. In Race 3 Stuart Jardine resumed his winning ways, leading from the front for the whole race. Andy Hind came second and Peter Blick came third. With no discard the committee calculated the results and announced the last four in the bar afterwards. The top three places were announced at the Annual Prize Giving Party in the evening, Stuart Jardine was the winner, with Rory Paton second and Andy Hind third.

**HANNAH NEVE**



## Olympics and Paralympics... ..the Club Team at Weymouth



"..the Spanish match racing gold medallists abandoned their Elliot 8 and had to be protected from the media frenzy by coming on board my RIB...." Barry Dunning

*Club Members were involved in a variety of roles at both events and these are some of their reflections. This is a unique snapshot of the Games and shows the depth of talent we have in the Club*



### JOHN DOERR – MEMBER OF THE INTERNATIONAL JURY

For the London 2012 Sailing Competition I was lucky enough to be appointed as a member of the International Jury with specific responsibility for the event documentation and Chief Umpire for all the medal races. It was my sixth Olympic event.

The Olympic Games is very different in so many ways, yet it is also 'just another event'. There isn't an event on the planet that takes the International Technical Officials (that is what we are, in Olympic terminology), puts them on a bus in Weymouth and transports them to the East End of London, driving down exclusive lanes on motorways and through the West End of the Capital, and gives them an almost priceless seat in an 80,000 seat

stadium for the greatest show on Earth, the Olympic Opening Ceremony; then puts them on the bus and takes them back to what will be home for the next few weeks.

The event itself is based on routine. If you miss the bus from the hotel to the venue, you are in a spot of bother. The bus leaves on time and the next one is way behind your personal schedule and a car won't get in. Forget your accreditation and you might as well miss the bus. No amount of blagging or fancy uniform will get you past the British Army on security duty, determined to show G4S how to do it properly.

Every morning some 1500 folk need to be updated with the plan for the day. I know there are only 380 athletes (the Olympics does not call them competitors) but they are outnumbered by around 5:1. By 0730 the ball is rolling as the weather forecasts come in and the top brass fix the plan as far as possible. A cascade of meetings follows. For the Jury, this ends about three hours later as they are briefed on the coming day and discuss lessons learnt from the day before.



On your way to the courses the 'Gates' have to be navigated. These are crossroads controlled by green and red flags that keep the public and the 'Olympic family' separate. If you are Olympic family and stray into the public area, you are at risk of having no immediate way back. You may have to find your way ashore and return to the venue by road and back through security, hoping you did not leave your accreditation behind when you changed to go afloat. Hopefully you are now safely on your course area. If that happens to be Weymouth Bay East, you will be closest to the perimeter of the Competition Area. This is patrolled by the Royal Navy in the form of *HMS Bulwark* and a squadron of presumably well-armed helicopters flying the perimeter in a constant pattern. Perhaps there was a submarine under there too, but I guess if we had actually seen it they would have been sacked.

Finally the normal bit – a boat race. It is normal except that the fleets are really small and there are plenty of jury boats to go around. The fleets generally are on their best behaviour. They are the best and they have the best coaches. They know the risk/reward balance of infringing is different at the Games. There are some rule 42 penalties, but not that many. Similarly there are relatively few protests, about half the number from Beijing. Perhaps the level of coaching has helped and perhaps too the consistent documentation means better preparation. This is following the current trend of fewer hearings. Of course those cases that do come to the Jury are potentially serious.

None of us enjoys ending an athlete's Olympic dreams, but it happens. And then at the end, just as we are thinking 'not this year', off we go to the Court of Arbitration for Sport again. The Russian match race team did not agree with the semi-finals being shortened to three races from five. Fortunately it was clear in the pre published documentation that this would happen and the case was dismissed without the need for a team to go to London.

Then suddenly after four years of preparation it is all over and it is hard to know what you are going to do the next day. Imagine what that is like for the athletes.



**ROGER WILSON - PRO SONAR  
FLEET PARALYMPICS**

Being the Race Officer of the Sonar course at the Paralympics was one of the hardest things I have done in my life. It should have been easy. Only 13 boats and the best race team that money can't buy. We had done the training, run three World Championships and countless

other events and the boats and equipment were excellent. Every member of the team knew their own role inside out and could be relied on to support each other to make sure nothing was missed.

One of the problems was the complete disconnect between the different groups: security, police, catering, cleaning, village administration and overall administration. We weren't allowed into the building where the official notice board was in case we met an athlete! Until the last two days we were never given a copy of any of the notices, even if they changed the sailing instructions or schedule! We had to look at the website to find out what we were supposed to be doing! Obviously we were trying to run the best racing possible for the athletes. We were supposed to run 11 x 65 minutes races in six days, with no more than four and a half hours on the water each day. We had exclusive use of half Portland harbour with a course length of 0.8nM maximum, which meant three laps to achieve the target time. We had wind the first two days and raced in the afternoon with the sailing area to ourselves as the other course had been able to race in the morning. The next three days were much harder. There was only three hours of wind forecast and so we ran a windward/leeward course for the Sonars on the top of a trapezoid course on which the 2.4mR metres and the SKUD18s were racing at the same time, adjusting the times so that the three fleets never met at a mark. All this with an International Technical Officer (ITO) on board who had to approve all decisions before they could be actioned. A bit of a challenge!





**The Sonar pin end team**

We didn't have anything to do with the athletes or their coaches ashore as they were kept in a separate area. The accommodation was excellent. We were in the Olympic village which was very close to the boats and the canteen. Seven of our team and two more Games Makers were sharing the house and it was great getting to know some of the other people involved. As the Race Officer, I spent many hours before and after going out on the water dealing with the different groups: security, police, catering, cleaning, village administration and overall administration. We ate in the workforce canteen but the snack lunches were not enough for mark layers and safety teams out on the water all day (salads aren't the easiest things to eat in a RIB on the water)

But we did it. We ran 10 good races with no major foul-ups although the last day there was no sailing due to lack of wind. I loved working with the best race team in the world. It is a memory I will cherish forever. The athletes were amazing. Such guts.



**JENNY WILSON - DEPUTY RO  
MAIN COMMITTEE BOAT  
SONAR FLEET PARALYMPICS**

As deputy to Roger, my job was to support him with all his concerns and to check constantly that all the boxes had been ticked. Did everyone have the right radios on the right channels? Had we turned the tapes on to record the day's events? What was the wind doing, what was the axis for the course, had there been a shift? Did we need to change the start line, was it square? Were we set up for the finish? Did I need to make coffee to keep the brains alert?

The periods of racing were very full-on, especially the days when we had to superimpose one race course on top of another, but the

team was fantastic: the pin end boat was always where it should be, they never missed the tiny buoys they had to pick up although it was a huge RIB with lots of windage. The mark laying guys were always in the right place anticipating the next move, and the team on board the committee boat never missed a trick - not even when they discovered that the huge Omega time board for the athletes didn't have a repeater on deck so that we could see the time too!

My most stressful time was the finish of each race which I called, backed up by Roger and the ITO. They were downwind finishes between the committee boat and the pin end and frequently four or five boats would round the final windward mark together and run down towards us, line abreast with their jibs out, no spinnakers. They would hit the line in a row, inches apart and in a few seconds it was all over. We had tapes, videos, radio communications with the pin end boat to check whether we had all agreed with the order and the Omega guy sending the results back in real time so that they could be published on the web instantly. It certainly made my heart beat fast!

It was a great week with great people. We either looked like Sergeant Pepper's band in our shore kit, or Smurfs in our baby blue oilies, but there was great camaraderie between the whole team and many laughs. The sailors earned our greatest respect and were very appreciative of our efforts.



**JANE CLEGG - TIMEKEEPER  
MAIN COMMITTEE BOAT  
SONAR FLEET PARALYMPICS**

With my trusted watch in one hand, VHF radio in the other, and timesheet on clipboard carefully balanced on lap, I am ready to start. We are a good team of friends with whom I have worked for many years, but this time is different. This is the Paralympic Games, so, on the

committee boat, watched over by an International Technical Officer (ITO) and surrounded by a multitude of cables and monitors for the complex Omega communications system, we are about to start the first of eleven races for the Sonar fleet. It is a very special time for the sailors who have achieved so much to get here. Suddenly my mouth goes dry as I realise that any mistake I make could affect their chance of winning a precious Paralympics medal. A scary moment, but focus and experience kick in quickly and for the next week we run our long practised routines of race set up, countdowns, starts, course monitoring and changes, and finishes.

I am making time calls and recording throughout. Starts and finishes are noisy, hectic times, and I must keep my eyes firmly on my watch so rarely see the boats cross the line. After one tricky start with postponement and new restart times to be quickly determined, I smile when the ITO points to my pencil case with its logo of 'Keep Calm and Carry On'. All goes well, despite the challenges of fickle winds as the weather gods decide to give us a late burst of summer.



So quickly it seems, all is completed, but there is one last treasure for the 'memory box' as we join the many volunteers, 80 athletes and their families, to celebrate at the medal ceremony, with colourful flag-waving, rousing anthems, and the backdrop of a beautiful sunset over Portland Harbour. An unforgettable experience.



**ALISON HUSBAND - SIGNALS  
MAIN COMMITTEE BOAT  
SONAR FLEET PARALYMPICS**

Team Work. It was so incredible to be part of a team where everyone from the police with their sub machine guns to the people helping with the uniforms had the same aim: we were all there for one purpose. There was a sense of

achievement as we were all working towards one aim, the best racing for the athletes. The attitude of the sailors was another incentive.

Using flags on poles was much easier as there are no halyards to get muddled. At least as long as I didn't hit Roger on the head when lifting the poles. At least the poles were light!

The opening ceremony with the lighting of the flame and closing ceremony with the medal presentations had great atmosphere and we felt very fortunate to be part of it in a small way.

