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YOUR POTTERSHIP MAGAZINE

This is my eleventh edition of the PotterShip Magazine and I must say that producing it gets easier with every year having arrived at a tried and tested modus operandi, and with great help from Tinstar who took over production of the magazine when Andrew Salanson died.



It would be impossible without all your interesting contributions, some of them even unsolicited! So please do write me an article if you are doing something different in 2016.

Regarding photographs, it has been difficult for me this year because so many of us now use a 'phone to take photos. This is OK, except photographs need to be high resolution for inclusion in a glossy magazine, so whether from a camera or a 'phone, please ensure that the end result is high resolution. Speaking of which, very many thanks indeed to all the professional photographers who allowed me to use their terrific photos.

I was particularly pleased to have an article from Ian Williams, World Match Racing Champion for a record **fifth time**. I first met Ian when his family arrived at Cowes Week to compete in their Contessa 32, *Niaminyami*, which they described as just a family cruising boat. They were second in Class overall for the week! It turned out that his late mother and I had been at the same peculiar boarding school in Somerset and we became firm friends.

As always, very many thanks to all those who have given me support and help in producing this magazine. It would be very difficult without you.

E and OE. Editors decision is final.

JUDY RUFFELL

PotterShip is the magazine of the Royal Lymington Yacht Club.

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From The Commodore

As I write, I have just said good-bye to Abigail and hello to Barney. You could be forgiven for thinking they were friends or relatives, but no – they were the first two storms of the winter, and a timely reminder of our change of season. As the season changes, so does the rhythm of our Club, with the focus moving from on-the-water to in-the-Club with cinema, bridge, quiz nights, dinners and lectures firmly established.

The on-the-water activity this year, whether racing, cruising or pottering, can be summed up as 'feast or famine', either too much wind or not enough. Frustrating at times it may have been, but it did not dampen participation as evidenced by record numbers for Monday evening dinghies and Thursday evening keelboat racing. The cruising division of course keeps going through the winter with various meets. Equally I know the motorboats are both growing in number and activity. It is heartening in many ways to have so much choice. A glance through this magazine, bringing out the breadth and quality of our activities and the world class performances of many of our Members, illustrates why so many new Members have been attracted to join our Club this year.

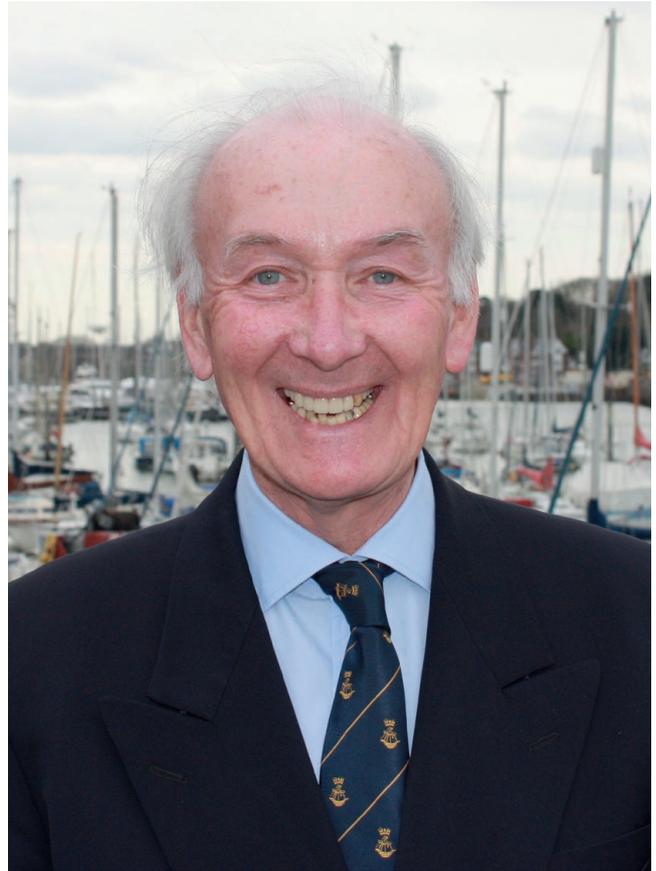
Irrespective of the weather, the Wednesday Junior Sailing volunteers and sailors from the whole community were out in force as ever throughout the months from April to September. The Junior & Youth Classes continue their programmes of training and events, both at the Club and at venues in UK and abroad, yielding another crop of champions in the making (and in being, to World level). Youth Week saw 150 smiling faces on the water and around the clubhouse - make that 245 including volunteers! Of course we are blessed with generous financial support, but the Club can reflect on its continued superb work in helping to send generations of youngsters into the world with the disciplines and teamwork learnt from meeting the challenges of sailing and the sea.

We have decided to replace our pontoons, which have given over 20 years of excellent service, with serious work starting in January. The new pontoons will give us more capacity, while the design will enhance our waterfront. They will be a fitting signature for our Club and, completion is expected ahead of the beginning of our on the water activities in 2016.

Notable among those long-standing Members who sadly passed away this year was Dick Thorn, a Member for 35 years, who held office as Trustee for 10 years. His contribution to the well being of the Club was immense both on and off the water. He will be greatly missed but always remembered.

I shall shortly be concluding my first year as your Commodore, and whilst it has been a journey of discovery at times, the support I have had from my fellow Flag Officers, General Committee members and staff, together with the encouragement of our Members, has made the journey truly enjoyable. I thank you all and look forward to next year with much enthusiasm.

DUNLOP STEWART, COMMODORE



Club Awards

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



Mimi El-Khazindar

The Jack in the Basket Trophy

The Jack in the Basket prize was awarded to **Mimi El-Khazindar** who with Emma Lverage won the 29er Dinghy Class Ladies National, European and World Championships. Furthermore, they were the only female crew in the Gold Fleet of the World Championships.



David & Mary McGough

The Jubilee Challenge Trophy

The trophy was awarded to the yachtsman who has achieved the most outstanding offshore racing performance. **David McGough** and his crew in *Just So* came 8th overall in this year's very testing Fastnet race. This is the second consecutive year David has won the Jubilee Challenge Trophy.



Stuart & Nicky Duffin with Andy Hind

The Highlander Trophy

This trophy was awarded to the yachtsman who has contributed most to IRC Racing in the club. **Andy Hind** has successfully campaigned his yacht, *White Mischief*, both locally and in the Solent. This year he won the club's Thursday Late Series IRC Class 2 against very strong competition. Additionally, he was 5th overall in the IRC fleet in the Round the Island race having been runner up last year.



Jenny Wilson with Commodore Dunlop Stuart

The Commodore's Cup was first awarded in 1986. It is the Commodore's choice for the Member who, in his opinion, has done outstanding work helping the Club. **Jenny Wilson** was awarded the Commodore's Cup for her outstanding performance as Captain of Juniors. She applied for and was awarded £10K from Sports England to purchase 3 Feva dinghies for our junior sailors to improve their sailing skills. Furthermore, the RYA has nominated our Club to become a High Performance Club so that we can be a centre for the training of future Olympic squad sailors. Only 4 clubs have been nominated for such a prestigious position. Again this reflects on Jenny and her team's hard work in running junior sailing.



Nicky & Stuart Duffin with Maxine & Jeremy Vines

The Lionel Byrne Bowl

This prize was awarded to the highest placed club yacht in the Round the Island Race. **Jeremy Vines** and the crew of *Pickle* won the Silver Gilt Roman Bowl for first overall amongst over 700 boats racing under the Island Sailing Club's handicap system.

Cruising Awards

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



The Channel Trophy

Awarded to the skipper and boat attending the most meets organised by the cruising committee goes to **Ian Oag**.



Fen Dawn Cup

Awarded for a log of a significant motor cruise went to **David Sargeant** for his trip from Lymington to Rouen in France



Seamanship Trophy

Awarded for a feat of seamanship and navigation is awarded to **John McNamara**, who sailed single handed to Scotland and back.



The Senior Brownlow Cup

Awarded for the best narrative of a cruise under sail or motor to **George Trevelyn** for his cruise to the Scilly Isles and back.



The Cadiz Cup

Awarded for a log of a significant and demanding cruise under sail was awarded to **Michael and Carolin Derrick** for their trip from Croatia to Turkey and back again..



The Quains Cup

Awarded for a log of a significant cruise under sail went to **Tony Hughes**



Photographic Competition

Awarded to **Jean Mills** for a spectacular sunset, taken in the Peloponnese.



The John and Angie Bailey Trophy

Awarded for a lifetime achievement in sailing to **David Houlton**.

David started sailing in his teens at Rye harbour in GP14s and a very small cruising boat. He then sailed *Fireflies* and naval dingies at Pangbourne. On joining the army in the 50s he sailed *Fireflies* in Cyprus and raced larger yachts in the Baltic from Keil. He became commodore of the Fusilier YC in the 80s where he first became acquainted with Contessa 26s. David has served on the Cruising Committee for 8 years and been Captain for 2 years.

Cruising Notes



During the season the Cruising Committee organised 22 Cruising Events plus the Cruising Dinner, the Safety Day, a Cruising Forum and 16 Winter Lectures, with the addition of the Chesapeake Bay Cruise organised by David Brunskill.

Although a major factor this year was the weather with strong winds leading to 4 events being cancelled, the vast majority did go ahead. 418 people took part, in 121 boats, plus some who joined by land,

The traditional January day-sail to Newtown for lunch at the New Inn at Shalfleet was blessed with good weather, and even a seal came up in the entrance to welcome us in. All enjoyed a good lunch at the pub, ferried ashore in Club RIBs by several volunteers.

Towards the end of February the Bucklers Hard day-sail was cancelled due to high winds, many travelled by car to enjoy lunch at the Master Builder.

What is now a traditional excursion to Cowes at the end of March attracted a large turnout to lunch at the Island Sailing Club. After the briefing at the RLymYC, the fleet sailed at 10.00 am on a sunny day with a weather forecast of showers, perhaps hail. The wind was a NW 3-4 which later backed to a W 4 during the afternoon. Sea conditions were relatively calm and the yachts enjoyed a beam reach on a flood tide. All arrived well before noon at Shephards Wharf and the crews

enjoyed a stroll through Cowes in the sunshine to the ISC. Some power boats took the opportunity to view the USS Theodore Roosevelt Aircraft Carrier, all 1,092 feet of it, which is reported to house 5,226 personnel. The 100,000 tonne craft was anchored in Stokes Bay.



Lunch at the Island Sailing Club

The Spring Cowes Meet held a pontoon party prior to dinner at the Royal Corinthian (RORC) on the Friday and crews ventured to the Anchor for supper on the Saturday evening. During the day there were visits to Newport, Carisbrooke Castle and some just enjoyed a very good lunch.

The SW 4 was kind to those who sailed east up the Solent to Chichester Harbour to anchor at the southern end of the Thorney Channel on the Tuesday. *Galene* and *Sandpiper* rafted up to host a drinks party. After which all retired to various boats for supper.

Wednesday brought a bright morning with a gentle breeze and some motored over to the Harbour Master's pontoon at Itchenor; *Squander*, *Hourglass* and *The Otter* headed home. The crews of *Galene*, *Trilogy* and *Sandpiper* went walking along the coast and returned to The Ship for

lunch. *Martlet of Arun* arrived during the afternoon and there was an excellent buffet supper in the Itchenor Sailing Club. The forecast for Thursday was spot on with easterly winds gusting up to 35 knots, a very lumpy sea and a hefty rain shower during the trip back to Lyminster.

A day-sail to Hornet at the end of May enticed a good turnout to enjoy an ample lunch at the sailing club. The fleet left on a flat sea, an incoming tide and with a force 2. At the briefing it was a pleasure to welcome new members Michael Davies on his boat *Copcut Rose* and also Collum Koheller. On arrival at Hornet, Alison Towler was on the pontoon to welcome our boats and to guide them to allocated berths. Her help to skippers was greatly appreciated. The hungry sailors enjoyed lunch at the Hornet Sailing Club. The return trip was more brisk – wind against tide in a W 5. Once more, a great cruising day was had by all.

The Summer Cruise got off to a rather bumpy start with forecast gales along the south coast forcing the cancellation of the Poole Anchor Meet that had been programmed as a possible start to a cruise to the Channel Islands and North Brittany. The arrangement was that boats let the organiser know where they were and where they were heading and the organiser then sent that information to all participating boats by text. This allowed a high degree of flexibility in individual planning but enabled crews to rendezvous.

Early June saw a Saturday sail to the Folly. Boats left Lyminster on a dry, sunny but windy day. The incoming tide and SW wind made for a smooth run to the River Medina. This was the second weekend day sail organised for all cruising members but most especially to help those who are unable to sail during the week. On the approach to Cowes we were treated to views of some of the wonderful historic boats and super yachts that had assembled for the Royal Yacht Squadron's bicentenary celebrations the day before. Prince Philip's Royal Standard was being flown from Rear Admiral Donald Gosling's

Cruising | PotterShip 2015

yacht *Leander*. Anchored near to the Royal Navy Type 23 Frigate were the royal yachts of Norway and Denmark.

By midday all had arrived and rafted on the walk-ashore pontoon. The Folly Inn catered for all crews by 'boat table'. The food was excellent and the service very good indeed. Fully replete crews made their departure at 14.15. The return trip proved to be on a lumpy sea and into the face of a strong force 6 gusting 7.

On a glorious mid-June day the fleet had an easy run from Lymington up the Solent to Beaulieu River and the Royal Southampton's outpost, Gins Club House. All were able to berth alongside their walk-ashore pontoon. The party was warmly greeted by Robert Owen and his staff and following drinks on the balcony, members sat down to an excellent lunch. By 14.30 all had departed along the scenic Beaulieu River.

On Independence Day, a warm sunny but breezy day, there was a meet on the mid-river pontoon at Bucklers Hard. Although labelled as a 'pontoon picnic' in practice most of us lunched on our own boats but not before circulating for an hour or so of enjoyable socialising.

Although the weather was not up to previous heatwave standards, we did avoid most of the worst weather that was around during a week in late July, this made for a most enjoyable few days in delightful Bembridge. Several boats arrived early and were joined by the majority on the Tuesday, to make up a complement of 18 boats, 7 Motor and 11 Sail. The Tuesday night dinner, set in the rather grand surroundings of the Bembridge Sailing Club and served by their very well turned out and attentive staff, was very much enjoyed by the 37 Members who attended.

On Wednesday some walked around the area and others took a long lunch at the Life Boat Cafe. A few boats had to leave due to other commitments. However, the evening BBQ brought all the remaining Members together to enjoy a meal protected from the wind in the provided marquee. The sun did peep out and allowed the men to venture outside to perform at the griddle as only men can!