Being in the village was fun as we were all together, with great team spirit from all the Lymington team determined to make it as successful as possible.



**ALASTAIR WILSON - ARO  
PIN END SONAR FLEET  
PARALYMPICS**

'Five four,, three, two, one ooooff'. Listening to those words whilst sighting along the Sonar start line and giving my running commentary on the private race team channel, remains vivid. Then nearly always the bulk of the 13 strong fleet crossed the line one/two seconds later. This

required intense concentration on the countdown, whilst still identifying and updating the closest athletes stretched along the 180m start line. I still have the tapes and will probably keep them as a record of my main role and experience.

Being so involved with one fleet on the start/finish lines meant not being able to see much of the other fleets racing except on the day that the two race tracks for all three fleets were set out on top of each other and the Sonar line was barely 30m behind the 2.4mRm and SKUD18 combined line, so our committee boat had a grandstand view of their starts. Not sure whether it was recorded by the Olympic broadcaster but it would be great TV to watch some time.

The medal ceremony on the evening of the final day was a very moving and fitting climax for all the competitors and their families and supporters. Overall a once in a lifetime opportunity and well worth the practice and regattas attended in the three previous years.

**The Sonar start - 10 seconds to go.....**





John Husband and Gary Barnett - mark layers for the Paralympic Sonar Fleet



**JANE CORDEN - RECORDER AND SPOTTER PIN END SONAR FLEET PARALYMPICS**

Although officially one of the spotter/recorders on the Pin end committee boat for the Sonar fleet, quite a lot of my time was spent leaning out over the bow picking up the 'cherries' small buoys laid by our mark layers to position us for the start

and finish lines. I also became expert at deploying the 'angel' a 15kg weight attached to the anchor warp to stop us snagging the Sonars as they started inches from our boat.

This meant we could move from start to finish position in a very short time. Blessed with fantastic weather it was a joy just to be out in Portland Harbour helping to make the racing happen. The benefit of being one of the smaller cogs in the wheel was that I could really enjoy the event. There were no worst moments but being offered beef kebabs as an extra at breakfast was certainly memorable and, along with sitting with fully armed police at dinner, one of the more bizarre moments of my life, not only at the Paralympics but in a parallel universe as well



**ANN BRUNSKILL - RECORDER AND SPOTTER PIN END SONAR FLEET PARALYMPICS**

We arrived at Portland in pouring rain and strong wind, not a good omen: even the cardboard box with my newly issued kit disintegrated on the walk back to the Village. Fortunately that was the worst day for weather, and the reception we received from all

the Games Makers more than made up for it, although enough wind on the last day for us to get a race in would have been nice.

Being the pin end boat we were the subject of much pre-race attention from the athletes as they crossed and recrossed the line before the start. On a big committee boat we look down on the action, but here we can almost see the white of their eyes. They would come past us, some with grim determination, but most with a grin and wave, as they shot by with millimetres to spare. One morning we heard voices shouting. Looking up, to our horror, we saw one of the Sonars heading straight for us. They veered away astern at the last minute with big grins. It was one of our favourite teams playing a joke.



They did very well and won a medal, but that showed that you could have fun and still be very competitive.

We've spent many hours on the water together, working at various events over the past four years and have a well established routine. The most difficult decision of the day was when to eat the cookies and flapjacks Jane had made.

Our house in the Olympic Village had six bedrooms, two sitting rooms and three bathrooms but no kitchen (it was a bedroom). The canteen was open 24 hours. The view of national flags flying in the Village with LymeBay in the background was a delight, particularly at sunset. An amazing experience and a great privilege to be there.

**JOHN HUSBAND - PRINCIPAL MARK LAYER  
SONAR FLEET PARALYMPICS**

I had been working towards mark laying at the Games from 2006. So from sitting in a RIB at the age of 16 mark laying for the Cadet World Championships to finish up at the age of 22 mark laying at the Paralympics meant a great deal to me.

Having the right equipment to do a job properly just makes life so much easier; the RIBs were the right size and were fitted out correctly. All the marks and anchors were new and the right length for the water we were operating in.

For me it was one of the best events I have ever been involved in: the athletes were incredible, the weather was great and the team was brilliant. It was a honour to be part of it.

**GARY BARNETT - MARK LAYER  
SONAR FLEET PARALYMPICS**

The Paralympics stands out for me as ne of the most enjoyable and rewarding sailing events that I've ever been a part of. Of course being invited to be part of the race team for the Paralympics is an honour, and I'll be wearing my sky-blue oilies with some pride for seasons to

come. But, for me, the real thrill came from being part of a team made of some of the most excellent people that I've ever had the pleasure to work with. Actually, it felt like a privilege.

I've had the opportunity to work with nearly every member of the extended race team in many different capacities and over many years, so the Paralympics felt like a gathering of friends. Roger provided outstanding leadership, combining a serious commitment to delivering world-class racing with good humour and superb communication; and this sense of team spirit and purpose was shared by every member of the team.

I can't finish without saying a couple of words of thanks, first to Roger for allowing me to be a part of it, and next to my immediate boss at this event, John Husband. John and I have been laying marks as a team for several years now, and there are very few people in the world I'd rather be on a RIB with, in rain or shine. But really, I'd like to thank everyone - you're all extraordinarily good at this race management stuff, and you're all enormous fun to spend time with both on and off the water.



**FRANCES WILSON  
BOAT DRIVER PIN END SONAR  
FLEET PARALYMPICS**

For me, the Paralympics was rather like any other large sailing event but at the same time unique and a little surreal. One of the main things that stuck with me was staying in the Olympic Village, with all the athletes, officials and volunteers.

It was like living in a bubble, especially with the airport style security every time you went in, then being greeted by armed policemen on your way to the house at any time of day or night! The only way we knew what day of the week it was, was by our meal tickets, which we



Frances, Jane, Alastair, Jenny and Jane at the Opening Ceremony



had been given when we registered.

It was also strange because the sailing venue was so quiet and empty in comparison to what it is normally; and we had very leisurely hours, with only a few on the water every day. I was driving a very large Protector RIB as the start/finish pin end boat which, with its centre console, cabin and bimini, had quite a lot of windage and was tricky to manoeuvre.

It was a good team though with lots of 'cherry' picking up and 'angel' dropping (we didn't miss any). I was even marked on my parking every day by the LOCOG bosuns, as our berth was right next to their 'Potting Shed' on the pontoon. This proved quite entertaining (for everyone else), especially on the day our engine broke on the course just after racing finished and we had to be towed home.

It was an amazing experience and a privilege to be a part of the team and the Paralympics itself, one that I will never forget.



#### ROS URWIN - COURSE MARSHAL PARALYMPICS

As Course Marshals, Tom and I were one crew of eight separate RIBs/Protectors working in teams across the 'Field of Play' (the race course area within Portland Harbour) and securing the harbour from any unauthorised 'insurgents' i.e. fishing boats, trippers, anglers, cruising boats, etc. all monitored

by *HMS Bulwark* (the Navy's latest Landing Platform Dock Assault Ship) somewhere nearby. Very different from the usual regatta RIB duties as we were supporting the Race Committees and keeping press, coach and spectator boats from encroaching within the Paralympic sailors' zones. We were also fortunate to be allowed to be accommodated within the Olympic Village and eat in the other canteen at the far end of the athletes' dining area.

There were many highlights for me, the first being able to live and work as part of a huge operation - the Paralympics. Our role was to police the harbour entrances, stopping anyone entering the harbour and radioing in for backup when required - our armed forces and police colleagues with police launches, marine landing craft and a helicopter!

Then being amongst such a great bunch of sailors who knew how to party - at The Cove Inn. Seeing their professional performances daily on the water; being part of a great on the water race team (Club Members featured predominantly). Particularly impressive was their exhibition of how to run all three Paralympic classes simultaneously on one course with two committee boats on the very limited Field of Play area when the races and weather put the schedule behind.

Much hilarity followed the release on the last day of Team Australia's mascots, Skippy and Dundee, who had been 'kidnapped' in the first

week of the Olympics and were missing for four weeks; then seeing their antics on their own Facebook page. They were in the protective custody of two policemen. That summed up the backroom subtext behind the Olympics scenes!

Meeting the American sailing team's labrador who had his own pass and sat on the RIB all day with the coach on the water. One very patient dog!

Overall, the team work, the camaraderie, the unforgettable unique experience and an event to be proud of for Team GB - I was very fortunate to have experienced a tiny part of this amazing summer with so many other Club volunteers. Thank you!



#### TOM DUDLEY - COURSE MARSHAL PARALYMPICS

There were two parts to my role as an on the water 'Field of Play' Marshal. On alternate days Ros Urwin and I laid the coach marks, marshalled the start area and kept the media and coach boats in their respective areas.

On the other days we patrolled outside the

breakwater to intercept all vessels approaching the entrances and report them in to *HMS Bulwark*. This task alternated between long periods of inactivity and flurries of action dealing with sometimes uncooperative vessels attempting to slip past us and into the harbour. The worst culprits were the local dive boats, which we all got to know very well.

Whilst working close to the start line we were privileged to see the racing at close quarters with only the media's cameras getting a better view of the action. It was from this vantage point I observed perhaps my favourite of the many great moments of the Paralympics when Roger Wilson and the RLYMC Race Team managed the remarkable result of having the first boat complete a race within 1 second of target race time. Counting down the seconds on the committee boat clock as the first boat edged towards the line had us on the edge of our seats.

#### VINCE SUTHERLAND AND BOB BURNLEY - MARK LAYIERS AT THE OLYMPICS LADIES MATCH RACING AND PARALYMPIC SKUD18 AND 2.4mR COURSE

The Games Makers were the Games; people doing jobs you and I wouldn't have wanted to do, doing them well, constantly pleasant and cheerful.

For Bob and me the Olympics were a day at the office. We had worked with John Burgoine's match racing team often enough for all to play to their strengths. Consequently it was very relaxed and enjoyable, which was just as well as we worked from the first Saturday to the last, the longest of all the competitions.





Which celebrities are they snapping?.....



.....Oh - Skippy and Dundee, Team Australia's mascots

The Paralympics were another matter altogether. The team had been chopped and changed right up to the last minute, to the extent that Bob and I arrived to run a safety fleet only to be told on practice day that we were mark laying. The race officer didn't even seem to know we were mark layers. The team was very tense initially, not knowing who could be relied on, but as the week went on we bedded in and all went well.

At both events it was a strange experience, like the eye of a storm, right in the middle of Olympic events but isolated from the excitement and festivity

Bob and I (but mostly our families) are very proud to have been involved, particularly as we are part of a very small band that were on the water for both the Olympic and Paralympic sailing events. It's a shame I'm not a good few years younger so I could put it on my CV.

As it is I remember the fun we had in the teams, getting my metal knee through security and all the walking to get anywhere. Nobody told me sailing involved so much walking.



**PETER PHILLIPS - WOMEN'S MATCH RACING OLYMPICS**



The road to the Olympics started a few years earlier when we were asked to take *We're Here* and *Golden Haven* to Weymouth for the RYA Sail for Gold regatta. We were to be the mark layers for the women's match racing. Laying the marks was not a problem,

understanding the way match racing works was a vertical learning curve. More regattas followed and we were selected as part of the match racing team for the pre Olympic test event run at Weymouth. Successful completion of the test event saw us selected for the Olympics.

By the time we arrived we were a well trained team. The women's match racing followed the other classes on the race course due to the media coverage timetable. This did not allow much time to lay the course: by the time the committee boat had anchored on station we were typically laying the line and leeward gate in the ten minutes before the first start. The length of the line could be from 65 to 80 metres depending on the wind strength so if the race officer asked for 70 metres he expects that to be laid with a tolerance of 1 metre either way. If that's not enough stress, an International Technical Officer on the committee boat was double checking the laid marks. If a course change was required we had to display the change boards and make the sound signals as two six metre keelboats crewed by the best teams in the world approach the leeward mark from any angle



followed by the umpire RIBs. All this while being watched by the Race Officer, International Technical Officer and a world wide television audience - no pressure then. If you saw a RIB on the TV at the leeward mark during the match racing which seemed to be in the way, it was me.

Our day started with a leisurely breakfast, bus trip to the venue, through security the same as an airport apart from being frisked by Royal Marine commandos, who seemed to enjoy the banter and always were cheerful. The police had the guns not the commandos (apparently the Army are not allowed to shoot civilians). Register as on site, pick up the all important meal voucher and walk to the marquee where we could get tea and coffee, watch the Olympic events on the TVs. Then get our wet weather gear from the drying room before making our way to the pontoons and the 'day job'. After racing finished it was back for dinner and early to bed.



**BARRY DUNNING - LEAD MARSHALL OLYMPICS**

I spent nineteen days at Weymouth as the lead marshal on the water. As a volunteer Games Maker it was a great opportunity to put something back into a sport that has given me so much.

My responsibility was to head up all the marshals and make

sure that the RIBs and personnel were in the correct positions for the racing. We had to police the start, the course and the finish, making sure that no media boat, spectator boat or official boat interfered with the athletes. The marshals also had to keep control of the coach boats and make sure that they did not stray into the course area.

I had a ringside 'seat' for most of the racing with particular responsibility for the medal races. I also had the pleasure of escorting the medal winners to the Nothe for their sail past and their interaction with the crowds on the shore and then into Portland Harbour for the medal ceremonies.

The highlight for me was of course fellow Club Member, Ben Ainslie, winning his fourth Gold and fifth Olympic medal, breaking Paul Elvström's longstanding record. Many years ago I sailed against and trained with Paul in Solings and I know he would have been delighted that Ben had beaten his four Golds at last. I had Ben's coach and my old friend David (Sid) Howlett alongside my RIB for most of the Finn medal race, with him listening to my radio for the positions around the weather mark. It was a nail biting affair and I must admit it was the flares from our boat that Ben let off after his spectacular and historic win.

Another highlight was when the Spanish match racing gold medallists abandoned their Elliot 8 and had to be protected from the media frenzy by coming on board my RIB. The atmosphere in Weymouth was electric. You could hear when any of the GBR boats rounded any mark as a huge cheer would echo out over Weymouth Bay.

When I sailed in the Olympics in 1972 and 1976 we had no spectators as we were 12 miles out to sea and far from any media or spectator interest. The only way to find out who had won was to read the Daily Telegraph the next day. All a far cry from today's atmosphere of TV helicopters, media boats and instant online coverage.

A wonderful and unrepeatable experience that I would not have missed for the world!



**GORDON STREDWICK - MEDIA SUPPORT OLYMPICS**

I was a member of a small RYA team providing racing guidance to media boats at the Weymouth and Portland sailing venue. Our prime responsibilities were to ensure the media boats did not interfere with the racing whilst minimising hindrance to the on-board journalists and

photographers in the performance of their job, and to provide information about the racing to them where appropriate.

Having been a member of the RYA Olympic staff team (as RYA Performance Manager) for over 10 years to 2008, the opportunity to be off duty and a volunteer watching the exciting racing from close up was a privilege and a pleasure.



**Roger with Pinar Genc (pin end ITO) at the pontoon party on the last day**



**DEREK TILLEY - VENUE  
PROTOCOL TEAM LEADER  
PARALYMPICS**

A phone call from LOCOG in March asking me to be a 'Venue Protocol Team leader' at the Weymouth Paralympics Sailing was the start of a fantastic experience. I had applied to be part of the sailing team so was initially disappointed. However, it soon turned to delight when I was asked to look after the Olympic Family (VIPs), take them out on the water to see the sailing at close quarters and to explain the action. The Protocol Team was a small group of two experienced sailors, me and Tony Higham from Gosport, along with a number of linguists to assist with translation.

To do this we were given the use of two brand new £1m Beneteau 52ft Trawlers and, for disabled guests in wheelchairs, a boat specially designed by Jack Holt. Our ringside view was alongside the media boats and we were able to move between marks of the course to observe the sailing.

Each morning I attended the media briefing and was made familiar with the day's racing and the areas of the course to avoid. My guests included three Ministers of State from Australia, Israel, and the Lao People's Democratic Republic. I also had visitors from many of the Olympic organisations including the observers for the next games in Rio and accompanied Linda Merkle, the President of the International Federation of Disabled Sailors, on a number of occasions.

Special guests were The Duke and Duchess of Wessex, who presented one of the medals but unfortunately did not go on the water as racing was cancelled on the Thursday lunchtime. Earlier in the week Lord Coe was late, missed the boat, and only had time to visit the VIP lounge.

The words 'Paralympic Family' did not roll off the tongue very easily but the officials, sailors, race organisers and Games Makers came together in what turned out to be a very friendly family affair. I will always remember it as an experience of a lifetime. My overriding memory, however, is the skill and courage of the sailors who were able to handle the high performance dinghies despite their physical or visual impairment. These were not disabled sailors and mixing with them at The Cove Inn in the evenings was a humbling experience.

**COMPILATION AND PHOTOGRAPHY - ANN BRUNSKILL**



I've just returned home from the Alpari World Match Racing Tour season finale, the Monsoon Cup. We finished 3rd in the event, but by beating our nearest rival for the World Championship, Bjorn Hansen, in the quarter finals we were crowned World Champions for a record equalling 4th time.

No two years at the Monsoon Cup are the same, and this year was marked by very light winds and mercifully much weaker current than previous years as the Monsoon has not yet arrived at the East Coast of Malaysia. A very tight qualifying round robin series finished with us on seven wins, equal 2nd but 6th due to the tie-break procedure. Also on seven wins was Bjorn Hansen who had started the event 2.25 points ahead of us in the World

Championship points race.

The season had really been a tussle between Hansen's Mekonomen Sailing Team and my team, GAC Pindar, the whole way through the year. Hansen had won two events early on; Korea Match Cup where he beat us in the final, and Stena Match Cup Sweden where he beat us in the semi final. But we had reeled him in over the second half of the Tour with wins in Chicago and Marseille and it was almost certain that the team that finished higher in the Monsoon Cup would win the World Championship title. By virtue of his second place in the round robin series, Hansen was given second choice of opponent for the quarter finals and he chose to sail us in what was effectively a title decider.

Hansen won the first race of the best of five series, but really gifted us the second picking up two unforced penalties; one for not entering correctly and the second for touching the windward mark. The third race was crucial and could have gone either way. We led at the top mark but rounded in a lull and Hansen was able to attack us down the run. We chose the right gate mark and split to the right up the beat, but Hansen came back ahead from the left. However, down the run we were able to just affect Hansen's breeze and he was forced to gybe away to less pressure which allowed us to take the win and a 2-1 lead.

The 4th race was just as tight, with us defending a narrow lead all the way around to just squeak home ahead and take the title.

I'd like to thank my sponsors GAC Pindar and of course my crew who have been superb all year; the core team of Matt Cassidy, Bill Hardesty, Gerry Mitchell and Mal Parker, but also Matt Cornwell, Nick Blackman and Chris Main who scored important points with us during the year.

**IAN WILLIAMS**

# JESS AND ANNA'S FEVA YEAR



Jess Eales and Anna Prescott at RS Feva World Championships at Hayling Island

## **2012 has been by far the most exciting year of my sailing career.**

My helm Anna Prescott and I began the year with rigorous training as part of the RS Feva National Squad for the second year running. Like the year before, it was so much fun; we would all stay in the same Premier Inn and go out to dinner in the evenings. We got to make some amazing friends.