Thursday's forecast was somewhat mixed to say the least. Several boats left on the early morning tide, tacking across the Solent to avoid the Classic Racing off Cowes. Some of the yachts reverted to motor sailing to plug against the wind to get back home to Lymington. Altogether a most enjoyable few days in lovely Bembridge, made all the more enjoyable by the attention of the Duver Marina Staff and the reception and service at the Bembridge Sailing Club.

In early August we had a joint expedition with the SCOWs. The Cruisers anchored off Hurst Spit and were then joined by the SCOWs to enjoy a sociable lunch in very fine weather.



The Bucklers Hard BBQ towards the end of September is a traditional event and although affected by poor weather forecasts, a hardy group attended to enjoy the BBQ in sunshine and were rewarded with a moderate easterly to get home safely.

Mid September saw another Saturday sail up the Medina to picnic at the Folly Pontoon. 16 people in 6 boats made



Pontoon party at the Chichester Meet

the trip on a pleasant early autumn day for a lunch stop. The pontoon picnic allowed members to circulate safely whilst socialising, meeting up mainly on *KATJA*, Tony Mount's boat, before lunch.



Visit to the RNLI Inshore Centre

The brilliant sunshine on a day at the end of September encouraged an early start for the visit to East Cowes and the RNLI Inshore Centre. Easterly winds of 23/24kts presented a good blow though arrived in good time for the visit and later lunch in the sunshine. Members were escorted around the factory unit by the General Manager, Glyn Ellis. They saw the manufacture and the refitting of RIBs from all over the UK. Everyone was impressed by the work and the standards of production and finish of the boats. The influence of the Japanese systems and techniques being employed were obvious in the cleanliness and accuracy of work being done. All the RNLI RIBs are 'remanufactured' and overhauled regularly to ensure the high standard required of them. It was commented that to see the funds to which we all contribute being so well invested was impressive.

GEORGE JOHNSON
CAPTAIN OF CRUISING

Gentle Meander In The Rias On Oestara

BY CELIA LASSEN

Why go to Northern Spain you may ask? The newly published RCC pilot of Atlantic Spain and Portugal states: "Don't be tempted to pass it all by!" We had paid a brief visit to the Rias in 2012 and found it to be a lovely cruising ground.

Sailing this area is a bit like sailing in Scotland but the weather is far better. The plan was to cruise down the whole of the Costa da Morte (Coast of Death), which extends from La Coruña to Muros, so named after the hundreds of wrecks through the ages on the unforgiving shelving, rocky Atlantic Coast. Then continue to cruise the beautiful, almost fjord-like inlets of the Rias Baixas (Lower Rias) from Muros to Bayona.

At the end of May Richard, with three others sailed directly to La Coruña from Lymington. I flew out with Tony and Denise and were met at the airport by the charming Anton, the Commodore of the Real Club Nautico de La Coruna and OCC Port Officer. The Club not only owns the very large marina (where *Oestara* was berthed) in the centre of the city, but a very smart club house with huge dining rooms, rooms for other activities, a gym, sauna and hot tub.



Finisterre Harbour

La Coruña is a good place to be wind-bound, which we were for over a week. It is an interesting city with many eateries and shops. The beach is nearby and there is a good walk to the lighthouse, passing by the magnificent memorial to Sir John Moore, who was killed by a cannon ball in the retreat to La Coruña in 1809.

Leaving Coruña, our sail south along the Costa da Morte was uneventful. Despite not having much wind, the Atlantic waves

were 6-8 feet and rolling. First landfall was in Muxia (pronounced Moosheea), a small fishing village with an empty, new marina. It was busy ashore populated by pilgrims going to Santiago de Compostela.

On to Muros, a lovely unspoilt medieval fishing village in the Ria de Muros via a lunchtime anchorage in the port of Finisterre, round the corner from the famous Cape. It is said that 'proper' pilgrims to Santiago de Compostela, walk out to Finisterre, take off their clothes, burn them and stand naked before their God on the rocky Cape. Portosin is another natural stop with the comforts of a marina, though the fishing village across the way is rather uninteresting. At the head of the Ria is Noia, a delightful, bustling, medieval market town with fascinating narrow, cobbled streets.

On down to the very sheltered Ria de Arousa, with numerous marinas and anchorages to shelter in winds from any direction. Our first stop here was Ribeira where they weren't very welcoming and we had to shoehorn ourselves in between another boat and the pontoon and really didn't need any warps!



Cabo de Cruz village beach



The town, very much a fishing port, was not much better, and appeared rather seedy. Pobra do Caramiñal is an interesting fishing town but in our view has declined since our last visit. However we were cheered by a great three-course evening meal, including a bottle of wine for 10 euros each.

Vilagarcia is a busy holiday resort, despite being a large fishing depot and port. Not very interesting but is a useful place to attend to much needed chores. The large marina was very friendly and the helpful Lydia was there to answer our numerous questions. Many foreigners leave their boats there for the winter. A short walk away is the delightful fishing village of Carril. We had hoped to anchor off but the ground looked rather foul. Angie joined us and much to our surprise Colin and Sue, were on the same flight. Jollities ensued, of course! We returned there for Angie's departure because of convenience of trains, taxis and rental cars.

Next stop was the lovely fishing village of Cabo de Cruz, where we were the only visitors. The small marina is brand new and there is someone on duty 24 hours. There is a bar/cafe on site and apart from that not much else in the centre. It blew old boots but was quite warm and sunny - Angie disagreed about the warmth! We still had not managed to anchor as the wind always seemed to whip up during the night.

Just a short overnight stay in Sanxenxo on the Ria de Pontevedra, we all agreed, was enough. Easily accessible diesel was about the only plus. It is a vast marina, most of which is not open to visitors and is surrounded by smart shops and bars that carry on till the early hours.

A few miles up the ria to charming Combarro, an old fishing village that has been beautifully preserved with many original hórreos, old grainstores near the water's edge. The town is very much a tourist attraction but nonetheless unspoilt. Pontevedra is close by, which was the original capital of the region, and the old part is wonderful with pretty streets and buildings.

The marina Pedras Negras at San Vicente do Mar was a favourite of ours and one we visited twice. This is a more exclusive holiday area and the small harbour and restaurant are owned by what seemed to be a holiday company or consortium of owners. We were certainly near the maximum size and depth for comfort in the marina but were helped in very ably by the marineros each time. There is a boardwalk around the numerous tiny sandy coves in-between the rocks with a few tapas bars right on a beach.

We visited two places opposite Vigo both having frequent ferries to Isla Cíes

and Vigo. We did not enjoy our stay in the marina at Cangas, though the town appeared interesting and buzzy and it had a great bathing beach. Moaña (pronounced mowanya) was given a big 'thumbs up' by us. The new pilot mentioned it had been extended but gave practically no other information. It has a small and very welcoming marina, not expensive, with an excellent restaurant on site, hardly visited by foreigners. There is an hourly ferry to Vigo. The town, like others on this coast, is a holiday town having numerous excellent shops and bars. Our favourite bar was a barbecue shack, situated in a nearby car park, selling wine for 2 euros and delicious fish for 5. There were some great walks inland from the marina. We liked Moaña so much we would return later.

Marina Davila Sport in Vigo, was our next stop. This had been built to house superyachts and so all the berths were large and excellently appointed. We were given the President's berth (he was away



Waters edge at Combarro

on holiday). One might think it would be expensive given that there were good showers ashore, a laundry service, free use of bikes, a quayside bar and very smart restaurant. Additionally it had an excellent service yard with storage facilities, but we found it to be extremely reasonable. My brother arrived and we left Vigo having had a week ashore seeing the sights of A Guarda, Ourense and environs. We anchored off a delightful large white sandy nudist beach (Ensanada de Barra) for lunch. We were a bit far off shore for too much sightseeing but a boat anchored beside us and the young couple took to their body boards, dressed in the altogether, and proceeded to paddle ashore past us! We carried on under a bridge to the head of the Ria de Vigo to the Ensanada de San Simón and stopped at a place called San Adrian that has a tiny marina. Having had no wind to speak of all day, we came in with 20+ kts - a tad exciting! There is a great restaurant attached to the marina.

Another glorious lunchtime anchorage is to be found off the small beach of San Martino, one of the Isla Cíes guarding the Ria de Vigo, which is a bird sanctuary. This is part of the Maritime-Terrestrial National Park of the Atlantic Islands of Galicia and permission has to be applied for, firstly for the yacht to sail in the waters and secondly to anchor on a daily basis. After receiving and reading conflicting advice about the process and the limitations, in the event we found the process easy



Harbour at Muros

enough; the registration was Richard's passport number and the password was our yacht's name and seemingly no limits. Returning to anchor for a couple of nights off the main beach was different. Day trippers arrived in their thousands at the ferry port and flocked to the beach and walking trails, luckily they mostly left each evening leaving just the campsite dwellers and anchored boats. Isla Ons, guarding the entrance to the Ria de Pontevedra was quieter and smaller.

Bayona was our most southerly port. This is a bustling, colourful, busy holiday town. Monte Real Club de Yates has an imposing clubhouse with a very expensive marina at the entrance to the Parador (castle).

Sadly we were unable to anchor for the night in the pretty Ria de Aldan as it is very exposed to north westerlies, but we managed a lunchtime stop. We heard there were lovely walks ashore.

Returning north we visited Porto Novo, avoiding Sanxenxo. Whilst we found it an improvement we would not want to return. The marina was OK but very busy and though the town was fun it was heaving.

We returned to Muros, from where the trip home began and Richard was joined by John, Bob and Philip for the return journey. Our three months had been an adventure we would not have missed.



Evening view of Portosin

Chesapeake

Back in 2012 we were invited to join the 'No Hard Feelings II' cruise organised by the Sailing Club of the Chesapeake ("SCC"). This followed a previous RYA cruise after the 1976 bicentennial celebrations and commemorated the second American war with Britain from 1812 – 1814. The war was an 'honourable draw'. The RYA/SCC cruise was delightful and we sailed on a mix of 'hosted' and chartered boats.

At anchor on *Starlight Express* with our hosts Joe and Diane Jackins one evening, the conversation turned to how to do it again. Why not with the RLymYC? The SCC's annual "Fall Cruise" was chosen, with the options of hosted boats, own boats or chartering. We would be under the umbrella of the SCC's superb knowledge of the Chesapeake Bay with the best stopovers and anchorages.

Many emails and phone calls later, in September 2015, Brian and Susan Appleyard, David and Ann Brunskill, Michael and Hilary Edgar, Tim and Mayumi Knight, David and Fenella Lees, Eric Reynolds and Maxine Webster, Roger and Jenny Wilson and Dorothy Dixon, crossed the 'pond' to sail with American hosts.

The first formal event, on Thursday 17th September, was lunch at the US Naval Academy Officers' Club followed by a special tour of the Naval Museum. Donna Schlegel, Commodore of the SCC welcomed everyone. The warmth of the welcome was wonderful and the tour, especially of its collection of ship models, brilliant. The tour was led by Grant Walker, the "education specialist" charged with education of USNA Midshipmen

into the history of the US Navy via its museum and an authority on dockyard ship models. We had brought specially designed china mugs with both clubs' burgees and a "Chesapeake Bay Cruise 2015" logo to be given to hosts and to the many people who had helped make the cruise so memorable. The first of these was presented to Grant. This added to the atmosphere of the cruise as it developed – lots of parties and events with due recognition via gifts to the organisers.

Next day we sailed with our hosts to beautiful Gibson Island on the Magothy River where we spent two nights. The weather was warm and the sunset from the boathouse terrace memorable. Most of us were moored on the clubhouse pontoons, run by the harbourmaster the redoubtable Denver. Our hosts made it very clear: Denver will tell you which line to hand over first, don't argue, we didn't, and the process went like a dream in spite of the strong wind trying to blow us off.

The 6 pm cocktail hour was the official start of the cruise, followed by a buffet dinner. We were all given 'goodie' bags decorated with chocolate crabs and filled with detailed information about the

cruise. A greetings letter from our RLymYC Commodore was presented together with our Club burgee; many "Dark and Stormies" were consumed. The 'Britpack' (as we became known) had dressed for our first formal event in formal shirts with SCC and RLymYC logos. Similarly logoed polo shirts had been brought over for both hosts and guests.



Next morning we woke to light airs, sunshine and coffee being dispensed into the "cruise mugs" (also brought from Lymington). With mugs visible in cockpits and the Club burgees on starboard yardarms we were on parade. The first event was "The Race for the Broom", an annual team race, started in 1951, between SCC and the Gibson Island Yacht Squadron. The score was in SCC's favour. It is the longest running team racing challenge on the US Atlantic Coast and is sailed in GIYS 1950s built 210 class day



boats. A bit like newer versions of XOD's, the boats have long keels, moderately heavy displacement and take three crew. We had been invited to provide a crew member for each of the three SCC boats and Brian Appleyard, Fenella Lees, and Tim Knight were entrusted with the responsibility. The race team, competitors and spectator boats set off for the race area in very light winds. Gibson Island won the toss, and took the first two races; the crews changed boats, and the SCC won the last three. Roger Wilson had been 'volunteered' to give a commentary over the VHF for the benefit of the spectators. Roger's knowledge and ability to communicate the intricacies of team racing kept everyone listening spellbound as they watched the tactics with new eyes.

Back ashore for the prizegiving and party; the live band had been made aware of the British presence and played something for everyone. Other SCC members drove over to join in the fun. (The topography of Chesapeake Bay in the area of Annapolis makes it easy for everyone to join in the parties, even if they don't take their boats). The SCC runs several cruises each year and 27 boats, sail and power took part at various points of the Fall Cruise.

We exchanged burgees with Gibson Island and the Club burgee was briefly in the limelight, attached to the broom, alongside the SCC burgee. Brian, Fenella and Tim handed over mugs to their skippers as mementos of the day's racing.

Day 3 was grey with a brisk breeze. Joe Jackins, our skipper, is a long distance competitive swimmer and an event was taking place on our route with over a thousand swimmers. Joe had been in contact with the organisers to ensure we didn't get in their way and had promised to 'sail past' the venue and salute them. As the last swimmers finished, we acknowledged by firing the small cannon

Joe carries on board (more of the cannon later). Cue big bang from cannon. Enter stage right the large US Coastguard rib patrolling the event, which rushed over to shake our collars. The nervous explanation was graciously accepted and smiles appeared all round, but it was a tense moment.