Probably the highlight of National Squad was all going to Medemblik, Holland, to sail in the United Four at the very start of the year. Just a short walk from the sailing club was a holiday park, where there were hundreds of these incredible little houses, which we stayed in for the duration of the trip. All the girls were given a house and the boys were divided between two houses. We had to look after and feed ourselves with the fantastic help of our lovely house mum. During the event we had all kinds of wind; the water was a millpond one day and the next we had 20 plus knots and massive waves, causing the racing to be cancelled, but that didn't stop us. In true national squad spirit we braved the waves, later followed cautiously by the other nations. It was a truly memorable experience and we now have some great Dutch friends.

As the winter drew to an end our attentions turned to the racing season, kicking off at Grafham Water with the third of the 2011/2012 Grand Prix series and the last event in the World Championships Qualification series. It was our first chance to show off all our hard work over the winter. We just clinched 2nd by the narrowest of margins with just 3 points separating the top 6 boats, meaning we won the Worlds qualifying series. We were thrilled! However, this meant all eyes turned to us to lead GBR in the Worlds to be held later that year in Hayling Island, so the pressure was on.

Grafham Water was followed by the Thorpe Bay Grand Prix, which was the last of the Grand Prix series. We were in a good position in the series, a serious contender for the win. We fought hard and our efforts paid off, winning the event and the overall series! This was definitely a highlight of our year; it gave us complete confidence going into the National Championships later that month, but piled on yet more pressure.

The National Championships at Torbay Yacht Club was the first major event of the year and our last Nationals in the RS Feva, so tensions were high. Anna and I came to the event to win and we would push ourselves to the limit to do so, but we weren't the only

ones. Day 1 was an exciting one; with an average wind strength of 17-23kn and gusts of 30kn. We love these conditions and secured two 2nds and a 3rd in the qualifying, a decent start to the event. Day 2 was quite the opposite; light and shifty wind, so our results were all over the place: securing a 31, 6 and 3, we were not thrilled. Determined to recover from the day before, we went into the last day ready to give it everything. Unfortunately our efforts were not enough putting us in 4th position overall, joint on points with 3rd; a decent position but not what we came for, although we didn't go home empty handed. All our efforts meant we became Ladies National Champions, which we were ecstatic with!

The next major event was the World Championships in Hayling Island, our last ever event in the Feva, so we wanted to go out with a bang! Much to our disappointment the wind was very light with rarely more than 10kn, so we didn't get a chance to show off our consistency across all winds and how good we were in heavy winds, which we had been working on so hard running up to the event. Despite this we managed to secure 5th place going into the last day, just one point above the next all girls team. It was a battle for the girls World Champions title. We gave it everything we had, but our luck was against us getting a shocking result in the last race of the event and with such a tight margin at the top, this bumped us down to 11th and lost us the all-girls title, bringing us both to tears. We weren't the only ones disappointed, with most other members of the national squad not getting the result they wanted. Despite our disappointment, it is still quite an achievement to be 11th in the World and 2nd all-girls team.

We left the Feva and Anna and I are now currently progressing to the 29er, hoping to secure a place in Transitional Squad this winter, which will help us to achieve our main aspiration: to get into 29er Youth National Squad the following year. It will be extremely hard and will take a lot of dedication and commitment at a difficult time with our GCSEs, but I am sure we will do it!

**JESS EALES**

We were delighted to welcome Brewin Dolphin, the investment specialists, as this year's sponsor for Thursday night racing, and thank them for their generous support. Cruiser racing at the Club goes from strength to strength with a great crowd of sociable people taking part in some form of racing on most weekends.

The racing year started with an excellent and informative talk by John Doerr, one of the world's eminent voices on the racing rules, and his tips and advice were very much appreciated. We are putting together an easy-to-follow guide to the racing rules based on John's talk and designed to help make racing more comprehensible for would be racers. It will be available on the Club website next season.

In the Spring the biggest innovation will be Saturday afternoon racing based on the successful Thursday night format of platform starts. It will be ideal for those looking for an extra adrenaline fix of racing at the weekend.

### Spring Series

There are some familiar names on the scoreboards, Peter 'Scho' Scholfield taking the top slot with *Zarafa* followed by Chris and Hannah Neve on their name defying *No Chance*. Robin Taunt took a respectable third place with *Jibe*.

Class 2 saw Bob Baker's *Brightwork* take pole position with Ray Crouch's *Boomerang* a good second and Christian Sutherland's *Reach Around* in third. Eric Reynolds & Chalkie White's *Locust* won Class 3, Roddy Steel in second place with the plucky *Stren* and Oliver Dunne's *Scampi* in third.

In Class 4 the annual battle between our boat *Growler* and Richard Truscott's *Unity* resulted in an impressive win for *Unity*. Barry Dunning and Bob Fisher came in third on their beautiful *Rosenn*.

### Thursday Night Racing

The new innovation of free beer at the

start of the year worked well with a packed turnout at the pre Thursday night briefing by Tony Blachford in the library. Thursday night, racing is probably one of the most popular events the Club puts on, with over 100 boats regularly taking part. When the sun is shining and with a glass of rosé in my hand I cannot think of a better place to be.



First in IRC 1 was *Boomerang* helmed by Mike Beggs. Just behind Rory Fitzwilliams' *Simplicity* in IRC 2 was *White Mischief*, a Hanse 291 owned by Andy Hind. First in LH2 was *Charlotte of Lymington*, a Jeanneau Sun Odyssey 35 sailed to success by owner Peter Blick. In the ever popular LH3 class Richard Truscott on *Unity* came in a creditable third place just behind Nigel Walbank's *Breeze* and Roddy Steel's *Stren*. In the LH4 and Classics Class Barry Dunning and Bob Fisher on *Rosenn*, their Solent One Design, were in the chocolates with first place.

In the late series most of the top positions were won by Club Members. Michael Saqui won IRC1 on *Edith*, his Elan 333. First place in IRC2 was Andy Hind in *White Mischief*. Richard Jenner took second place in his new boat *Bonni Lady* just behind Rob Milledge's Contessa 32 *Contessa Catherine*. LH3 was dominated by three boats, *Stren*, *Tokoloshe*, and *Kipper of London*. *Stren* eventually won it with John Corden's *Kipper of London* taking

third position. Malcolm McKeon's venerable gaff cutter *Windflower* took gold in the LH4 and Classics class.

### Round The Island Race

Cruiser racers were out in force for this year's Round the Island Race and the Club had a particularly good haul of the trophies despite the challenging conditions. A special mention has to go to Jo Hutchinson and his crew on *Sundowner*. They achieved a second this year, just behind Tony Langley's TP52 *Manroland Sheetfed* and won the Silver Roman Bowl and JPMAM Salver and the Champagne Mumm Challenge Cup for being first overall in IRC Group 3. They have consistently performed well in this race and now have the honour of achieving first, second, third, fourth and fifth places. Sadly, Jo has hung up his Contessa 26 boots and *Sundowner* has been sold. Mike Slade's *Leopard* picked up the Observer Trophy and JPMAM Trophy for first monohull to finish and Ed Dubois picked up the

Champagne Mumm Challenge Cup for first place in IRC Division 3B. Jeremy and Max Vines took the Geisco Trophy, Fedelah Challenge Trophy and the JPMAM Family Trophy. The Club also brought home both the Jeroboam team prizes with *Zarafa*, *Jelly Baby* and *Jibe* winning IRC Group 2 and *Growler*, *White Mischief* and *Simplicity* winning IRC Group 3.

Chris Neve & Phil Lawrence on *No Chance* won the Island Double Race organised by the Royal Southampton Yacht Club.

In conclusion, another fantastic year of racing and some pretty impressive silverware for the Club.

As the nights draw in and the sound of the finishing gun becomes a distant memory all that remains is to look forward to next year, fair winds and victory laurels!

**CHARLES ROBERTS**  
Captain of Cruiser Racing

# North to Newfoundland



*Toucan anchored in Devil Bay*

Peter Bruce and his wife Sandy joined Berthon-based yacht *Toucan* in Halifax, Nova Scotia in August, where they were enjoying the best summer in living memory, for another of the Swan 66's adventurous destinations, Newfoundland. With fellow yacht-racing maestros Tony Greener, the owner from Newbury, and Jonathan Bradbeer of Boldre, Peter and Sandy sailed north to the south coast of uncrowded Newfoundland where they encountered some glorious scenery, thick fog, few other craft and a rampant mosquito population. Sometimes using coastal surveys last undertaken between 1860 and 1891, they visited some of the remote Newfoundland communities, many without road access, who live year-round in buildings perched on the steep mountainside, often supported by stilts. These quaintly named out-stations, such as Rencontre West, Francois, McCallum and Harbour Breton often reflect ancient French association, and rely on a ferry to bring in supplies when the weather allows. When cod was plentiful, the residents had thrived. Their

friendliness to *Toucan's* crew was touching. They greeted us most warmly, and presented frozen moose and clam meat, mackerel, and home-tinned salmon. *Toucan's* last visit was to the French island of St Pierre where the locals were bi-lingual and were well supplied with goods from Paris. Sandy's catering and culinary skills, supplemented by local produce meant that *Toucan's* crew dined well.

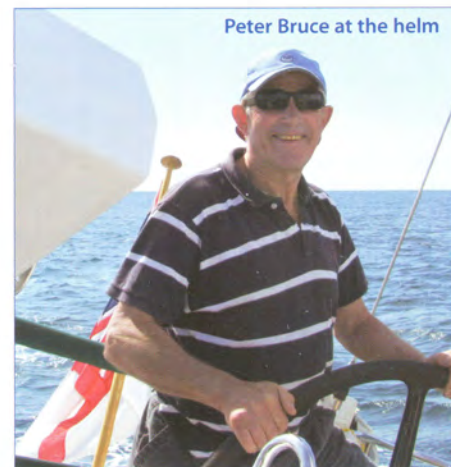
If humanity was scarce in Newfoundland, wildlife was plentiful, and *Toucan* shared each spectacular forested fiord with its resident bald eagles, ravens and great northern divers. Other sightings were a monarch butterfly, Wilson's storm petrels, a sea eagle, baby turtles and a family of 7 otters. The first visit was to Grey River which was heavily shrouded in fog, and the second, to Deadman's Cove where visibility was not much better, but after two days the sun came out and views of Devil and Hare Bays were spell-binding.