Our next destination, 20.2 nautical miles away, was the Rhode River south of the Chesapeake Bay Bridge on the western side of the Bay with a passage race for the more competitive souls. The racing is more relaxed than our Thursday night keelboat racing. We raced with bimis up, just the four crew who were living on board and there was no hesitation about using the power winch. The race was won by *Orion*, sailed by an enthusiastic Newport – Bermuda Race veteran John Opert and his young son Scotty, who had shanghaied Eric Reynolds as additional crew. The fleets joined up again in time for a raft party at 5.30 pm. Three yachts and one motor boat were the hosts.



SCC members don't do things by halves, the cruise organisers provide the drinks and everyone else provides a seemingly endless variety of dips and canapés. It was an opportunity to meet more of our cruise companions. Sunset was marked in SCC's traditional way at anchor, by the firing of the aforementioned small cannon, which echoed round the almost empty bay. We added a Britpack touch by playing the Royal Marines band version of "Sunset" over a loudspeaker system (Joe with a radio aloft in his hand). The party went on until the small hours, some only roused

when the 8 am morning VHF roll call was announced by the firing of the cannon!

We spent the next two nights in St Michael's, on the Miles River, 21 nm away on the other side of the bay. The town dates back to the mid-1600s when it served as a trading post for tobacco farmers and trappers. It is notable for two things: the citizens' actions during the War of 1812, when they tricked the British besiegers into firing at lamps hung in trees rather than the houses (only one house, since known as Cannonball House, was struck) and the Maritime Museum of the Chesapeake. SCC has a close relationship with the museum which displays some SCC memorabilia as SCC has no clubhouse. Tours of the town and the museum were run by the Chief Curator, Pete Leshner and his team. We explored the 1879 Hooper Strait Chesapeake screw-pile lighthouse, which had been moved to the museum from the Bay in 1966, and had a walking tour of the town. We were free in the evening to enjoy the local seafood specialities, including the delicious crab cakes.

Next morning's passage was to the Choptank River on the eastern side of the bay. There was the option of going through Knapps Narrows, cutting off 9 nm, but only for those of shallow draught, while the rest of us completed the 31.6 nm via Tilghman Island. Michael and Hilary Edgar had been left in charge of their hosts' boat as Jim and Karen Taneyhill had to go to their son's wedding up north and had departed from St Michael's the previous day.

Baby Owl Creek only disappointed in that we didn't hear any owls hooting. Otherwise, it was a beautiful anchorage with a stunning sunset that turned the water pink. Guests 'dined with a stranger' on a non-hosting boat, giving everyone the opportunity to spend an evening with other SCC members.

Another passage race and cruise took everyone across to Oxford, 10.9 nm away, and the Tred Avon Yacht Club, where cocktails at sunset were to be followed by dinner. Oxford was established at about the same time as St Michael's but is much quieter. We enjoyed another picture postcard sunset. The table centrepieces, decorated with miniature burgees of SCC

Cruising | PotterShip 2015

and the Club, made by one of the SCC members, made us feel very welcome.

Hurricane Joachim was making its presence felt out in the Atlantic so on Friday morning the fleet split into those continuing to the penultimate destination at Harness Creek while others returned to their berths. The Edgars had been taken under the wing of Dave and Lois Zehyer in their motorboat and they went to the Zehyer's slip on South Creek, not far from the party venue. *Starlight Express* simply turned north for the Magothy River. Obliging every time we changed course the wind freed us and we sailed in a fresh breeze on starboard tack all the way back the slip, about 33nm.

The fish fry was at the home of Glenn and Jane Amsbaugh at Aberdeen. They were hosts to Tim and Mayumi Knight. Tim had been notable for catching fresh crabs from the Amsbaugh's pier and having them in the pan within 30 minutes of capture. He was also the designated electric buggy driver, both for carrying things up and down to the driveway, and for those SCC members less able to walk down to the party.

This was the largest event of the cruise, with 109 members and guests present and had been set up with the last minute inclusion of a marquee for 100 people because of the forecast bad weather. Fortunately the predicted 40 knots didn't arrive, the marquee stayed up, the rain held off, and a good time had by all. The dessert was a most wonderful cake with both clubs' burgees and farewell wishes piped onto the icing.

Sunday was a day of relaxation and departures. On Monday the remaining RLymYC sailors were taken to the Smithsonian Museum for a private tour of the Museum's maritime artefacts and papers from the Dibner Library – again led by curators. Both parts of the Smithsonian tour were outstanding. Although there were many references to pre and post-revolutionary activity relating to the Royal Navy, there was much to learn from Dr. Paul Johnston about U.S. activities in the Mexican wars and the development of US coastal and offshore navigation. The head of the Dibner Library, Lilla Verdeky had taken out items of maritime interest and set them up as a display especially for us.



Documents went back to the late middle ages and included quite remarkable early 18th century moon sight reduction tables, details of French hull design and early charts and pilots. (Julia Blakely's blog on the subject is a great read.)

This was followed by a tour and lunch at the Washington Press Club arranged by Ken Dalecki and our SCC Smithsonian and Washington Press Club sponsors Steve and Julia Blakeley. The National Press Club, another remarkable U.S institution just a short walk from the White House, has been visited by all US Presidents since its formation. There were some framed front pages on the walls as well as historic photos – including one of Lauren Bacall sitting on an upright piano with President Truman 'on the keys'. Ken told us the story of President Khrushchev's role in opening the doors of the Press Club to female journalists by refusing to go there unless his favourite US (female) journalist was allowed in.

And then it was all over. We had made some wonderful friendships, visited some

amazing places, and dispensed three large burgees, seven small burgees and forty mugs. Our SCC hosts, led by Commodore Donna Schlegel, opened the doors to the wonderful cruising area that is the Chesapeake Bay. The organisation of the cruise was led by Joe Jackins and Monty Schumpert, Joe spent an huge amount of his cruise time with a 'cell phone' glued to his ear as he made last minute changes and Monty put together the detailed Cruise Book with charts and full details of all our destinations as well as race instructions. Our boat hosts were: Glenn and Jane Amsbaugh (Knight), Al and Marianne Bernard (Reynolds and Webster), Joe and Diane Jackins (Brunskill) Ed and Jeanne Paglee (Appleyard) Donna and Alex Schlegel (Lees), Marshall and Susan Steele (Wilson and Dixon) Jim and Karen Taneyhill (Edgar).

Planning has already begun for our American friends to visit our Club and enjoy our very special Solent history and sailing.

THE BRITPACK



Not a bad sailing day but!

Having bought a strip of raffle tickets for the Club RNLI raffle and given it no further thought we were surprised to get the phone call to say we had won first prize, a trip on the Yarmouth lifeboat for the Needles' Relief.

The weather at the time was stormy and getting worse and my immediate reaction was 'and second prize two trips on the lifeboat!' A meal at the Club was suggested as an alternative but when Nick told us that the trip was for 4 of us and that we could bring two of our grandchildren, Daisy (13) and Louis (11) who are both intrepid dinghy sailors we thought it was too good an adventure to miss. As X-boat sailors we don't take part in Needles' Relief and in fact last time we did, the lighthouse was still manned.

There was much excitement at the prospect and Louis and Daisy were deemed old enough to come up from Bristol on the train by themselves. Thankfully Saturday dawned bright and still. We were to meet the lifeboat on the pontoon at 11.00am. The boat, the Severn Class *Eric and Susan Hiscock*, came over from Yarmouth to pick us up and we joined extra members of the Lymington Inshore Lifeboat crew, including our boatman Philip, and some of the crew's families who were being dropped off at Yarmouth. We were accompanied by the Inshore Lifeboat and a fleet of optimists which came out as far as the river mouth. A seal swam across the river in front of us! Disney couldn't have improved on the scene.

After the drop off we were asked if we would like to stay aboard for the exercises which were next on the schedule. Would we! We went up on the flying bridge at this point to stand by the cox and we did a number of fast runs and turns in front of the Royal Solent. Black Rock mark looked considerably less intimidating than from an X-boat and so did the ferry! Then the most exciting part, the Air Sea Rescue Helicopter approached to drop a crewman onto our lifeboat. This has to be

done with both going at speed to avoid problems with the helicopter downdraft. After several circuits the crewman swung down on his line from the open door of the helicopter signalling as he came to the winch operator above. At this point we could almost have touched the helicopter and I think the thing that impressed us all, and particularly the children who of course are used to doing this sort of manoeuvre regularly with their game box, was how difficult it was even on a still day and how calm and brave these people are. The crewman was winched back up and the exercise repeated on the Inshore Lifeboat. We knew that the intention was to hoist a stretcherful of Xmas gifts up to the helicopter but at that point it peeled off down The Solent for a 'shout' from Kent – that bit was for real.



We were shown every bit of the boat and every question, there were many, was answered. The survivors cabin down in the bottom of the boat, no windows, rows of black pilot seats with webbing harnesses, a heavy waterproof hatch to enter and a huge supply of plastic bags seemed grim but it was easy to imagine the relief it brought to so many. We finally came alongside in Yarmouth and once the engines had stopped we were able to go into the engine room with its two 750hp engines. We worked out that the fuel bill would have been about £500 an hour and I'm glad to

say that exercises were a regular part of the lifeboat's routine to train new crew members of the boat's and the helicopter's crew and this one was not just for our benefit.

Since the New Year two major news events have seemed relevant, the catastrophe of the fire on the Greek ferry where there was no rescue and then the beaching of the car transporter on Bramble Bank where 'our' lifeboat was involved taking off the injured crewmen. Let's never take the RNLI for granted.

It was such an exciting experience for us all – real live action men – and they couldn't have taken more trouble to show us the boat and tell us what was happening. What impressed us particularly was their skill and readiness to take on the most difficult situation and their justifiable pride in the boat and in the organisation – and it takes quite something to impress teenage grandchildren!

ROMY AND PETER HALLIWELL



Racing Notes 2015

What's the opposite of Champagne Sailing? Whatever it is, it might be applied to much of our 2015 season. We didn't lose a great deal of racing as a result of too strong a wind but my lasting memories are of drifting around in the largely cold and damp British Summer. There were exceptions of course and for me, the superbly run RS Elite Nationals stand out, especially the windy Saturday, surfing in Christchurch Bay. Doubtless some of you will recall other magic moments but I hope for much better in 2016.

Of course the committed amongst you hardly bother about such things as evidenced by Ali, Poppy, Jas and John Husband's stellar performance on *Genifrede* to win the Classic Cruiser Division in the Monsoon conditions that were the 50th Anniversary Folkboat Week. Jeremy Austin and crew on *Tak* also won the Open Division. A brilliant result against 45 boats. Then, just a couple of weeks later, Stuart and Caroline Watson with Matthew Jones came back to win the National Championships held in Lymington when all 3 races had to be crammed into one day due to, guess what, lack of wind on the first.

The 2015 JP Morgan Round the Island Race bucked the weather trend and once again demonstrated the depth of talent amongst our cruiser racers with Jeremy Vines and the crew of *Pickle* winning of the Silver Gilt Roman Bowl for first overall amongst over 700 boats racing under the Island Sailing Club's handicap system. The team of *Boomerang*, *Jelly Baby* & *Jin Tonic* won the Methuselah Trophy as 1st IRC Team, plus many other podium finishers.

In another race around the Isle of Wight, this time single-handed under the auspices of the Solo Offshore Racing Club, David Cowell on *Seahorse* won IRC Class 2 and Overall. In the same race your Captain of Racing demonstrated superb navigation by spending nearly an hour on Ryde Sands.



Graham Broomfield and the crew of *Headstrong* secured a brilliant result at Cowes week winning Cruiser Division B with four first and two second places against 30 other boats.

Further a-field your Rear Commodore Sailing Stuart Duffin steered my boat *Kipper* to win our class in the Tour des Portes de la Manche, a series of 5 short offshore races around the Cotentin Peninsula and The Channel Islands.

Amongst our keelboat sailors Paul Woodman, Oliver James and Simon McCarthy won the XOD Class at Cowes Classic Week and Eric Williams and his crew on *Ecstatic* won the Cowes Week Dragon Class. Eric also won the single-handed class in the Lymington River SCOW National Championships demonstrating what a versatile sailor he is.

On the International Stage: Ian Williams won his fifth World Match Racing Title.

Rory and Alex Paton won the double-handed class in the Lymington River SCOW National Championships but I'll bet Rory, Amanda and sundry crew would have traded this ten times over for one more good result at Cowes where they

finished a very commendable second overall in the XODs. Maybe next year when hop-along Stewie is back on board for the entire regatta?

Aside from racing successes, 2015 saw innovations within our own sailing programme. Notably: the introduction of the Lymington Adjusted Handicap System for cruisers bravely and very competently championed and administered by our Captain of Cruiser Racing, Richard Truscott; the Thursday Evening Late Late Series, which proved popular and will be repeated in 2016, possibly incorporating more classes, and the nascent J80 fleet that have run rings around boats twice the size and five times the cost at every opportunity.

Finally a BIG thank you to all our race officers and their teams of helpers. I can't list everyone and, if I tried, I'd probably leave somebody out, but two stand out in my memory for never saying "no" and digging us out of the brown stuff time and time again. Malcolm (McKeag) and Jane (Pitt-Pitts).

**JOHN CORDEN
CAPTAIN OF RACING**



Racing Roll of Honour

Sailor	Event	Class	Position
Ian Williams	World Match Racing Tour	Tour Champion <i>(For a record 5th time)</i>	1st Tour Champion
Stuart Watson & Matthew Jones	Nordic Folkboat Nationals	1st	1st
Jeremy Austin	Nordic Folkboat Nationals	2nd	2nd
Robbie Claridge	Lightning 368 Nationals	1st	1st
John Claridge	Lightning 368 Nationals	2nd	2nd
Jerney Austin	50th Anniversary of Folkboat Week	Nordic Class	1st
Ali, Poppy, Jas & John Husband	50th Anniversary of Folkboat Week	Cruiser Class	1st
David McGough	JOG Offshore Series	Class 4	1st Overall
Eric Williams	Cowes Week	Dragon Class	1st
Ray Mitchell	Cowes Week	Contessa 32 Class	2nd
Graham Broomfield	Cowes Week	Cruiser Division B	1st
Shane Armitage & Oliver Dunford	Cowes Week	J/80 Class	2nd
Rory Paton	Cowes Week	XOD Class	2nd
Paul Woodman & Oliver James	Cowes Week	XOD Class	3rd
Hannah Snellgrove	Laser Radial National Championships	Laser Radial	1st
Paul Woodman, Oliver James & Simon McCarthy	Cowes Classic Week	XOD Class	1st
Cornel Riklin	JPMAM Round the Island Race	IRC Division 1A	1st
Ray Crouch	JPMAM Round the Island Race	IRC Division 2C	1st
Boomerang, Jelly Baby & Jin Tonic	JPMAM Round the Island Race	Methuselah Trophy (IRC Team)	1st
Mike Slade	JPMAM Round the Island Race	Conrad Ritblat Trophy & JPMAM Salver (IRC to Finish)	1st
Jeremy Vines	JPMAM Round the Island Race	Silver Gilt Roman Bowl & JPMAM Salver (Overall ISCRS)	1st
Jeremy Vines	Jimmie Read Memorial Cup	O/A ISCRS Group 5)	1st
Jeremy Vines	ISC Rating System	Division 5C	1st
Stuart Watson & Matthew Jones	JPMAM Round the Island Race	Red Lion & Jack Knights Trophies (Folkboat)	1st
Bob Fisher & Barry Dunning	JPMAM Round the Island Race	Discover Trophy (Gaffer, Division 2)	1st
David Cowell	SORC RIOW Race	IRC Class 2 & IRC Overall	1st
Danielle Thomas & Jenny Smallwood	2015 British Youth National Championships	420 British Youth National Champions	1st
Mimi El-Khazindar & Emma Loveridge	2015 British Youth National Championships	29er British Girl Youth National Champions	1st

Cruiser Racing 2015

Our Thursday night racing attracted a record number of entrants in 2015 and competition was as hot as ever.

This year, of course, saw the introduction of the Lymington Adjusted Handicap System for our Club racing, mainly used for our Thursday Night series. More boats entered the main LAH 2 & 3 classes this year (56 up from 44 last year) and the final points total over the top 6 boats in each class was narrower than last year. In LAH2 the 6th ranked boat scored 26 points against 38 last year and in LAH3 the 6th ranked boat scored 32 points against 36 last year. It would seem therefore that the main objectives of the system were met in that it encouraged more participation and gave closer racing. There were of course clear winners and losers under this system so not everyone was happy. However, the weather conditions played a part in that the Early Series favoured the lighter upwind performance boats whilst in the Late Series races were generally sailed under breezier wind-against-tide conditions which favoured the heavier downwind performance cruisers.

For the Thursday night Early Series, winners were:

Class	Yacht	Skipper
IRC1	<i>Boomerang</i>	Ray Crouch
IRC2	<i>Kit Off</i>	Rick Otten & John Boyd
LAH2	<i>Crystal</i>	James Gill
LAH3	<i>Pallas Athene</i>	Kevin Podger
LAH4	<i>Swift</i>	David Lewis

So popular was the LAH2 fleet that it was split into two divisions for the Late Series and the winners were:

Class	Yacht	Skipper
IRC1	<i>Boomerang</i>	
IRC2	<i>White Mischief</i>	Andy Hind
LAH2A	<i>Bonni Lady</i>	Richard Jenner
LAH2B	<i>South Haze</i>	Charlie & Olivia Roberts
LAH3	<i>Unity</i>	Richard Truscott
LAH4	<i>Foxhound</i>	Richard Rouse



As an experiment a 'Late Late' series of four races in September for Cat 4 cruiser racers only was introduced. Eighteen boats were split equally into two Lymington Adjusted Handicap classes and enjoyed some of the best racing of the whole summer. In LAH1 Ben Vines' J80 *Purple Haze* was the overall winner in a close contest. In LAH2 Sarah Boles' nicely presented and very well sailed *High Potential* (pictured), fresh from her victory in the Contessa 26 Nationals, was a clear winner. General consensus was that this was a successful experiment and should become a general fixture in coming years. Many thanks to all those race officers who made not only this series possible but also the regular Thursday night racing.

The Duo series has proved extremely popular this year with 33 boats having competed in at least one of the 6 races. The formula of having a 3-race mini-series in the Spring and another mini-series in September also contributed to keeping boats and crew interested. The highlight was an around the Island race from Lymington on 5th September which was sailed in almost ideal conditions and enabled all the boats to get back safely and in good time. We must look to making this a regular event in future series.

Overall winners of the series were:

Class	Yacht	Skipper
IRC1	<i>Jelly Baby</i>	William Newton
IRC2	<i>Ephesian</i>	Emma Gage & Stuart Brand
LAH	<i>High Spirit</i>	Andy Maskell

Winners of the early mini-series:

Class	Yacht	Skipper
IRC1	<i>Jelly Baby</i>	William Newton
IRC2	<i>White Mischief</i>	Andy Hind
LAH	<i>High Spirit</i>	Andy Maskell

Winners of the September mini-series:

Class	Yacht	Skipper
IRC1	<i>Jin Tonic</i>	Andy Roberts
IRC2	<i>Seahorse</i>	David Cowell
LAH	<i>Unity</i>	Richard Truscott

The Saturday Cruiser series consisted of four races, the first of which was combined with the Royal Engineers meet in May, which undoubtedly boosted the numbers. Sadly this series subsequently suffered from a disappointing turnout and very light winds in two of the races. However, Allan Hill's J30 *Colleen* was a popular and deserved winner overall. Many thanks to the XOD race officers who helped start most of our Duo and Saturday Cruiser races.

RICHARD TRUSCOTT
CAPTAIN OF CRUISER RACING

Finn Report



Two sailors from Royal Lymington took part in the 2015 Finn World Masters. Peter Blick and Andy Denison joined the other 16 entries from GBR to make their way down to Kavala on the eastern mainland coast of Greece.

The Finn World Masters has been up and running since 1972 and is rapidly gaining stature, not only for being one of the largest dinghy events in the world, but also increasingly for the quality competition it is producing. For many years it was the domain of ageing amateur Finn sailors who didn't want to hang up their hikers just yet, almost a social occasion with a bit of racing thrown in. However over the last decade it has morphed into something much more.

As the entry level grew and numbers passed 100, then 200 and now

approaching 300, some of the names from recent Olympics started to have a passing fancy to a world title, to lengthen their competitive days as Finn sailors - some are still even on the senior circuit, refusing to close the door on their sailing careers. With prestige comes numbers and over the next few years with venues such as Lake Garda and Barbados, the entries are expected to surpass all previous records. But it is not all about numbers, it is about fun racing and onshore camaraderie in a way only Finn sailors really know.

The 2015 Masters Gold Cup in Greece was also a year of firsts. Not only was it the first time the event had been held in Greece, it was also the first time that the overall title had been lifted by a Russian sailor. There was also a face change to the event with a large number of sailors competing at their first Finn World Masters. It was the first for the top five sailors, highlighting a step

change in the dynamics of the event. It is really starting to appeal to many more past Olympic campaigners, and there are more waiting in the wings to rekindle their Finn campaigns. Many of the top performers of the past few World Masters events didn't figure in the overall results and the feeling is that the new blood has opened a new era, one of new faces and more competitive athletic racing, with rock star names dominating the top ten.

Despite many uncertainties about Greece, in the end 204 Finn Sailors were clever enough to realise that it was an event not to be missed. The organisation, the hospitality, the weather (apart from one day) was exceptional. The Greeks and the Kavalians embraced the fleet with open arms for two weeks in May and it was an event to be remembered.

Next year the Finn World Masters heads to Torbole on Lake Garda and expectations are high for the biggest entry ever, with the possibility of two race areas having to be in place for the event; the president of the club Circolo Vela says 'we are ready'. The record currently stands at 285. However, many are saying they are just using the event as training for the following year when the event heads to Barbados - now that will be something else.

ANDY DENISON
PRESIDENT FINN WORLD MASTERS



Tour Des Ports De La Manche

A Well Kept French Secret

At the beginning of July each year up to 110 yachts compete in a sailing event unique to the French. The Tour des Ports de la Manche involves yachts racing between different ports round the Cherbourg Peninsular and the Channel Islands, ending each evening with a prize giving and reception for 700. These vary from stand up drinks and nibbles to full sit down four-course meals.

The social aspects of the event are as important as the racing and are great fun. The French know how to enjoy themselves and are very welcoming. The regatta lasts one week and the number of competing boats is limited by the size of some of the marinas so early entry is advisable. It is the biggest yachting regatta in Normandy and one of the biggest French sailing events. Unusually the entry fee is based on the number of crew aboard the yacht and this year it worked out at 53 euros per head. This very reasonable entry fee included all social activities and berthing fees not only during the regatta but leading up to the event and a few days afterwards.

I had competed three times in *Flying Boat*, but living on board in very sparse accommodation palls after ten days unless you are a hobbit. The option of staying ashore sounded great but as was the case this year, if one day is abandoned because of strong winds you end up with



accommodation booked at a different port from where you are berthed. Light winds are not a problem because the Committee Boat motors along the course until the wind fills in and then just starts the race.

This year we had a cunning plan to enter John Corden's yacht *Kipper*, which we thought would get a better rating than *Flying Boat*. The racing fleet is split into 5 classes and we found ourselves at the top end of the lowest rated class. The rating is a complex French system, I have no idea how it works and I suspect nor do most competitors.

Kipper is a 1970's designed Scampi Half-Tonner which would not be described as luxuriously fitted out but it does at least have standing headroom and provided adequate accommodation for the 4 of us. Besides myself and the Captain of Racing, our crew consisted of Heiko Cooper and Chris Harvey. Although we might have been 4 old men in a boat we were all RYA Yacht Masters and had many 1000's of

racing miles under our belts.

The race starts from a different port each year depending on tide times, this year in Barneville-Carteret. After dinner at the Club on Wednesday 1st July, we caught the ebb tide past the Needles and headed south. It was a lumpy night with occasional rain and mist but we reached the Alderney Race as the tide turned south and the weather improved. We were accompanied down to Carteret by a pod of dolphins which were much more common this year.

Our early arrival gave us a couple of days to enjoy the delights of Carteret especially the wine, moules and frites. Chris joined us on Saturday from Glasgow having flown to Jersey, catching the little known ferry from St Helier to Carteret. Sunday dawned with blue skies and no wind. The committee tried to start the race with 4kts of tide sweeping us over the line but eventually gave up and motored up the course until the wind filled in. This





year not only did they provide the Sailing Instructions in English but also translated all the radio calls which made life much easier. Eventually, they started the race east of Sark and we beat into St Peterport in a fresh SW wind. We were 1st in class to finish and 3rd on handicap.

The next day again gave us excellent weather with a SE wind for a 60-mile beat to Granville. During the afternoon the wind faded and the course was shortened at SW Minquiers which left a 20-mile motor to Granville arriving at midnight where the party was in full swing with a barbecue on the quayside. We were both second over the line and on handicap so moving in the right direction and certainly getting the attention of our French opposition.

Another great day dawned on Tuesday but with more wind for the race to St Helier. Again the wind moved west giving us a beat all the way to Jersey. One thing the Scampi is renowned for is its beat-ability,

being a rocket ship up wind. Not only did we beat all our class but also all the classes above us, bar one. This gave us our first win and moved us to joint 1st overall. By the finish we had 25kts of wind on the nose and with wind over a strong tide it was like being in a washing machine. The wind increased the following day and racing was abandoned giving us a lay day in St Helier. This is not uncommon on the Tour des Ports, which results in the regatta finishing in Cherbourg instead of St Vaast.

On Thursday we left for Dielette in no wind going east of Jersey. No wind and lots of tide made it very tricky and our main competitor got swept the wrong side of a mark leaving us with a comfortable lead. Fourth on handicap was a solid result. Dielette is the social highlight of the week with a four-course meal in a massive marquee seating 700, followed by a live band with dancing well into the early hours.

The final race to Cherbourg again gave us a beat and we were away over the horizon

before our competitors rounded the first mark. It is amazing that in over 200 miles of racing during the week we only had less than 5 miles off the wind; I was very glad not to have been in *Flying Boat*!

We won the leg to Cherbourg which gave us a convincing victory overall in our class and the French were very generous in their congratulations at the prize giving. Not only did we pick up many trophies but the prizes included lots of goodies including an AIS VHF Radio. This year about half a dozen boats from the UK competed but I am sure the numbers will grow.

At the beginning of the week I spoke to the skipper of a UK Class 1 boat from the Hamble and he asked me how many weeks it had taken us to get to France in *Kipper!* As he left empty handed from Cherbourg he must have changed his views about the Scampi and the 4 old men from Lymington!

STUART DUFFIN



SCOWs

The SCOWs continue to thrive, despite the best efforts of the weather gods to frustrate us. Membership has increased to 179, up from 164 last year.

Dick Thorn, who sadly died in November, organised a full programme of walks through the winter and our band of volunteer leaders took the walkers over some new tracks and old favourites. Frances Evans has now taken over and has been co-opted onto the Committee. If you are not receiving her emails, please let her know and she will make sure you are on the revised list.

Dick did a tremendous job for the Division over many years, both with Pottering and with the walks. Dick, we thank you for all you have done for the Division.

On the social side we had the usual good turnout for the AGM Dinner in November, the Xmas Cheer Supper in December and the Spring Back to SCOWing supper in April. Through January to March we enjoyed our lecture programme, hearing from David Weller on his nearly three years in Antarctica, Chris Knox opening our eyes to the many treasures in the new Galleries at the Royal Naval Museum in Portsmouth and John Doerr letting us into some of the secrets of what goes on behind the scenes in a major international regatta.

On the training front, in November Vince Sutherland ran a condensed version of the PowerBoat 2 course. In late March Rory Paton and Mike Urwin found entertaining ways to tell us what we should be doing to prepare our boats and ourselves for the coming racing season and conducted an informal quiz on some of the most frequently ignored rules.

Continuing the theme of improving racing skills Barry Dunning ran a series of training evenings afloat, helped by Catherine Maguire. Strong winds forced the cancellation of the middle evening but participants enjoyed a short classroom session outlining points to focus on, then an intensive practical afloat trying to put what they had heard into practice.



Last year the sheer numbers of SCOWs turning out on Monday evenings led to congestion. The MED organisers under Ann Brunskill agreed to run two SCOW starts and the Membership decided to divide into a Gold and a Silver Fleet with each helm deciding which fleet would suit them best.

This has worked extremely well. In total 53 boats sailed at least one race, with the numbers pretty evenly split between the fleets. On the busiest evening 36 SCOWs started, which would have been far too many for a single race in the river. There was much less congestion, fewer instances of bumping and boring and, best of all, we enticed some of our lady racers back.

The Autumn Series was sailed with the fleet divided between single and double handed. There were 19 of the former and just 6 of the latter. We decided to race with the fleet split this way to see how Members felt. At a Fleet Meeting on 19th October, which was well attended, it was agreed that we should race as two fleets in 2016.

Rory Paton, mostly with daughter Alex as crew, was the most consistently successful helmsman, winning the Gold Fleet in both series, the Hinxman Trophy, the double-handed class at the Nationals and also the double handed Autumn Series. All of this meant that for the second year running he was awarded the Christine Sutherland Trophy for being the most consistently successful sailor.