In spite of precautions, Peter and Sandy's dinghy rides to the shore resulted in

numerous mosquito bites, whilst the other two crewmembers, Tony Greener and Jonathan Bradbeer, avoided attack by staying firmly on board.

*Toucan* made swift passages under sail between Halifax and Newfoundland and often achieved 11 knots with her asymmetric spinnaker set. She is now heading back to the Caribbean for the winter.

**PETER BRUCE**



**Peter Bruce at the helm**



McCallum harbour



Securing the mainsail before entering Devil Bay

# RYA Youth RIB Championship



Our team of William Hancock and James Wadsworth in the under 12 category and Oli Tait and James Eady in the under 16s took second and third place in both age groups

This year we took a tentative step into the world of Youth Powerboat competition, by entering the RYA Honda Youth RIB Championship. This is a national competition sponsored by Honda and Ribcraft and run by the RYA, whereby competitors in two age categories, 8-12 and 13-16, compete on a fixed course against the clock designed to test their skill and boat handling, with time penalties added for touching or missing marks.

The competition consists of regional heats across the country with the fastest in each age category going through to the national final held at Southampton Boat Show. The winners win a 4.8m RIB for their club.

This year with lots to learn in terms of how to lay the course, where to lay it to avoid the tide and to appease the harbour master (we have to be outside of the river speed restrictions) and how to coach the kids in this discipline, we selected ten young drivers whom we knew already to have above average RIB driving ability.

Training took place through the summer, whittling down our trainees until we were left with four who were consistently the fastest. These were William Hancock and James Wadsworth in the under 12 category, and Oli Tait and James Eady in the under 16s.

The southern regional final took place at Parkstone YC on August 18th, with competitors coming from Torquay in the west and Chichester in the east, and of course, Parkstone YC, the reigning 2011 National Champions in both age categories. Due to our location on the south coast we expected a tough fight as Parkstone are the best in the country and have had the Ribcraft RIB to practice with for the past year.

After a tightly fought competition we ended with all four of our competitors on the podium, taking second and third place in both age groups, only second to Parkstone YC. The difference between their winning time of 1.09.79 and Oli's time was a mere 0.01.15 seconds! In most other regional heats our times would have easily taken us through to the National final with many seconds to spare.

All our competitors came away with medals and a host of Honda and RYA goodies, but not the place at the national final that they so wanted.

The improvement in their skill and agility as RIB drivers has been immense as a result of this programme and these lads I'm sure will be our Club mark layers and safety boat drivers of the future.

As a team we are pleased with our success but we came to win, as we had been achieving times in practice in the Club Tornado RIB Kinsman of sub 1 minute consistently, so knew we were in with a good chance. Good team players that they are, our lads who had earlier positions in the draw were providing feedback to those with later positions to help them improve their times, telling them where to ease off and where to push.

What will we do differently next year? The difference between success and second place this year was not having access to a 4.8m Ribcraft for our finalists to get a feel for; they are only allowed 1 minute prior to their two timed runs to get a feel for the boat. This is clearly a disadvantage compared to Parkstone, who had been practising in the identical boat they won last year, as the handling and grip of the RIB on the water is very different between the two boats in the slalom section, which is performed at about 18 knots.

We are more determined than ever to take this one stage further next year, with various plans to get our hands on a Ribcraft 4.8m.

If anyone is interested to see the speed and agility of these young RIB drivers, Parkstone YC have created a website with a really good video which can be accessed at <http://youthribtraining.co.uk/what-you-do/>

We will be opening out the competition to a wider spectrum of young Club RIB drivers next year through our own Club heats, so if you are under 16 next September look out for more information in the spring.

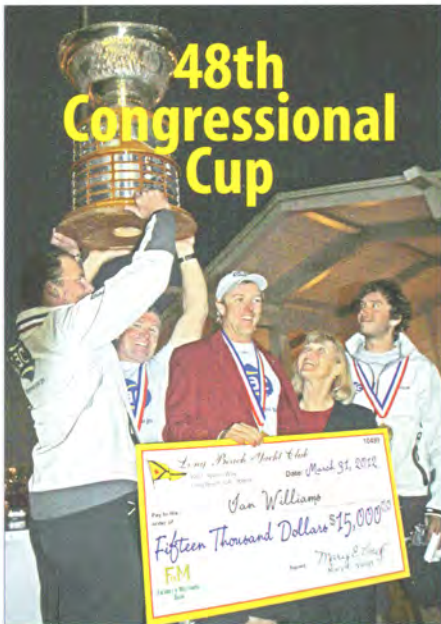
We would like to thank the flag officers for supporting us in this endeavour in allowing us to use Club equipment for the training, and to the Club powerboat instructors who came out week after week to train the candidates.

**ANDREW EADY**

## STOP PRESS

The RYA have moved the 2013 Southern region RYA Honda Youth Rib Championship regional final from Parkstone YC to the RLymYC. The event will take place on Saturday 10th August 2013, and will include young competitors from along the south coast, utilising RIBs brought to the event by the RYA.





**Mary Voigt, Chair of the Congressional Cup, presents Ian Williams with the winner's cheque**

When the 2012 calendar was published, I was very pleased that it allowed the GAC Pindar match racing team to return to Long Beach Yacht Club to defend our Congressional Cup title. Now in its 48th edition, it is one of the longest running match racing events on the circuit. The list of skippers who have tried and failed to win it would grace any all time greats list and few have successfully defended it. One of my regrets in sailing is that the Royal Lyngington Cup ended as an international match racing regatta before I had the skills to win it. I made the top six twice but could not progress to the semi-finals so it was extra special to go to another of the historic international match racing regattas representing the RLymYC

The format for the Congressional Cup (or Con Cup for short) is a double round robin featuring ten teams, before the top four advance to the best of three semi-finals followed by the best of three finals. This makes it an ideal training regatta for the Alpari World Match Racing Tour as you are guaranteed eighteen races and you tend to get a steady four to six races a day, giving you a good amount to debrief and learn from at the end of each day, without overdoing it. Although I had the core of our all-conquering 2011 match racing team

with me in Gerry Mitchell, Mal Parker and Bill Hardesty, Matt Cassidy was unable to make it so we had Nick Blackman filling in on the bow. In addition, as Con Cup is a 6-man regatta, we had a local sailor Mark Callahan with us, who had been on my Con Cup team in 2011.

The ISAF ranking list suggested that we were favourites for the regatta, but that did not take into account the return of Gavin Brady, a five time winner of the Cup (four as skipper) and the skipper who had beaten us in the final on our first attempt in 2006. We certainly did not have it all our own way early on, posting two wins and four losses in the double round robin before we got our act together and went on a thirteen match winning streak extending all the way to the final. On the way, we ended the round robin in first place (equal with Brady on 14 wins but ahead on count-back) and beat Taylor Canfield in the semi final 2-0, although not without some worrying moments as we crossed behind up the first beat in both races.

It seemed fated that we should meet Brady in the final and so it happened. There was a building 12-14kn breeze which was still quite shifty but great conditions for match racing. Our winning streak held out for the first race, but suddenly deserted us in race

**The winning team: left to right back row, Gerry Mitchell, Nick Blackman, Mark Callahan, Mal Parker: front row, Ian Williams and Bill Hardesty**



*It really was fantastic to win consecutive Congressional Cups and take away my second crimson blazer*

two as we took our first loss for quite some time. Most concerning was that we had come off clearly second best in a tacking duel, something we had not experienced previously in the regatta and did not expect to experience in the final! Building up to the deciding race we had an intense discussion about our tacking technique, but could not come up with a conclusion on how to improve it. We decided to focus on other areas of our game and try to avoid a tacking duel if possible. That is easy to do if you are ahead, but not so easy if you are behind and the other boat decides to cover (which they tend to do when they know they have an edge through tacks). Things looked quite bleak for us when we picked up a dial-up penalty in the pre-start, but in match racing being a penalty up can sometimes harm you because you relax a little and become too conservative. That is exactly what happened and we were able to shut Brady out at the committee boat and lead by a length and a half off the start line. Knowing that we were not good through tacks, we bounced Brady out to the left and extended all the way to the starboard lay-line, coming back with a solid four boat length lead. A nice run and some fast upwind sailing on the second and final beat maintained the gap and we were just able to slip in the penalty on the

starboard layline for the top mark and retain the lead. Overlapped down the final run, we were able to defend the lead with a timely luff and then extend away to win by a boat length.

It really was fantastic to win consecutive Congressional Cups and take away my second crimson blazer. The Con Cup still retains many of the traditional ways I remember fondly from the Royal Lyngington Cup and I would like to thank our hosts, the Ottos, for their hospitality along with the 300 volunteers who make it one of the friendliest and most enjoyable regattas on the circuit. I am told that nobody has ever won three in a row before.....

**IAN WILLIAMS**



## Club classes - Nordic Folkboat



With over 60 starts for the West Solent

Folkboats this season it's been a busy year.

Although a bizarre number of races were lost due to poor weather, it was still a great season!

We have seen strong competition on the water and great camaraderie ashore making the Folkboat fleet the most diverse and rounded fleet, in which I have the pleasure of racing.

We started the season with the RLYMVC Spring Series which was competitively fought at the front, middle and back of the fleets. This was a trend for the season with changes in leaders, races within races and position changes throughout the fleet making this one the most varied and closely fought seasons on record.