There were some new names among the leaders too, Sarah Richards sailing her first season was always in the hunt and finished in the top 3 in many races winning the Autumn series Single Handed class. Ollie Tait and Max Crowe came

second in the Gold Fleet Late series.

Over the mid-summer week-end the Club hosted the SCOW National Championships. Thirty-seven boats took part in reasonably good conditions for all but the last race, which was held in winds gusting to 25 knots. All the competitors seemed to enjoy themselves and there was an excellent party on the Saturday with over 70 people attending, something of a record for this event.

The annual InterClub Challenge took place on the 5th September with 6 teams of three boats competing, the visitors, including last year's winners the Oxford and Cambridge Sailing Society, LTSC, Keyhaven, Beaulieu River and newcomers Christchurch SC. After three races there was a tie for first place between Keyhaven and O&CSS, which was resolved in Keyhaven's favour as they had the best placed boat. Our team, Barry and Carol Dunning, Catherine Maguire and Ben Putt and sailing solo, Jo Elliott came third.

Pottering continued as popular as ever. Organised by Graham Neal, as many as 15 SCOWs were afloat on every Thursday the weather allowed, either sailing in the local waters or venturing further afield with picnics packed when the tides served. Sadly the visit to Yarmouth and up the Yar had to be cancelled because of the strong winds but the other long sail to Newtown Creek did take place and was voted a great success by those who took part.

Looking back, it was a good year but a frustrating summer. The weather caused the cancellation of four (out of 21) Monday evening races, three out of four special races and several Potters. We hope for better things in 2016.

DICK MOORE

XOD Sailing Season

As another XOD sailing season draws to a close it gives us a chance to reflect on the achievements of our amazing sailors. Three boats in particular have dominated the season, both at Club and Class level.

Firstly, *Ibex*, sailed by Paul Woodman, Oliver James and Simon "Cake" McCarthy, won Cowes Classics Week and followed it up with a third overall at Cowes Week. In addition *Ibex* came second in the Saturday Points series at Lymington, losing out by just 0.5 point. *Ibex* are a strong team who make very few mistakes, and will no doubt be a name on the Captains Cup for winning Cowes Week in the coming years.

Secondly, *XL*, sailed by Rory, Stuart and Amanda Paton, with Rodney Charman replacing Amanda on Wednesday afternoons. Rory fulfilled a lifelong ambition and won the Cock Boat Cup, awarded to the winner of both the Saturday and Wednesday Points series combined - this is a very commendable achievement as both series are very hotly contested and the winning boat often drops podium scores. Winning the Wednesday series and coming third in the Saturday Series was enough to secure the Trophy.

Team Paton very nearly added the Captains Cup to this tally, just missing out to John Tremlett at Cowes Week and finishing second. I know that it is just a matter of time before they win Cowes Week, they have done it before in Contessa 32s and have now had lots of experience of winning and leading the regatta XOD fleet.



It should also be noted that Rory also dominated the LR SCOW class, sailing with his daughter Alex, and he was tactician aboard the winning boat in the 8-metre class at Cowes Classics. By his own admission he has had a truly amazing and unforgettable season. What is more remarkable is that he has had a lot of commitments on dry land with the relocation and building of new premises for the family's Horticultural business.

Thirdly, *Lone Star*, sailed by Stuart Jardine, Doug Rogerson and Andy Baker. This team need no introduction, and whilst it will annoy Stuart mentioning his age, it's 82 if you weren't sure, they have sailed consistently well all season. They have won the Saturday Points series and were runners-up in the Wednesday Points. Stuart continues to be almost unbeatable, and on the few occasions that it doesn't quite go to plan he is very gracious and encouraging to the winner. I know that he takes great pride in seeing the growing strength and competitiveness of the Lymington fleet at all levels, and it is partly thanks to Stuart's enthusiasm and encouragement that we

have enjoyed such success this season. He has also contributed greatly to the Class taking on the role of Class Measurer, albeit in a temporary role whilst a replacement is found.

A few other honourable mentions are required, Adrian Jardine (for age - see Stuart above plus 20 minutes) and Nicola Upton-Brown's *Lucrezia* were third overall in the Wednesday Points. Max Crowe and Jeremy Baker's *Claire de Lune* was fourth overall in the Saturday Points sailing with Mike Crowe, a great achievement given that they have only had the boat a few seasons and that Max is roughly a fifth of the age of some of the other sailors!

Another young sailor, Nik Froud continues to bring his dinghy sailing skills to the class and achieved a strong Top 10 result at Cowes Classics Week.

It just proves that the XOD is a very versatile keelboat and is popular with sailors of all ages, many of whom are attracted by the level and quantity of competition, the relatively low running costs and ease of only needing to find two other crew to go racing. The XOD, whilst not offering high speeds, does offer the closest tactical racing available in The Solent. There are in excess of 150 boats still racing in the Class, not bad for a "Dugout" that was designed over 100 years ago!

If you are interested in sailing, owning, or sharing an XOD then please contact karl.thorne@moosesoft.com

KARL THORNE
LYMINGTON DIVISIONAL CAPTAIN



Dinghy Report

This was a great year for the Club's dinghy sailors, with many notable successes in Lymington and elsewhere and only a few races lost to the weather. Once again the Club's volunteers did us proud, running racing of the highest quality for the hundreds of sailors of all ages who turned out to enjoy it.

The 2014 season ended in fine style with the traditional Peter Andreae and Penguin trophies, both sailed in loaned SCOWs after Christmas (Peter Andreae see separate report). The next day, John Evans and his large team of volunteers provided similarly competitive racing (and delicious refreshments) for a record 18 double-handed SCOW teams racing for the Penguin Trophy. After 3 flights and a final heat, Laser champion Hannah Snellgrove and her crew George Overton won decisively to take the much coveted trophy.

The biggest series of the dinghy calendar is of course Monday Evening Dinghies, led by Steve Green and the race teams, with 18 races scheduled for five classes. The biggest class this year was the Medium Handicap with 40 entries. The SCOWs were split into two fleets to ease "congestion" (= mayhem) caused by thirty boats (including several RYA Judges) attempting to navigate simultaneously through the two-and-a-half-boat-wide gap in the wave barrier. The "class divide" proved to be a successful and popular measure, with

competitors free to choose whether to battle fiercely in the Gold fleet or sail a more relaxed race in the Silver fleet. One attraction of the Silver fleet of course is the temptation of catching a Gold fleet straggler after their three-minute head start.

The Monday Evening social scene is also growing stronger. Two end-of-series prizegivings were generously supported by sponsor Nick Cox Chandlery, and each week the attraction of a hot burger in a Jennings bap, washed down with a cool drink, seems to be attracting more people to stay for a chat after the race.

In the height of July, against all odds (and a spring tide), the Lymington Dinghy Regatta provided glorious weather and just the right amount of wind. This year we had 98 local and visiting boats, including SCOWs, Merlin Rockets, Fireflies, D-Ones, RS400s and three handicap fleets. See the full report on the opposite page.

The Potter Dinghy Race was once again masterminded by Jane Pitt-Pitts on the August bank holiday weekend. Open to all Club dinghies, this is the one opportunity of the year for SCOWs to challenge skiffs on equal terms, in one big "average lap" handicap race. We were blessed with sunshine again but sadly not much wind: Jane and her race team were eventually left with no option but to abandon as the leading RS800 rounded the leeward mark and the SCOWs drifted off towards Keyhaven, unable even to make the start line.

Based on their success through the season's racing, Andy Ash-Vie, Karl Thorne and Rory Paton were selected to represent the Fast dinghies, Medium dinghies and SCOWs respectively in the Club Champion of Champions race. Held in loaned XODs in October, this gives the top racers from all the Club's adult dinghy and keelboat classes the chance to pit their wits against each other. This year the dinghies dominated, with Andy, Rory and Karl taking the top three places.

If you're interested in racing or helping to run races, there are plenty of ways you can join in ashore or afloat, at whatever level you like. Contact Jane Corden through the Club or just come along on a Monday evening and introduce yourself. Frances Evans organises courses over the winter and spring so that volunteers know the ropes and can contribute with confidence. The Club's chief instructor, Kristy Powell, also runs courses for people who want to learn to sail or race. See the website at rlymyc.org.uk/Sailing/Training.aspx

The season is almost over now, but come down to spectate or race in the 2015 Peter Andreae or Penguin trophies after Christmas. Having seen the amount of training the juniors have put in this year, the adults might need to raise their game. Club dinghy sailors are also welcome to join in with the LTSC Sunday morning racing throughout the year.

LUKE MCEWEN



Lymington Dinghy Regatta 2015

Glorious weather and a solid sea breeze greeted the ninety-eight boats racing at the Harken sponsored Lymington Dinghy Regatta 2015, held in the Western Solent over the weekend of 18th and 19th July.

This is the third year the event has been held, with Lymington Town Sailing Club and the Royal Lymington Yacht Club joining forces to lay on a fantastic regatta. Supporting sponsors Nick Cox Yacht Chandlers offered discounts to all competitors on English Braids cordage throughout the event, and generous vouchers for prizes.

Two courses were laid out in The Solent. On the East Course, run by LTSC, the faster boats revelled in the high-speed planing conditions, sailing mostly windward/leeward courses. The ten-strong Merlin Rocket class was dominated by Jon Gorringe and Nicky Bass of Parkstone YC, winning with a race to spare. Luke and Emma McEwen sailing their twin-wire RS800 enjoyed the planing breeze to win the Fast handicap, hotly pursued by top Javelin sailors Brian and David Earl. The strong local RS400 fleet was augmented by several visitors, resulting in a closely contested battle with the two leading boats on equal points going into the final race. In the end Jim Downer and Toby Lewis (Gurnard SC) just beat Jon Heissig and Nicky Griffin (Llangorse SC) to take first place, with John Cooper and Becky Wigley



© John Crump

(LTSC) in third. Local boats dominated the D-One class, led overnight by Dave Gorringe, but a masterful heavy airs performance by relative lightweight Giles Chipperfield on Sunday saw him leapfrog Gorringe to take 1st place overall with Nick Simmons in 3rd place.

On the West Course, the RLymYC race team led by Paul Stickley ran Quadrilateral courses for the Medium and Slow handicap fleets, together with the Lymington River SCOWs, giving these boats the reaching legs they like for a good blast downwind. The race team wisely switched to a starboard rounding course on Saturday afternoon as the wind against tide conditions kicked up a classic West Solent chop.

The Medium fleet, with 38 entries was the largest class of the regatta. The class was eventually won by the *Blaze* of Mike Lyons (Burghfield SC), who sailed a consistent

series in the varying conditions. The RS200 of Chris & Katherine Martin (Oxford SC) finished in 2nd place and Miles Mence (LTSC) in his new Farr 3.7 was 3rd.

The Slow handicap fleet was made up of Laser 4.7's and saw Zac West (RLymYC), Harry Cowell (Hamble River SC) and George Smith (LTSC) finish in that order. The Lymington River SCOW fleet was won by Sebastian and Tamsin Ayris of Salterns SC.

Whilst the shore team ran the slipway with their customary efficiency, sailors were welcomed ashore each day with tea and doughnuts after racing. On Saturday night the House team at RLymYC laid on a popular traditional Paella night, with sangria and Spanish beer. The meal was cooked in the River Room by our own Spanish chef Ana and was very well received by the sailors and volunteers.

THE NEXT LYMINGTON DINGHY REGATTA WILL BE ON 30TH AND 31ST JULY 2016.



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Winning the Laser Radial Nationals



Having spent so much time abroad in recent years training and racing my Laser Radial on the Olympic sailing circuit, I missed the last two Nationals due to clashes with international regattas and training in the busy summer schedule. This year no such clashes occurred!

Whilst the Radial is the women's single-handed Olympic class, on the national stage men and women race together, which is a challenge I relish. Of course there is definitely additional pride in beating the boys! As the UK Laser Association Radial representative, I am really proud of the huge amount of mutual respect and camaraderie there is within the British Laser fleet. The Nationals are always a brilliantly fun event, with the prestige of the National Champion title up for grabs.

At the end of July I found myself on a road trip in my training partner Ben Elvin's big red van with three Lasers on the back on route to Mounts Bay in Cornwall for the

Laser Nationals. With us was British Sailing Team Laser Standard coach James Gray, who was hopping back into a Laser for the regatta. Our accommodation for the week was a tent. I hadn't camped at a sailing event before and it was certainly an 'experience', particularly since for the first four nights it rained and blew a gale and the tent had 'waterproofing issues'!

There were 104 competitors contending in the Radial fleet, which was split into flights for the four-day qualifying series. I had a brilliant qualifying series, from the seven races counting only 1st places with a discarded 2nd. It was quite windy and my boat speed made life tactically simple. I was executing some great starts and extending from there, winning most races by a leg, which was a nice feeling! On the fourth day of qualifying we only got one race in as the wind became 'fresh to frightening'. The waves were incredible! It was what we in the Laser fleet describe as 'a big day out', and so much fun. A group of us were straight back into the water, but this time with surfboards... waves like that should never be wasted!

Despite sailing a near perfect qualifying series, the points were actually really close going into the two-day finals series (where the fleet splits in half and sails as a gold and silver fleet). My nearest competitor, multiple National Champion Jon Emmett, was only 9 points behind in 2nd place overall. Whilst that may sound like a fairly comfortable margin I only needed a 10th place in a race that Jon won for him to overtake me in the overall standings.

Three of the four races were scheduled for the Thursday due to a poor forecast for the Friday, so the pressure was really on. The Championship could be won or lost in those three races, especially as the winds were much lighter and patchier. With only one discard allowed from the finals series, my game plan was to sail very conservatively. One big score on the board was a no-no as even though you could discard it, it meant that (a) you couldn't make any more mistakes and (b) you could be the subject of a match race on the final day, where somebody close to you on points literally sails you off the race course if they don't have a big race score





All images © Lee Whitehead



to discard. I had seen that happen before and I wasn't prepared to take that risk, so conservative it was! I also had eyes in the back of my head watching for where my nearest competitors were, making sure I never let them get too far away.

It paid off. I sailed the second best in the fleet with a consistent 2, 9, 4. I thought as I crossed the line that I had won the regatta but didn't know for sure until I had got in and we had added the points up! My lead was greater than my 9 point discard and therefore unassailable. National Champion with a race to spare! I still went out and sailed the last race on the Friday pressure-free, which was a fun way to end a great week.

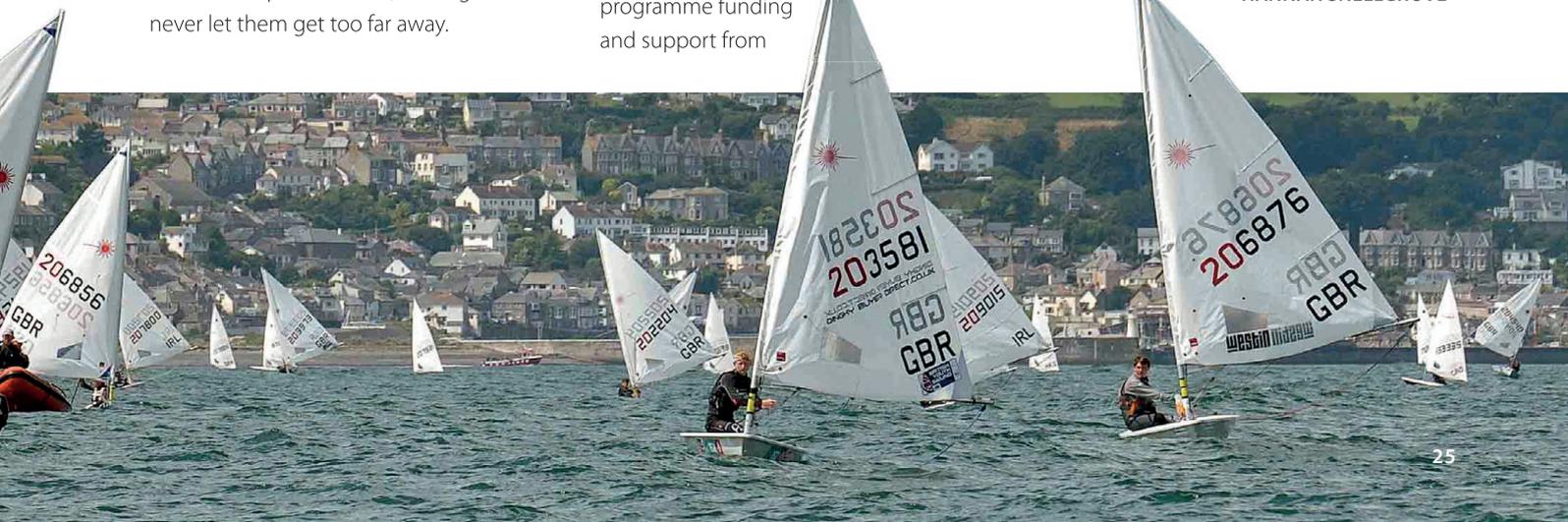
In 2012 I became the first girl ever to win the Radial Nationals. I'm still the only girl to have managed it, only now I have done it twice! I am very proud to be in a three-person 'club' with legendary sailors Steve Cockerill and Jon Emmett as the only people to have won the Radial Nationals more than once. I have many, many more to win to get close to their tallies though. That's a challenge...!

2015 has been a very hectic year of sailing for me but also a tricky one having lost all my coaching, programme funding and support from

the British Sailing Team last September shortly after finishing 16th at the Worlds. I am hugely grateful to all of my supporters and sponsors, especially the Beaulieu Beaufort Foundation, for helping to make it all happen this season! Re-claiming the National Champion title has been a definite highlight.

Another great moment was finishing 11th and top British boat in the recent World Cup in China which meant I had done enough to receive an invitation from ISAF to the World Cup Final in Abu Dhabi for the world top 20 at the end of October. After that I will be taking a break from international sailing for a while due to the financial implications of being an unfunded athlete. Abu Dhabi will be a great way to round off the year. At the inaugural World Cup Final last year I narrowly missed out on the top-10 medal race, so I would love to try and rectify that this time around! And after that... well I am looking forward to the Tokyo cycle!

HANNAH SNELGROVE



RORC Caribbean 600

In 2014 I was fortunate enough to sail in the 'Caribbean 600' on board a lovely old Swan 55 yawl and had a really great time. One evening at the Club after a few dark and stormies I thought that it would be even more fun to take *Zarafa*, a Humphreys One Design 35, out for the event and do some of the inshore regattas.

Also in 2014 I had sailed on *Zarafa* in the Army Offshore regatta with a crew from my old regiment, The Kings Royal Hussars (KRH), who are based in Tidworth Wiltshire. This had been great fun and with sailing friends from Lymington and personnel from Royal Armoured Corps regiments, it should be possible to compete in the 'Caribbean 600' and all the principle regattas from mid February to early May. The Royal Armoured Corps Yacht Club came up trumps and arranged for this joint civilian/military venture to be declared an official overseas sports event so funding could be found to help with travel and subsistence.

After examining the option of sailing to and from the Caribbean I chose to ship the yacht both ways. I am sure that it was both cheaper and far less hassle. We took the yacht to Southampton and moored alongside the transporter vessel. In no time *Zarafa* was on her cradle and the ship was off to the Caribbean via Bilbao and La Rochelle. The whole operation was very well handled by Peters and May and the ship's crew. On arrival in Tortola a team from BVI Yacht Charters collected the yacht, took her to Nanny Cay where she was stored ashore and anti fouled.

Five members from KRH and I flew out to Antigua on the 4th February and took the local island hopper to Tortola the next day. We immediately set to and prepared the boat which involved fitting the main boom, the head foil and all the running rigging as well as trying to make the interior of the yacht habitable; with all the spares and rations we were very crowded. By midday on the 6th we were ready, set sail and had our first of many wildlife sightings when a small whale passed



within 100 yards. Two of the crew had sailed before but it was a bit of a baptism of fire for the less experienced as we set off into the Caribbean on a 200 mile beat to Antigua, which was to be our base for the next three months. Two days later we were moored up in English Harbour with all the spares and extra rations etc stowed in a shore side store.

We had to get *Zarafa* measured for our Caribbean Sailing Association (CSA) rating as all the regattas are run using this system. Gaining experience during our three-month adventure I realised that we had not done nearly enough to optimise our rating. After two days training we set sail to the west side of the island for Jolly Harbour, a purpose built resort complete with a marina where we were going to do our first regatta. Luckily we were joined by Malcolm Hawksworth, a regular *Zarafa* crew member from Lymington, plus a guest from the local holiday community which enabled us to get round the courses, nearly all of which were short windward leewards in sheltered waters. The racing was made all the more interesting as we had three separate incidents when we had to rescue crew who had fallen overboard from rival yachts. By the end of the regatta we just managed to get first overall in Class One and had had a great time. It was time for our first crew change.

The premier event of the whole project was the 'Caribbean 600' ocean race run by RORC so we were glad that the race would be run using IRC and not the CSA system. Our crew consisted of Malcolm and myself plus another civilian and five military

personnel, one of whom had no sailing experience and another only 14 days. We had an all too brief two days of training, and one day for preparing *Zarafa* for what was to be a testing offshore race.

Classes 3 and 4 were combined and we were one of the smallest yachts in the fleet. The first leg was a beat to the SE tip of Antigua. Race day dawned with typical Caribbean weather 18-22kts of wind with squalls of up to 30. We made a reasonable start and soon moved up to second in class, the position we held for the reach to the North Sails buoy on the west side of Barbuda. All was well on board except that all the hatches leaked like sieves despite having had new seals fitted and Tom, our novice crew, had not stopped being sick since the 10 minute gun – oh the joys of ocean racing.

The wind gradually dropped to the 14-17kts and on the run to Nevis and subsequent reach to Saba (Mark 5 on the diagram) we gradually lost out to our rivals. This got worse on the beat to St Barts and subsequent run to St Maarten. The wind had dropped further to 12-14kts and in the rough seas rolling in from the Atlantic we



had great difficulty in keeping up our speed and pointing. However, once we got on the wind in smoother water beating up the Anguilla Channel to the top of St Maarten we started to hold our own.

The longest leg of the course was from St Maarten via St Barts to the SE tip of Guadeloupe. *Zarafa* really got into her stride in a building breeze. The crunch point of the race was how to deal with the wind shadow from the high ground on Guadeloupe. You can either go offshore by at least 15 miles to stay in the trade winds, or go right inshore and save considerable distance. We chose the latter, went significantly closer than anyone else in our class and made big gains such that we lead our class by the time we headed NE to the top of Guadeloupe. This leg was hard involving a 50-mile beat in shifty winds of around 20kts with squalls of up to 28. We were lucky to see spectacular meteor showers and a satellite burning up on re-entry. We seemed to be making steady gains on the yachts in front and dropping those astern; we rounded the small island of Desirade just before dawn



heading on a fast reach to Barbuda, a distance of 90 miles.

We made good speed shifting between the blast reacher and our code zero; but we lost first place to a very well sailed Sunfast 3600 with a professional crew who were hitting speeds of 20kts while we could only manage brief surfs of 11. None the less we made it to the penultimate waypoint off Barbuda in the afternoon and headed for Redonda, which was 48 miles away, on a tight code zero reach.

We were in sprint mode to the finish with everybody on the rail rounding Redonda at about 2330 and beating the 34 miles to the finish. We were all soaked. Down

below was like a very smelly washing machine with no spin dry function but again *Zarafa* was in her element and we hauled in several larger yachts finishing at 0604 having taken 3 days 19 hours and 4 minutes for the 600 mile race. The novice members of our crew never gave up despite the hardship and seasickness and we all felt that we had sailed a good race when we came 2nd in the combined classes 3 & 4 and 2nd on the water out of 16 entries, all but one of whom rating higher.

We felt even better when we had breakfast washed down with copious quantities of beer!

PETER SCHOLFIELD

...AND THEN

After the excitements of the 'Caribbean 600' we were all set for a more relaxing time competing in a series of five inshore regattas. The first was the Heineken Trophy, which took place in St Maarten. William Newton and Andrew Gossage teamed with 4 Dutch friends to form the crew; with very little time for training we were straight into a series of Windward Leeward races and just one passage race around the island. We were racing against much bigger yachts in our class, some being 42 footers. We finished up mid fleet but managed a third in the Round the Island race.

Our next venue was the US Virgin St Thomas regatta followed by the BVI regatta. The Royal Dragoon Guards sent out crews for both events and we had great fun, drank some rum and considering the level of experience with three crew who had never sailed before, we did well to come midway again with a very mixed fleet. The highlight of the venture was winning the pursuit race to Jost Van Dyke Island, a distance of some 12 miles and we earned a magnum of Veuve Cliquot and \$100 US drinking money! Sadly on the delivery back to Antigua we lost the spinnaker pole and had to do the remaining two regattas setting asymmetric spinnakers off the bow. We had a really lucky escape on our return to Antigua when the forestay bottlescrew broke when we were just to leeward of St Kitts. Thanks to some quick reactions from the helmsman (not me!) we kept the rig in the boat and were able to jury-rig a forestay attachment for the 60-mile beat to Antigua

Without doubt the best regatta by far was our next one; Les Voiles de St Bart. The crew was formed with a mixture of Army Air Corps and Cavalry and we had a great time. We were in a good class of well-matched boats, we had good courses and great racing. We finished with a score of 3rd, 2nd=, 3rd and 2nd, missing 1st place in that race by one second. We came a creditable 2nd in class winning yet more champagne, which was augmented by yet another bottle of Veuve Cliquot, handed over as we finished by two very pretty bikini clad girls in a RIB!

Our final event was Antigua Sailing Week, which frankly was a disappointment after the fun of Les Voiles de St Bart. Our class consisted of a strange mixture of boats ranging from 44 to 27 feet and the courses were more limited due to the nature of the coastline.

In summary I had an amazing holiday adventure sailing some 2500 miles in mostly quite rough weather, meeting some great people and having some wonderful racing. This picture epitomises our harsh training regime and venue!



World Match Racing

Match racing, whilst one of the oldest forms of the sport of sailing, has only relatively recently been organised globally as a specific discipline in sailing. The first World Championship was held in 1988 in Perth, Australia. For the second in 1989 they used the Lymington Cup event. Back then there were just a few events around the World, which America's Cup sailors used to hone their skills for the main event. Since then the match racing circuit has seen huge growth, currently with 1500 ranked skippers globally and 390 graded events in 2014.

Since that first event in 1988, there have been a few skippers who have really dominated the circuit at various times. Peter Gilmour won the World Championship four times during a match racing career spanning over 20 years. Three time World Champions include Russell, Ed Baird and Chris Dickson. Other match racing World Champions include James Spithill, Dean Barker and Ben Ainslie. For many years a match racing World Championship win appeared to be a prerequisite to having a successful career as an America's Cup skipper/helmsman.

I began skippering match racing in 1996 having previously crewed for Richard Sydenham and not looking any further forward than the next event. In 1997, match racing was included as part of the RYA's World Class Performance Plan due to the fleet-match discipline being in the Olympic Games, I received some low level funding from the RYA. It was this funding from the RYA that helped Chris Law rise to No.2 in the World in 1998, and for me it was the kick-start that my sailing career needed. I was able to go to many events including Bermuda and Auckland in 1999, and learn about the game and what it might take to get to the top.

When the fleet/match discipline was dropped from the games, the RYA funding went with it. But by now I was ranked in the top 40 and able to continue competing on the Grade 2 & 3

circuit, roughly breaking even with the prize money covering costs. My big breakthrough came in 2002/3 when, largely due to the GBR Challenge America's Cup effort, there was renewed energy towards match racing in the UK and a Grade 1 Event which had been lacking since the last Lymington Cup in 1999. I won that event, and some others, which propelled me into the World's top 10 which meant I started to be invited to the biggest events. My first appearance at the World Championship was in 2003. 11th place was not what we hoped for, but probably a fair reflection of the level we were at. In the following years we finished 8th, then 5th showing that things were going in the right direction.

It was at that point that I decided to give up my job as a lawyer in the City and focus on sailing, and in particular match racing. At that time, in 2005, the America's Cup had grown into a global event with 12 teams employing about 300 sailors between them and that is what I decided I wanted to do. The top teams, Alinghi, Team New Zealand, Oracle, Prada and Desafio Espanyol were all helmed by match racing World Champions, so my immediate goal was to set about winning that Title. The best a Briton had ever achieved at the match racing World Championships was 4th (Eddie Warden-Owen in 1990 and '93) so there was no real blueprint to follow.

I had to find my own path, so I set about planning how to become the best match racer in the World. What I realised early on though, was that in actual fact I did not need to be the best match racer in the World to win the World Championships. I just had to put together the best match racing team. Key to doing that was raising sufficient funds so that I could attract a top quality consistent team, and I was very lucky to meet Andrew Pindar in 2006 who saw our potential and agreed to come on board as our Title Sponsor with his printing company Pindar.

I have a slightly different way of going about putting a team together. Rather than define the role and then find the person to fill it, I define what skill sets I need on board and then go about making sure that I have the personnel to cover those areas. Once I have the team together I then fit them into the specific roles on board. It is not unheard of for me to decide to change crew positions during a regatta, usually in order to free up the tactician from boat handling.