We introduced early season training and tuning sessions with coaching offered by Peter Scholfield. This gave all crews an opportunity to shake off the winter rust and tune up some skills, techniques and boat performance which, hopefully, gave many boats an edge for the year. We would like to repeat these training sessions in 2013.

The Saturday series was hard fought, again with position changes at every twist and turn. We had great turnouts early in the season, however numbers fell off over the summer holiday period, picking up again towards the end of the year.

The West Solent Series offered some variation on a number of Saturdays and Sundays with longer races, requiring different techniques and offering a contrast to the shorter races of the Saturday Series. However, I am a little concerned that the West Solent Series has become insufficiently differentiated from the Saturday Series. There are a number of changes for 2013 which will make the WSS clearly different, offering options for everyone's taste.

Thursday evenings have been, as always, the best attended and most popular series of the year. With the early and late series offering a great mid-week break from April to August, it was great to see the Folkboats often being the largest fleet on the start line and the most prominent groups of friends having a drink in the bar after racing.

The Nationals were a challenge this year. For the first time the regatta was planned as a two day regatta to try to avoid skippers and crew having to take a Friday off work. However, with extreme conditions on the Saturday, it ended up as a one day regatta

with three very demanding races being squeezed into a busy Sunday. With honours going to *Crackerjack* (1st), *Tak* (2nd) *Padfoot* (3rd) and *Bossa Nova* (4th) the real stories were further down the fleet with great battles between *Samphire*, *Tagomago*, *Aurora*, *Moonraker* and *Bonnie* battling it out for the mid fleet positions.

Folkboat Week in August was incredibly well attended and efficiently run on and off the water by the RSoLYC. The fleet enjoyed competitive racing in serious wind conditions with *Tak*, *Tagomago*, *Madeleine*, *Strider* and *Samphire* battling it out at the front, often with only seconds separating them on the line. Ashore we enjoyed rest and relaxation in the holiday atmosphere of Yarmouth.

With other events such as the unique Jubilee Regatta, the ever popular Taittinger Regatta run by the Royal Solent Yacht Club and the INEOS Winter Series run by the LTSC, it was a varied, challenging, rewarding and, due to the weather, sometimes frustrating season. Great racing at all levels!

Folkboaters are a great crowd of owners and crew (although John 'Splash' Whyte's crew may not agree after repeated duckings in the Solent!) who race hard and play hard.  
...bring on 2013!

**CHRIS HILLS**

Folkboat Week was incredibly well attended, 33 boats on the start line - challenging conditions on the water - ashore a holiday atmosphere in Yarmouth



Photos: Edie Mays

### RESULTS

#### National Championships

1st *Crackerjack*, 2nd *Tak*, 3rd *Padfoot*

#### Folkboat Week

1st *Tagomago*, 2nd *Madeline*, 3rd *Strider*

#### Spring Series

1st *Padfoot*, 2nd *Bonnie*, 3rd *Tak*

#### West Solent Series

1st *Padfoot*, 2nd *Samphire*, 3rd *Moonraker*

#### Saturday Series

1st *Crackerjack*, 2nd *Padfoot*, 3rd *Bonnie*

#### Thursday Evening

early 1st *Crackerjack*, 2nd *Tak*, 3rd *Aurora*

late 1st *Tak*, 2nd *Bonnie*, 3rd *Tagomago*

#### Taittinger Regatta

1st *Padfoot*, 2nd *Aires*, 3rd *Tak*



## Club classes - RS Elite



Southern Area Championship, hosted by the RLYmYC

Super August will be remembered by our Club's RS Elite teams for a long time – an intense, exciting and exhausting month of varied racing which was undoubtedly the highlight of a full season's sailing. It comprised

Southern Area Championship – hosted by the RLYmYC

Cowes Week

Crewsaver Stadium Cup

National Championships – hosted by the Royal Yacht Squadron

RS Elite Southern Area Championship

**Southern Area Championship** With Roger and Jenny Wilson in charge and six windward/leeward races perfectly run in a full range of conditions over 4th/5th August, plus a top class dinner on Saturday evening, this event got our fleet into the swing of the action to come. Crauford McKeon's *Kandoo III* team scored three bullets in the breeze on day 1 but Martin Wadhams' *Kiss* team fought back with two wins on the Sunday morning. *Kandoo* was second in both, however, so it was too late to stop them stealing the show with a race to spare... Jono Brown in *Aeolus* from the Royal Burnham YC finished third.

**Cowes Week** There was no easing into Cowes Week this year with the wind gusting well over 25 knots and a downwind start for the first race. The fleet included seven RLYmYC Elites and *Kiss* and *Kandoo's* battle continued seamlessly from where it left off at the Southern Area a week earlier. With the leading boats swapping all around the race

track, after four days and completion of the Elite's sub series *Kiss* emerged the winner but Martin and Amanda Wadhams then had to go back to work. Their stand-in team hung on for second overall while *Kandoo* took the week in emphatic style and, again, the then current National Champions, the Browns from Burnham, finished third.

**Crewsaver RS Elite Stadium Cup** The Sunday evening of Cowes Week saw the first RS Elite Class 'stadium' racing, with two knock-out heats followed by a final - all run within the space of one hour just off Cowes Green. Cowes Radio ran live commentary over the airwaves and through speakers along the shore, with the racing so close that teams could hear congratulations and criticisms of their own manoeuvres as they made them. Full marks to Jono Brown for the most flamboyant playing to the audience. *ETU* proved to be the comeback kids of the event, starting early in both their heat and the final, yet still managing to get back into the action within the 15 minute races. But they couldn't overtake *Kandoo* who lifted the trophy (a pattern emerging), beating them by a length ahead of John Patterson from Ireland in *Momentary Laps*. The sailors loved the format and it will definitely happen again.

**National Championships** Ten days after Cowes Week finished, the largest fleet in the Elite's young history assembled again and was peppered with hugely experienced names from across the small boat racing world including an Olympic Gold medallist,

international and national champions. Hosted by the ultimately prestigious Royal Yacht Squadron in Cowes and with the whole fleet based in their harbour in front of the Castle, no-one will forget the setting, their welcome and the efficiency with which they ran this regatta both on and off the water.

To say the racing was competitive would be an understatement and it went right to the wire, with four boats technically capable of winning going into the last race. But this August the Class belonged to Crauford McKeon's *Kandoo III* and despite set-backs in the middle of the series Crauf, Paul Bowen and Rupert Harding came back to take a deserved title win ahead of the reigning Miss Northern Ireland (just to add yet another touch of glamour) Tiffany Brien in second and *Eloise* sailed by Andy Jameson from Hayling Island SC in third. Two other RLYmYC boats were in the top six, with *Kiss* fourth and Peter Lister sailing an absolute blinder (assisted by Gold medallist Pippa Wilson) sixth.

### NATIONAL CHAMPIONSHIPS OVERALL RESULTS top six (full results at [www.RSElite.org](http://www.RSElite.org))

1st <i>Kandoo III</i>	Crauford McKeon, Paul Bowen, Rupert Harding 20pts
2nd <i>Kin</i>	Tiffany Brien, Graham Bailey, Simon Brien 25pts
3rd <i>Eloise</i>	Andy Jameson, James Grant, Lizzie Vickers 28pts
4th <i>Kiss</i>	Martin Wadhams, Paul Fisk, Amanda Wadhams 32pts
5th <i>Aeolus</i>	Jono, Lyn and David Brown 34pts
6th <i>Pipefish</i>	Peter Lister, Pippa Wilson, David Hales 41pts

The social programme was relentless – and special thanks go to event organiser Charlie Egerton-Warburton and his wife Julia (who selflessly tested countless Wight Vodka cocktail mixes earlier in the year in the pursuit of the perfect blend for this event). With sponsorship from many Island companies, the overall prize-giving table was better stocked than Sainsbury's!

**MARTIN WADHAMS**



## Club classes - Scow

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

So started my report in last year's Pottership. This year has been no different. At the beginning of the year I was asked if we needed two Club Scows. I said yes. It is very gratifying that both *Valmai* and *Praline* have been in constant demand from Members not owning a Scow but wishing to take part in the Monday night racing and Thursday potters.

Over the winter we enjoyed a full programme. Our Scow walks, ably organised by Dick Thorn, were much appreciated by many and usefully expanded our knowledge of local hostelrys. Our lectures were greatly enjoyed by all who attended them. Andrew Wilkes took us through the North West Passage; Nigel Reid took us by train from Banbury to Beijing in the middle of winter; to warm us up John Evans took us off the beaten path in South East Asia. Finally Stuart Jardine and Rory Paton did their very best to try to improve our racing prowess. To fill in gaps between lectures a few of us also got together on a Monday night for an informal supper. At the AGM dinner we were delighted to entertain the then Commodore Rod Perry and Sue. At the Spring Back to Scowling Supper it was the turn of our new Rear Commodore Sailing, Chris Neve and Hannah, to enjoy the delights of dining with the Division.

As always Monday night racing was very strongly supported in each of the early, late and late late series. Sadly all three were badly



affected by the weather. We are all in great debt to those who put so much effort into making our racing possible. We have also enjoyed our own series of short races. The confusion regarding the Hinxman and Beesly trophies has been cleared up. It turns out that they are one and the same Hinxman trophy, so for our second short series we now have a very nice new Captain's Trophy, kindly made for us by Jane Pitt-Pitts, to race for. Our first attempt at the Figure of Eight race was blown away. For the second attempt to race around Oxey and Pylewell we started, as an experiment, at the Club line with a view to finishing there as well. Unfortunately this time it was a question of too little easterly wind for us to make up against a strong ebb tide and the race had to be abandoned. But we did get back in time to enjoy another wonderful Scow tea! Once again we are so very grateful to both Vince Sutherland, PRO, Bob Burney, chief mark layer and the safety boat crews for all they do for us in running these races.

Graham Neal and his excellent team of safety boats have ensured that all those taking part in the Thursday potters have been able to enjoy a glorious morning sailing in the knowledge that should a problem arise there was help at hand. Thanks to them we also thoroughly enjoyed potters to Newtown, Hurst and Pitts Deep for picnic luncheons

before our return. At Pitts Deep we were warmed by a splendid driftwood fire lit by Dick and Pam Moore, who remembered that the last time they had built such a fire was on the island of Bora Bora when they were circumnavigating the world! Again, on many of our potters, we were delighted to be accompanied by other Members trying out the Club Scows for the first time.

There are many clubs along the south coast who sail their own variety of Scow. For two years we have endeavoured to get some of those clubs to bring a team to Lymington to race against each other but without success. This year it was a case of third time lucky. We were delighted to welcome teams from Bembridge, Brading Haven, Beaulieu River, Keyhaven and the City Livery Yacht Club. Eighteen Scows took part in three races on the most perfect September Saturday afternoon. Local knowledge of the tides helped us to a home win but only just. Bembridge were a very close second with Brading Haven third. Our visitors then enjoyed a splendid tea kindly laid on by our ladies and promptly asked for more of the same next year.

By the time you read this I will have ended my three year term of office and handed over the affairs of the Division into the very capable hands of Dunlop Stewart. That the job has been memorable and so enjoyable for me is entirely down to the fantastic support of my two Vice Captains, first Frances Evans, then Chris Knox, my Honorary Treasurer Diana Stewart and the Division as a whole. The Scow Division is truly one of the great success stories of this wonderful Club of ours.

**SEBASTIAN CHAMBERLAIN**





## Club classes - XOD

After the Lord Mayor's show of our centenary in 2011 it was always going to be interesting this year to see if we could keep up our enthusiasm. I'm pleased to say that despite the weather we still have a strong level of competition, with relative newcomers moving upwards through the fleet. At the front Stuart Jardine's *Lone Star* has once again taken the Cock Boat trophy and Saturday Series and only lost the Wednesday Series by virtue of *Diana* (Eric Williams and Rory Paton) winning the last race on count back.

In our Autumn series XL, sailed by Rory Paton and Eric Williams, just managed to squeeze past Ado Jardine's *Lucrezia* for the overall series. We've had a fantastic turnout with 25 boats competing throughout the Autumn series.

It has been exciting to see *Ibex* afloat and, not just that, staying afloat and winning races. It has been a relief to see *Quest* return to the River in good health. It was also great to see XN1 *Xoanon* notch up her first race win; her performances have been much improved this year due, I'm sure, to a strong and consistent crew.

Richard Field published his excellent book; if you don't yet have a copy please collar him for one, it is fantastic.

Cowes Week had a bit of everything from full on planing to complete drifters. Adrian Summers had a horror of a first day with my brother being carted off to hospital with a fractured skull and a cracked eye socket. Ian is still mending but it could have been much worse. Adrian kept racing and managed a top ten with Ian sneaking past the doctors to sail and a fourth place in the last race. At the end of the week Stuart Jardine was still in with a chance of winning and came in 5th overall, whilst *Diana*, sailed by Rory, Amanda and Stuart Paton, came in 9th.

Ten intrepid Xs travelled to France to celebrate 101 Years. They were given a great welcome by the Yacht Club Crouesty Arzon, Southern Brittany. Two windward/leeward races a day were successfully completed over four days. Stuart Jardine in *Lone Star* stamped



his mark on the event early on with three bullets and 2nd on the first day. William Norris took the first day to find his feet having been 'off-games' for much of the summer after breaking his achilles tendon, then strung together a succession of 2nd places. Our thanks must go to William for all his hard work as XOD Class Captain for the last three years and successfully steering the Class through its Centenary.

Ian Burr has bought Eric Williams' *Diana*, having owned Eric's grandfather's boat *Claire de Lune* for many years. It's the first time in

living memory that a member of Eric's family hasn't had an XOD, but Eric is going to help sail X48 and keep her up to speed as well as racing his Dragon and Quarter Tonner.

We have a great season of racing planned for 2013. We are always pleased to welcome new sailors to the Class, both owners and crews, so if you'd like to have a go please contact John Miller on 01590 622168 or Liz Field on 01590 642518.

Full results can be seen on the web site.

**FENELLA LEES**



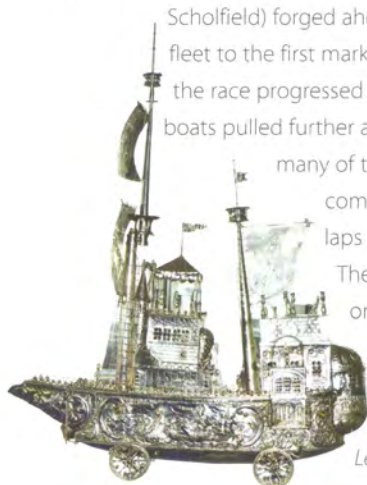
# Potter Ship Race



There was an excellent turnout for the annual Potter Ship race on October 6th. Open to all boats owned and helmed by a Club Member, every boat, whether IRC rated or simply a cruising boat, races with a Club handicap, giving everyone an equal chance. The average lap system was successfully used again, with the whole fleet starting together with a run to the first mark and continuing to race round the short triangular course until the whistle was blown. The weather was kind: a northerly 8-12kn in warm autumn sunshine and a building flood tide.

Three Class 1 boats, *No Chance* (Chris and Hannah Neve) with Commodore Phil Lawrence on main and tactics, *Jelly Baby* (William Newton) and *Zarafa* (Peter

Scholfield) forged ahead of the fleet to the first mark, Colten. As the race progressed these three boats pulled further away, lapping many of the fleet and completing four laps of the course. The next battle on the water within Class 1 was between *Leonora II*



(Phillip Hutchinson), *Gemstone* (Neil Carden) and *Crystal* (James Gill). *Gemstone* led these three yachts across the line separated by only four seconds from *Crystal* and then *Leonora II*. The next group of Class 1 boats saw *Cloud Nine* (Martyn Wheatley) and *Firefly* (Simon Pritchard) in close formation but with the slow-starting *Islay* (Richard Down) gradually reeling them in. A relatively small fleet of eight Folkboats turned out but competition was as close as ever. *Second Wind* (Richard Martin) led from a flying start and very quickly established a clear lead over *Tak* (Jeremy Austin) and *Tagomago* (James Harrison), which she managed to hold until a huge wind shift to the east kicked in on the third and fourth windward legs, gifting *Tak* and *Tagomago* 1st and 2nd places respectively. Justice prevailed however as *Second Wind* beat them on corrected time to win Class 2.

With the fastest three boats completing four laps, most of the fleet completed three laps but four boats, *Thursday's Child* (Tony Harris), *Petit Moineau* (Clive Sparrow), *Elinor* (David Houlton) and *Simba* (Chris Harridge) only completed two laps.

While the usual suspects from the keelboats, the XODs, Folkboats and RS Elites all entering the race it was nice to see so many cruising boats competing in their only race of the year. Clive Sparrow, Captain of Cruisers

racing on his Beneteau 21.7 commented: "I entered the Potter Ship really to join in the fun but as the day approached and I had studied the race regulations, looked up what a Class 3 pennant was, then dashed out to the chandler to buy one, I was beginning to feel a little anxious. I need not have been. The start of some 60 boats was not intimidating at all and everyone seemed in good spirits. Racing in one of the slowest boats at least I did not have to worry about the course, knowing I would be following most of the fleet! We were in fact lapped by quite a few boats and even though we messed up our cruising chute on the first leg we really enjoyed the morning on the water".

Back in the bar, everyone enjoyed a convivial drink in the sunshine while the race team compiled the results. They had to check very carefully as the top three boats for the



Potter Ship Trophy were separated by only 4 seconds with Chris and Hannah Neve's *No Chance* being declared victorious. *Jelly Baby* (William Newton) was second by only 3 seconds and *XL* (Rory Paton) was only a further one second behind him! The handicapping system worked very well this year with Class 1 boats coming 1st and 2nd, an XOD coming 3rd and a Class 3 boat placed 4th.

The race team were Jane Pitt-Pitts, Tony Blachford, Sue Seddon, Sanda Allpress, John Evans and Robin Taunt. Anne Lawrence the Commodore's wife presented the prizes

**HANNAH NEVE**



**No Chance** Chris and Hannah Neve won the Potter Ship Trophy



**Second Wind** Richard Martin was awarded the Pitt-Pitts Plate

## DINGHY RACING A GROWING FLEET

Dinghy sailors at the Club have enjoyed another great season of racing thanks to the skill and generosity of our dedicated volunteers. Your efforts make dinghy racing at the Club unique, both because the standard of race management is so high and because the sailors are not obliged to take turns on the duty roster. In part, this is due to the spirit of cooperation between the dinghy sailors and the Thursday night yacht racers, many of whom help out with each other's racing.

This year's Monday Evening dinghy racing was a great success; only three races were lost to weather in the whole season. The upcoming juniors in Optimists, Teras, Cadets and Laser 4.7s showed the depth of talent in our next generation of sailors. and the fast fleet grew again this year At the more experienced end of the spectrum, the Scow class is going from strength to strength with up to 24 boats on the start line. Many of our dinghy sailors compete successfully in the LTSC racing on Wednesdays and Sundays and a similar number of the LTSC members join our fleet on Monday evenings.



The Summer Dinghy Open was also very popular, attracting 40% more boats than last year, despite rather lively weather. It was good to see the Fireflies making a come back to the Club; they are very loyal to Lynton. The 2013 event promises to be even bigger and will be run jointly with LTSC, under the banner of the Lynton Dinghy Regatta, on 13-14 July. The aim of the event is to provide great racing and fun ashore for all competent dinghy sailors in Lynton and the nearby Solent clubs. Volunteers to help for the event are very welcome as we are

hoping to attract up to 100 boats - there will be plenty to do ashore and afloat. The Club will provide supper and entertainment on the Saturday night and the Sea Scouts have offered the use of their field and scout hut for visitors who would like to camp. If you have friends who race dinghies please encourage them to come along.