The team went from strength to strength and in 2006 we won a World Championship silver medal in what was now the World Match Racing Tour (a combination of the ISAF World Championship and the Swedish Match Tour). We followed that up in 2007 with our first World Championship.



All images © WMRT



In 2008 we won again but with Pindar unable to continue our funding we fell away in 2009 and 2010. In 2011 GAC came on board and as GAC Pindar we were able to again win back to back World Championships in 2011 and 2012. In 2013 we were pipped to the post by Taylor Canfield and his US-One team in the closest ever finish since the World Championship had been decided over a series. So I would have to wait at least another year to claim my 5th World Championship and set the outright record in the discipline.

Coming off the back of such a close loss, we were determined not to let it slip again and the 2014/15 World Match Racing Tour started off well with a win at Match Race Germany.

A few weeks before Germany we had lost our bowman from the last three years, Matt Cassidy, to the Oracle Americas Cup team. And after Germany, we also lost our tactician for the same period, Bill Hardesty, who had recently got married, had a baby on the way, and wanted to spend more time on American soil. This might have

thrown us off track, but fortunately we were able to integrate new team members smoothly. On tactics, Chris Main came on board and he sailed every regatta with us after Germany. On the bow, we used a few different sailors including Matt Cornwell and Nick Blackman, but settled on Graeme Spence eventually (who also went to Oracle but fortunately not until after the Tour had finished). The two combined well with long term existing team members Gerry Mitchell and Mal Parker to make a very strong team.

Next, on to Marstrand for Stena Match Cup Sweden. This is one of my favourite regattas due to the huge turnout from the well informed Swedish public. We made it through to the final to face local favourite Bjorn Hansen but he beat us 3-1 to win his 3rd Match Cup Sweden title in a row (and 4th in total). It could easily have been different – Hansen and his team had only just scraped through the round-robin as the winner of a 4-way tie break on 6-5. It is so often the way though that round-robin form does not continue into the later rounds and they certainly deserved their win in the final.

Next was Poland where we were able to win leaving us with a 1-2-1 on the Tour and looking very strong. But then came





two events in smaller boats, Chicago in Tom 28s and Holland in Max Fun 24s. We sail these regattas with 4 crew which is a significant change in the team dynamics as the tactician also needs to trim one of the sails. Because the final event (Monsoon Cup) has always been in 5 man boats that is what we plan the team around so we are always a bit compromised when we move to the smaller boats. We came away from these two events with two second places which was a good result. Unfortunately, we lost both finals to the same team, Taylor Canfield and his US-One team. And frustratingly we lost both finals due to picking up penalties. We were none too happy with some of the decisions, but there were lessons for us as well – our philosophy is not to give the umpires any chances to penalise us and we certainly failed to do that.

The two wins put US-One right into contention for the title, so going into the penultimate event in Bermuda we considered them the main threat. With US-One we made it through to the semi-finals quite comfortably, but we then both lost our semi-final matches and met in the petit finals. More penalties cost us the 3rd place, but the message was beginning to hit home – if we could avoid picking up penalties we were able to out-sail them.

We fortunately then had a long break until the final event in Malaysia which had been rescheduled for late January 2015 to increase the chance of better wind conditions. I say fortunately because Shareen was very pregnant with our first

baby. Joshua was born on 20 November and the break not only allowed me to be at home for his birth, but also for the few weeks following.

So on to the final event in Malaysia where we carried enough of a lead over US-One that they needed to beat us by at least two places overall. The winner of the round-robin is allowed to pick their quarter final opponent and then their semi-final opponent, should they qualify, so it had extra significance with US-One wanting to ensure they could meet us before the final.

The venue, for the first time in Johor Bahru in the south of Malaysia and actually in the Singapore Straights, had generally light air with up to a knot of current. The prevailing wind was off the land so it was very shifty, all in all a tricky place to sail. We identified early on that decision making at the top mark was going to be critical so altered the way we hoisted the spinnaker in order to free up Chris, our tactician, to concentrate solely on the tactics. This paid dividends as we were never passed on the run during the whole regatta.

The key match came towards the end of the round-robin with US-One undefeated up to that point and us with one loss. We dominated the start and won the favoured right side, but crossed to the left thinking there was better pressure out there. That was not the case and at the next cross we were behind but then US-One made the same mistake and we re-took the lead. The next cross really defined the regatta as, with US-One dipping our transom, we

made a late call to protect the right. That meant going for a slam-dunk (tacking right on top of the other boat as they dip you) which is always a risky move in a heavy keelboat like the Foundation 36. We executed it well and Canfield put his boat into a hard luff to try to force a penalty on us. But our judgement and handling right and he ended up missing our transom, slowing his boat right down, and tacking away towards less wind. Next time we came back together we were six lengths ahead and that was a lead that we were not going to relinquish.

A lapse in concentration led to some nervous moments in our last round-robin race as we trailed the winless Jeremy Koo around the track, but managed to slip past at the last top mark to take the race and win the round-robin. From then on, the feeling around the regatta seemed to change. The media went from talking up US-One to backing us, and you could see the change in their demeanour as their heads dropped. We became more confident, but at the same time the near loss to Koo had reminded us that we had to stay focused in the light and shifty conditions.

We chose to sail David Gilmour in the quarter-finals and by now we had really hit our stride, winning 3-0. Next up was Eric Monnin in the semi finals. Eric had beaten us in the semi finals in Bermuda so we were wary of him, but we were confident as we felt the Foundation 36 boats we were sailing in Malaysia suited us much better compared to the IoDs we had sailed

in Bermuda. If we were to win the semi final, or US-One were to lose to Mathieu Richard in their semi final, then we would be World Champions, myself for a record 5th time. We ended the penultimate day of the Championship 2-0 up in the first to three wins match, frustrated that we were not given the chance to finish it off that night. Almost as good for us was the fact that US-One were 0-2 in their semi final. So it would need for them to win three straight races and for us to lose three straight for us not to be crowned World Champions the following day. I cannot think of any instance in the past of being so close to such a major goal, but we still needed to be on our guard – the 34th Americas Cup had taught us that anything can happen!

We wrapped up the semi final win and the World Championship in the next race. US-One ended up losing their semi final, so we raced Richard in the final. Disappointingly for the organisers, the final was probably gave the worst conditions of the whole week, but we were still able to dominate and won again 3-0, giving us a 19-1 record for the Monsoon Cup and a 110-34 win-loss record for the whole Tour over seven events. To put that in context, it compares to the previous winners records of 66-40 in US-One's 2013 WMRT win (six events) and 77-37 in Ben Ainslie's 2010 WMRT victory (six events). We finished the season with three 1st places, three 2nd places, and a 4th.

It is now late 2015 and we are again approaching our final event, the Monsoon



© Mark Bulkeley

Cup. This year we have a narrow lead over Bjorn Hansen and Taylor Canfield so will be fighting it out again in Malaysia, this time for my 6th World Title.

But next year will be very different. The World Match Racing Tour has been bought by Aston Harald, a Swedish Company that builds and markets the M32 catamaran. They are converting the Tour from one that uses many different types of monohull into a Tour sailed only in M32 catamarans. Match racing these boats is going to be a very different game. I for one will miss the intricate tactical challenge of match racing in the monohulls, but going into multihulls will reconnect the World Match Racing Tour with the America's Cup. The intention is that it will again become a proving ground for aspiring America's Cup

sailors and a practice ground for current ones which, was the original conception.

Perhaps more significant than the obvious change from monohull to multihull, the WMRT will now be contested in just one type of boat, the M32. So now the challenge is to become extremely proficient in that specific type of boat, rather than building up skills that are generic to different types of boat. In order to get ready for the change, with my sponsors GAC Pindar we have bought an M32 and have been practicing this October and November out of the Club. I am looking forward to the challenge of finding a new formula for success.

IAN WILLIAMS



The Fabulous Folkboats

2015 saw an exciting growth of Folkboats in the West Solent, including many younger sailors. For these newcomers it was an erratic season weather-wise. The second day of the Taittinger Regatta was anything but 'champagne sailing' and saw several boats scarred in battle against the elements. The August start of the 50th Folkboat Week was impressively feisty with plenty of white caps and white-knuckle sailing. Yet, by the final day, it was comically calm with slow-motion congestion and certain boats repeatedly coming aground in shallow waters as they tried to escape the tide. Despite a decent turnout for the Nationals in the new later timing of September, racing was limited to one day due to negligible winds.

Spring

The Spring Series became a ding-dong battle for line honours between *Padfoot* and *Samphire* which *Padfoot* eventually won. The Saturday Series saw *Padfoot* triumph again with *Tak* second and *Lady Linda* third. *Tak* then took the Summer Regatta with *Samphire* in second and *Scaramouche* third.

Thursday Evening Racing

The Royal Lymington Thursday Evening series has always been popular with the Nordic Folkboat fleet. 22 Nordics entered the early series, and 21 the later series, with about 12 to 14 boats regularly turning out to race.

As always the Nordic fleet enjoy the short course format provided by the Thursday evening Race Team. The racing is always close, and with several other fleets on the race area, it gives the Nordics a chance to compare their relative performance to the other fleets, generally most favourably. The perfect boat for West Solent day racing!

The Early Series was blessed with good weather. In fact, unusually, all 9 early series races were completed with no abandonments for too much or too little wind!

Tak (Jeremy Austin) dominated the early series with a worst result of fourth to be discarded. Just behind, *Chavala* (Pete Rose) and *Bonnie* (Chris Baldwick) had a close series with the final positions going down

to the last race. *Chavala* came out second and *Bonnie* was third overall, with *Gremlin* (Leslie Ross) a creditable 4th.

Significantly, *Crakerjack* (Stuart and Caroline Watson and Matthew Jones) only managed to come out for the last two races in the early series. However in the late series, *Crakerjack* turned up the heat and she won convincingly with *Tak* second and *Bonnie* in her usual third! Fourth was *Chavala* and *Lady Linda* (David Gredly) fifth.

The weather for the Late Series was not quite as accommodating, with the first race abandoned and only 3 boats managing to get to the start for the last race in the series.

Social

Mention must be made of the social side of Thursday evenings, when the fleet always seems to dominate the northern end of the Royal Lymington Yacht Club bar! This is good team practice for the main social events: the two Folkboat BBQ's held during the year.

About 30 Folkboaters turned up for the mainland event, post Round The Island, at Sandy Down. Despite a shower in the morning, the weather was excellent for the afternoon, and everyone enjoyed a fine barbecue. We were able to welcome the Danish Round The Island Folkboat team after a disappointing race for them where they were unfortunate to lose both their spinnaker and jib halyard. Naturally, being

Folkboat sailors they finished the race under mainsail alone!

The overseas event was held at Newtown Creek, with ever growing numbers of revellers and motherships, including Sarah Fraser's *Crossbow* for pre-picnic cocktails. Again the weather was fine, until it was time to go home, when the wind picked up and several boats had a wet ride, especially those in RIBs. The motherships stayed overnight with their dinghies, and had the excitement of navigating the strongest Spring tides in The Solent for many a year. The following morning the tides were so low that the opportunity existed to step aboard the wreck *Varvassi* by The Needles. The appropriate time was about 6am, Sunday, so "Needles" to say, there were no Folkboaters present! Nevertheless, a good time was had by all, and many barbecue skills were exhibited, including the ever-popular Folkboat Barbecue Bananas!

50 Anniversary Folkboat Week

This is covered in the article by the Husband family, who won the cruising division, but just to say it was a great week of exhilarating sailing and festive socialising. The Open Overall Division saw *Madelaine* first, *Tak* second and *Crakerjack* third. The champions of the Scanyacht Nordic Plaque races were *Tak*, *Madelaine* 2nd and *Crakerjack* (with a combined age of over 300 years for the three crews!).



Saturday Series

Chris Hills' *Padfoot* performed consistently well coming first on scratch with *Tak* and *Lady Linda* in hot pursuit. On handicap, *Lady Linda* was overall winner with Jos taking 2nd, ahead of *Padfoot*.

West Solent Series and National Championships

The West Solent Series, including the Round the Island, saw the return to prominence of *Crackerjack*, having been absent at the beginning of the season, pushing *Padfoot* and *Samphire* into second and third places respectively. It is worth mentioning, that in the last 10 years, the West Solent Folkboat fleet has now won the RTI on IRC handicap four times, come second six times and third, fourth and fifth, once each.

Crackerjack also won the National Champs, with *Tak* in second and *Gremlin* third.

The Andrew Salanson Trophy this year was given to John White of *Scaramouche*, and it was goodbye to Chris Hills as Captain after a sterling four years captaincy - thank you Chris. You've done a brilliant job that was greatly appreciated by the fleet.

SEANINE JOYCE



Poppy up the Mast

© Bob Aylett



Ali John & Poppy Husband

FAMILY HUSBAND WIN THE DAY

Hosted by the Royal Solent Y.C. and generously supported by Lymington Yacht Haven the 50th Folkboat Week took place between Saturday 22nd & Saturday 29th August.

To mark this very special anniversary, the organising committee worked hard to achieve a good entry. As a result over 57 boats took to the start line.

After a week of varied weather conditions, gales and thunderstorms followed by light winds & big tides, our very own Lymington boats were victorious.

Overall Winner of the Classic Cruiser Division was the family-built boat *Genifrede* sailed by the family comprising Ali, Poppy, Jas & John Husband. Winner of the Open Division was well known Lymington Boat *Tak* sailed by Jeremy Austin, Ado Jardine & Bill Dunsdon. Chris Hill's *Padfoot* came 3rd.

The Royal Solent also organised a fabulous Prize Giving Dinner on the Saturday evening which with 173 in attendance, made even more special by the unveiling of a commemorative plaque recognising the Club's efforts for Folkboat Week over the last 50 years.

A big thank you must go to all on the organising team for a fantastic event in difficult conditions. Here's to the next 50 years!



© Paul Brown

RS Elite Class News



Solent RS Elite fleets & 2016 Outlook

RS Elite racing in our region has been boosted by the strong resurgence in the Hayling Island fleet and developments at Cowes that also bode well. The 2016 Southern Areas will be hosted by Hayling and Cowes Week looks set for further growth. On the back of all this, several new and returning teams are expected in the Lymington RS Elite fleet for 2016.

National Championships RLymYC - July 2015

Our Club hosted the RS Elite Nationals in fine style again, with a strong entry of twenty-eight boats from across the UK. From the racing to the social programme everything was superbly organised and executed by both volunteers and staff – a real credit to our Club. The fact that Jono Brown's team from Burnham dominated afloat belied the true level of competition and Jono was as surprised as anyone at their consistency against multiple Olympic medallists and championship winners. Nevertheless, there were four different race winners and for most it was a high scoring regatta, with recovery difficult when it went wrong.