Several other dinghy events were run by the Club this year in characteristically professional style, including coaching and open meetings for the Optimists, RS800s, Teras, Lasers and Merlin Rockets.

For those who are interested in joining in with the race team next year, either ashore or afloat, there will be training sessions at the Club over the winter and no prior experience is needed.

**LUKE McEWEN** Captain of Dinghies





RS Vision Pink Fizz

**Another classic year for WJS, the 28th. The number of new children was phenomenal.**

The Orange card for Juniors with little or no experience was everywhere, so the main thrust of the early sessions was paddling, steering and getting used to the controls of a boat as a crew before graduating to a Yellow card and qualifying to use a boat with a mast and sail.

2012 has seen growth in popularity of the RS Tera, the Club fleet having some 30 Members who do regular Saturday training. Many WJS sailors were able to have their first opportunity to sail with a racing fleet and experience on-the-water coaching as a result of the availability of these boats and their unique funding. The demand is now so great that we struggle, so hope to have some more Teras on the pontoon for next season. The Oppies had an overhaul with new running rigging and a complete set of new sails this year. It remains the mainstay of our single handed tuition.

Rowing is a popular and expanding part of WJS with the syllabus developing every year. The demand for dinghies on a Wednesday afternoon is high and we would like to thank Club Members for their forbearance in

putting up with limited availability and choice of the Club dinghies on a Wednesday afternoon.

In the summer we ran a Dinghy Instructor course for junior sailors who had been through the WJS. This year Jack Smith and Tom Simpson were successful in achieving their Dinghy Instructor qualification.

WJS was well and truly bitten by the racing bug and one of our star Juniors, Robbie Boyd, went on to organize racing for all classes of WJS boats for many weeks of the second half of the season.

This year we provided more opportunities for power boating at WJS. We have a stated aim to give the Juniors an all-round experience on the water, which is why tying knots and rowing are also important parts of the syllabus. With help from the Club's Chief Instructor (Power) Vince Sutherland, and his team, we were able to take some 68 children, some as young as eight, out into the Solent for 'taster sessions'. In 2013 we will have a Power Boat card with a syllabus made up from the RYA Power Boat Level 1 course, which will mean that any of the Juniors that are Red card or over can achieve their PB Level 1 certificate.

Over the past two years we have been fortunate, through a combination of generous sponsors, to be able to buy two RS Visions which have added a new dynamic. They have been immensely popular, being sailed by instructors safely taking out boatfuls of inexperienced Juniors out and also by the older sailors keen for new experiences. The Vision is an excellent training boat, being faster and larger than the Lymington Scows and having a modern rig with the ability to fly asymmetric spinnakers and carry trapeze wires. 2012 saw the introduction to WJS of our third Vision, *Pink Fizz*, kindly funded in part by the many friends and family in memory of the late Steve Etheridge.

About thirty of our volunteers were taken on a trip to Yarmouth or back on the bridge of a ferry as guests of the captain during WJS sessions. Some of us even got to steer. They came back with a greatly improved understanding of the challenges that the ferry crews face when manoeuvring in the upper reaches of the river. However, the overwhelming impression given to us by the ferry captains is that they have every confidence and respect in the safety crews looking after WJS.



WJS is lucky to have some very committed key volunteers; in 2012 the WJS Office was coordinated by a combination of Patricia Banks, Helen Braye and Sue Seddon. We thank them for their hard work. In 2013 a new Office Coordinator will be taking the hot seat. Amanda Dingwall has kindly volunteered to take over and we wish her all the best in her new role. The Club's Chief Instructor (Sail), Kristy Powell is on hand every week to ensure the safety and efficiency of the sessions, and we offer her our congratulations this year as she qualified as one of the youngest ever RYA Coach/Assessors. This gives her the status to train RYA Instructors and moderate courses, so as a Club we are now able to run virtually any courses we wish, and have the boats and Instructors to do so. Kristy remains a real asset

to WJS and the Club as a whole and we thank her for her continued support and commitment.

David Gibbons will be continuing as the WJS Safety Coordinator, and we thank him and his team for keeping us all safe in 2012. There is nothing quite so tiring as sitting in a near stationary RIB for four hours, sometimes in the cold and often in the rain. So for our safety crews to turn out every week without fail to ensure our safety, and keep their concentration at a high level, is testament to their commitment and skill.

We now have a higher proportion of qualified RIB crews than ever before. Courses running over the winter for volunteers are RYA Power Boat Level 2, RYA Safety Boat, and

the excellent Club Safety Boat course known as the Power Boat Level 2 Plus. The latter is a one day course for those who already have an RYA PB2 who want to know more about correctly righting and rescuing dinghies. Those with an interest in training, or simply practicing, over the winter should contact me as soon as possible to book their place.

Finally, no review of a WJS season would be complete without a sincere thank you to our supporters. Once again we were generously supported by Lymington Yacht Haven, who ensure, along with the Club, that we have funds in place to replace, repair and improve our fleet of some 45 boats. Here's looking forward to a wonderful 2013!

**EDWARD HARRISON** *Head of WJS*



2012 saw the introduction of our third Vision, Pink Fizz, funded in part by the many friends and family of the late Steve Etheridge.



Above: cold and wet in RIBs all afternoon Below: preparing for rowing



## THE ROYAL LYMINGTON YACHT CLUB 60 YEARS AGO

### The Bulletin - edited by Jack in the Basket CLUB AFFAIRS

At last year's Annual General Meeting a Resolution was put down deploring the heavy loss incurred in the catering section of House Affairs. After an animated debate from which it emerged that, in spite of the impossibility of making the catering a profitable affair, the vast majority of Members was in favour of retaining this amenity, the following amended resolution was accepted unanimously:-

'That this meeting considers the catering to be an amenity of the Club and should be continued, but that the subsidy from the general funds is excessive and should be limited to £300 per annum.'

Colonel The Honourable O.H.G.Guest was re-elected Commodore with acclamation for a further period of 8 years.

Mr K.A.E. Moore, who has been Chairman of the Finance Committee for some years, was appointed a Trustee in place of Mr Fullerton who has gone to Ireland.

### STATE OF MEMBERSHIP

Up to the present the Club has shown a steady increase in membership. At the time of the Annual General Meeting in 1950 it was 703, 1951 it was 740 and 1952 it was 787.

### FUTURE COMMITMENTS

#### Increased racing dinghy stowage.

The signs are clear that the Racing Dinghy Classes (Fireflies and Nationals) are going to increase in numbers and popularity. Extra stowage must therefore be found for these boats, which have to be pulled out of the water when not in use. A scheme for increasing existing stowage by building a light structure over the mud is under consideration.

#### Jetties

The present pontoon jetty is wearing out. To replace it a permanent jetty with a hinged gangway and pontoon is being considered.

#### Forecourt

Anxiety is being felt about the forecourt, which Members will recollect was reinforced and made larger quite recently. It appears to be subsiding and moving gently out to sea with the dignity of a glacier. The situation with regard to the legal position of the Contractors is being safeguarded and Members may rest assured that the forecourt is unlikely to reach the open sea in their lifetime.

### OCEAN RACING

Last Season the Club was placed 6th in the RORC Points

Championship with 158 points. The season before we were eleventh; fifty-two clubs competed.

### PASSAGE RACING

There seems little doubt that the Lymington Passage Races have come to be recognised as heralding the opening of the yachting season.

Next season's fixtures will avoid Sunday racing under the aegis of the RYA. This is to conform to their policy of not racing on Sundays.

Class Racing continues to flourish. Next season there will be eleven X Class yachts racing regularly.

A welcome return to the River has been that of the 'L' class yacht. Laurent Giles originally designed these fast and comfortable 4 tonners for racing and cruising in the West Solent.

A resolution lowering the age of Juvenile Members of the Club to 8 years will be moved at the next AGM.

### HOUSE MATTERS

The catering situation, though well in hand, continues to give the House Committee a succession of bad headaches.

Under the terms of the Resolution, referred to elsewhere, the subsidy from general funds must not exceed £300. By the look of things we have just achieved this through a slight rise in the prices of meals and by reducing the numbers of the internal staff. This second measure has put a considerable strain upon the remaining staff and at one time when one of them resigned without warning, we would have been obliged to shut down if it had not been for the loyal and unselfish work of the ladies of the House Committee.

The bar takings continue to sag. This is not entirely due to the dispersal of the 'first eleven' but a reflection of the financial situation in the country.

The usual features of winter activities have continued to be well supported. The lecture programme has been a great success, as have the Annual Dinner and New Year's Eve Ball.

In fact all is well, but would be better if Members would eat and drink more often in their own Club House and thus support the valiant efforts made by the House Committee to meet their expressed wishes that catering should continue to be an amenity of the Club.



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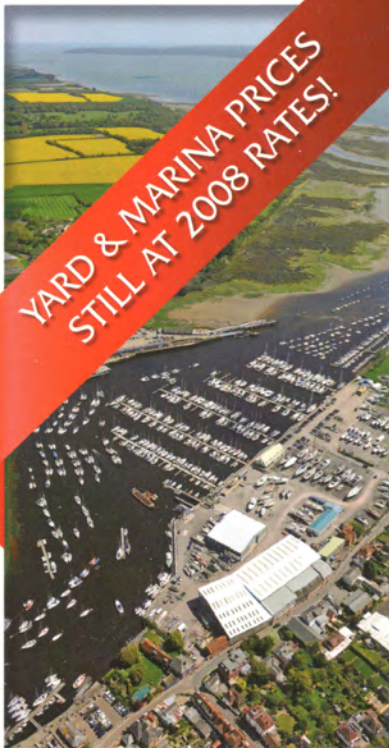


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