Special thanks to Roger Wilson and family for their usual excellent race management, to Kirsty and Vicky for all their administrative support and to Elite fleet Captain Steve Powell for the huge amount of work he put in, as ever, to make the event memorable.

Once again, the bar has been set high for the members of Strangford Lough Yacht Club in Northern Ireland, hosts of the 2016 Championships.

Record fleet at Cowes Week & the Southern Area Championships

A number of our Lymington fleet moved on to Cowes Week after the Nationals,

where the racing was exceptional with a record 19 Elite's on the start line. We all know how Cowes can deliver snakes and ladders... and that was epitomised this year albeit (nearly) always taken in good humour. All the more credit to those who worked it out, including the RLymYC's Steve Powell in *ETu*, winner of the first race and fourth overall.

Ossie Stewart was almost emotional, despite his long high level racing career, after winning the first four days Southern Area Championship trophy with his

teenage sons crewing. Comment of the week from Ossie "you've no idea what it meant to say to No 1 son "just shut up and pull the jib in" then cross the fleet and win the race." Ossie's credibility around the competitive Stewart family dinner table is now at record level.

The Week overall went to the wire, with the Browns' *Aeolus* stealing it from the Stewarts' *More T Vicar* by winning the last race to lift the trophy.

MARTIN WADHAMS



Youth and Junior Round up

2015 has been another busy and successful year in the Youth and Junior world. The Club has had its Champion Club status reconfirmed, we have been successful in receiving a grant from Sport England for three new RS Fevas, Wednesday Sailing goes from strength to strength and the Junior and Youth Classes have had many successes.

There have also been some changes to the leadership of some of these classes and the exciting arrival of a new Junior Class of RS Fevas, thanks to the enthusiasm of new member, Sarah Richards who is heading the fleet.

The Optimists, formerly under the enthusiastic eye of George Heathcote, have been taken on by Valeria Sesto-Cosby and Joff McGill. The RS Teras have been run by Julian Hire, assisted by a very enthusiastic Nicola West. The Lasers were initially a bit rudderless after Gina Bassett stepped down, but Dori West has stepped in to organize training for the 4.7s and the Radial group is also starting to get back into action. The 29ers continue with Nick Eales at the helm and the 420s, managed by Ian Jarman for the first part of the year, have now been taken over by George Heathcote. Our grateful thanks go to all these parent volunteers who work tirelessly to run the programme and organize everyone.

At present many of the Y&J sailors are participating in their respective selection series for much sought after RYA Squad places, and we are delighted that so many of them are achieving their goals. The individual class successes are mentioned in other reports.

The grant from Sport England, was used to purchase three new RS Fevas, small double handers with asymmetric spinnakers. The title of the project is 'Keeping our teenagers in sailing' and it was felt that

these fun double handed boats would help to provide a route for those who perhaps didn't want to commit to the sailing circuit, but who wanted to be able to sail with a friend and join in with racing and training locally.

A new member to the Club, Sarah Richards, who was buying a Feva for her son George, 'volunteered' to co-ordinate some training for the burgeoning fleet. George spent considerable time when the new boats arrived rigging them and sorting them out for the Club and did a fantastic job. The boats arrived at the beginning of July and were soon on the water for training and racing sessions. They also put in an appearance at Youth Week where they were much enjoyed and names were chosen for them - *Cabin Feva*, *Knight Feva* and *Jungle Feva*.

The Amanda Fund was set up to commemorate Amanda Dingwall who had run Youth Week for over thirty years. With agreement from her sons, Alex and Damian, it was decided to use the fund to purchase a fourth RS Feva to be available to any youngster from Wednesday Junior Sailing or from the Club. The boat duly arrived in time for Youth Week, was christened *Amanda* and was enjoyed by Ewan Horn and crew.

The Fevas would be perfect for doing some junior team racing if a parent volunteer can be found to run it. Could you be the parent to take this on?

**JENNY WILSON
HEAD OF JUNIORS**

RS TERAS

Having had six excellent training sessions over winter 2014 – 2015 run by our coach Karl Thorne, it was not long before it was time to put into practice what had been learned.

We have had eight Lymington Tera sailors competing at a variety of open meetings throughout the year, including The Start of Seasons, The Inlands, The Southern Tera Championship, The Nationals and the Tera World Championships in Bruinisse, Holland. Nearer to home, we have had Club Tera sailors competing in both Monday and Wednesday night racing and the Salterns Tera Championship.

We had an excellent Youth Week, with ideal weather that started light and built towards the end of the week, which allowed the silver fleet Teras to build their confidence. The improvement of the fleet from the beginning of the week to the end was a pleasure to see.

In order to capitalize on their new-found skills and with the help and enthusiasm of Nicola West, the club ran several evening training sessions during late August and September, with up to 15 different sailors taking part. There will be two more sessions over the autumn half term, with six winter training sessions to come.

Congratulations to George Overton for winning the Salterns Tera Championship and to Tim and Abby Hire who have both been selected for National Squad training.

JULIAN HIRE



Lymington 29er

The 29er season started with a vengeance after the exams in June, with preparation and training building up to the National and World Championships. The World's are a qualifier for The National Youth Squad for the following year, so there was lot of pressure to do well and this year has delivered some truly testing conditions.

Our first event was Kiel Week in Germany probably the best-liked European event by the sailors. The youth classes arrived just after the Olympic classes finished their regatta, so the venue was buzzing. The event had a festival feel with live music in the evening, lots of stalls and massive TV screens for the parents to watch the sailing live.

The conditions were often light and very shifty but the race officer managed to get full days of racing despite other classes only managing 1 or 2 races per day. The European competition was fierce and showed us what we would be up against later on.

Grafham Grand Prix attracted 52 competitors. The first day the winds were moderate and Mimi and Emma started off a bit shakily with a 13th in the first race, but then found their mojo and improved

getting all top ten places. Day 2 saw the wind get up, and one thing about Lymington 29ers, they love the wind! The girls worked their way into overall first position, but in the last race lost the lead by one point (bummer). The Europeans in Medemblick were next, which was a lovely venue. This attracted 130 entrants in total with 28 British boats. The final series was split into Gold, Silver, Bronze and Emerald fleets, but only the top 25 boats went into the Gold fleet with only 5 British boats managing to get in. Mimi and Emma not only made it into Gold fleet but were the only all-girl team, make making them the All-Female European Champions, and they finished 20th overall and 4th Brit.

As top UK all female team Mimi and Emma went to Brest to compete in the EUROSAFs and came 3rd.

The Nationals and the Worlds at Pwllheli, were back to back with just 2 days break in between, each event was 5 days of racing. This is probably as tough as it gets in such a physical boat as the 29er. On driving up we were met by a convoy of Oppie sailors leaving the venue who had just completed their Europeans, so no rest for the Pwllheli staff as an armada of hormonal teenagers rolled into town from all over the world!

The first day started very gently with 6-12kts, which was great for Hattie Rogers

making her debut in a 29er sailing with ex NYS sailor Kate Dabson. Day 2 was a very different story with winds of 18-25kts from the SW and a building sea with 1.5-2m, breaking waves - even the RIB crews were scared! A lot of the new teams and smaller crews didn't make it to the racecourse, the day brought casualties and the Ambulance was called several times. The racing was amazing seeing what true skiff sailors could do in these conditions. The rest of the week the weather eased off and some great racing was had. The NZL and AUS teams dominated the fleet. James and Henry went on to come second in Silver fleet, 15th Brit. Hattie and Katie did brilliantly coming 7th in Bronze fleet.

For the World Championships, the fleet swelled to 193 and the week was amazing with strong winds and big seas one day and light winds the next. After qualifying they split into Gold, Silver and Bronze. With 50 boats in Gold, 11 of which were British, Mimi and Emma excelled and became Ladies World Champions and 29th overall and 4th Brits. Another well-earned title for our Royal Lymington sailors.

This coming season will see new pairings and sailors into our Lymington fleet so we wish them luck and will keep you posted on their progress.

NICK EALES



Images © Peter Newton Photography

Oppies

The Lymington Optimist Flotilla is in extremely rude health in every respect – numbers are strong, results are staggering and the spirit is outstanding.

A huge wave of young sailors have been riding the crest for some time, enjoying not only the treats but the sense of achievement and empowerment that goes with it. This year our Oppie sailors have competed – and medalled - at the highest levels all around the world. US Nationals, California (Calum Cook); Australian Nationals, Perth (Arthur Fry

and Ollie Hill), Team Racing, Monaco (Haydn Sewell); Bodrum, Turkey (Vita, Milly Boyle, William Heathcote, Haydn); Oman (Julia Mellers); Martinique (Vita, Milly, William); Bermuda (Haydn, Julia); Spain, Italy, Holland (too many sailors to list but well done Hattie Rogers); the European Championships in Pwhelli (Calum, Hattie, Arthur, Oli, William, Johnny Thompson); and World Championships in Poland (Vita, Milly, Julia).

Many of these sailors have moved on to their Youth classes now – best of luck to them all. And whilst they will make way for the next wave of Oppie sailors, we also

hope they will stay with us to inspire and coach the fledglings.

Look out for Oli McGill, Tom Mitchell, Emily Mueller, Matthew Hardie, Delfina Cosby Sesto, Nicklas Host-Verbraak, Sam De La Feuilade and Alfie McGill; we will be seeing a lot more of these sailors in the year ahead.

In June I became 420 Captain and relinquished being Captain of Optimist to Joff McGill and Valeria Sesto. We worked together all last year, including all our Winter Training 2015/16.

GEORGE HEATHCOTE



LASER 4.7

The Laser 4.7 sailors have had a busy year competing or training almost every weekend.

In August, Matilda Nicholls, Flo Nicholls, Milo Gill-Taylor and Zac West represented their country at the World Championship in Medemblik, Netherlands. At first, our sailors found it strange that the boys and the girls were racing on separate courses as in our home events the genders are mixed. The boys were further split and were raced in two different racing areas as their fleet of 257 sailors was double the size of the girls fleet (127).

Very special congratulations go to Matilda, who finished the week as top GBR girl, coming 9th in the Under 16s and 33rd overall and to Milo, who was the highest placed boy finishing 23rd Under 16s and 80th overall. They both did very well in their first international event in their new class.

After a short break at the end of the summer the sailors were up for their next challenge; to qualify for the RYA National Junior Squad. And so they did! Congratulations to Matilda, Zac and the new comer Arthur Fry, who all gained their places in the squad as the top Under 15 sailors.

Sailors from other classes are always welcome to join in our training programme.

DORI WEST

RS FEVA CLASS

The Feva class has attracted many new and experienced sailors to the fleet this season, producing some excellent racing on the water and much discussion about rule situations and race tactics off. Racing on Monday evenings in Class 3 has been well attended with 6 different Fevas racing in the Early Series and 8 in the Late. Well done to George Richards & William Homewood for winning the early series and Euan Etheridge & William Homewood for winning the late series. The class has enjoyed some fun and sometimes windy training sessions over the season, some run by parents and others by a coach, and these are set to continue over the winter. During the summer a few of the sailors participated in the National Championships at Rutland SC, the Feva School's Nationals at Itchenor SC and the World Championships in Travemünde Germany, as well as the Feva Grand Prix events.

SARAH RICHARDS

A HUGE THANK YOU TO GEORGE FROM US ALL.

He has done so much over the years for all the kids and their families. We worked really well together giving the children as many opportunities as possible. It has been a great year, with tremendous team spirit with the kids, the parents, the coaches and the very supportive Club.

VALERIA SESTO

Optimist Ranking Events

An Optimistic Summer

BY ALFIE DOWSON MCGILL (13)

All the winter's training, the cold weekends and early mornings, finally come together at the first of the summer's big IOCA events - the Inland Championships at Grafham Water.

A long journey up the A1, towing *Viking* (one of the Club RIBs) with Oppies on top, car full to the brim with tent, sailing gear, food, and our excited but nervous selves. Have we forgotten anything? Well, when we get there at 10pm in the dark it turns out we are missing a mainsail, but luckily the Heathcotes are heading off in the morning so they bring it up for us.

The tent is pitched in the middle of the night and we grab as much sleep as we can. The morning is hectic - a healthy fuel laden breakfast, then its off to register, make sure we have all the right measurement certificates, rig the boats, get changed and then wait for the signal to launch.

It's a ranking event (one of three with best two counting), so the nerves are jangling, anticipation is high and that is just the parents, so getting on the water is a relief. There is still a lot to take in - which flight am I in, is the boat tuned properly, have I done my pre-start routine? Then the warning signals start, the gun goes and we're off. Before you know it, over the two days we have completed 6 high quality races in shifty conditions, with nearly 200 competitors - what's not to like!

Someone emerges from the race office, pins the results on a board and a hoard of Oppie sailors (and a few parents) surge forwards in anticipation - how have I



done? Where does that leave me in the rankings? Inevitably there are ups and downs, successes and failures, races won and black flags given. But more than anything friendships have been renewed, and a summer of competition is underway.

Next up, the Nationals at Pwllhelli - the new National Centre. It's not a ranking event this year but still huge. Nearly 500 sailors from 18 countries competed in the bay, in front of the mountains. The Lymington sailors met up every morning with our coaches to plan the day ahead, and again after we came off the water to reflect on the triumphs and disappointments. Eventually, after a great week, a Dutch sailor came out on top.

The second ranking event, new this year, was the Late Summer Championships at Draycote. Another lake, another campsite, more light and shifty winds and something else left at home (the stove this time!). *Viking* was there again, this time with the Lymington coach offering support in between the races - a friendly face to de-brief and plan the next race. And real progress, better results for me, a little bit further up the ranking. Can I keep it up for the last event?

The End of Season Championships took place at Weymouth - no puddles this time, just the good old sea. Another 6 races which completed the ranking series. I had my best overall position and my best individual races. So after all that I count Draycote and Weymouth for my ranking position.

What does it all mean? Well a sailor's final ranking dictates which winter training squad they are invited to, and thanks to all the support from the Club, our coaches and parents, 18 Lymington members have made it - (see opposite), a great achievement. And the top 80 sailors get invited to the next year's selection event - 4 days of racing at Weymouth to decide who represents GBR Optimists at the European and World Championships. We've got loads to live up to. Two Lymington sailors were in the Worlds Team this year and several more in the European teams.

It was great summer, full of surprises and plenty of reason to look forward to next year. It's an amazing thing to do, loads of friends, new places explored and fun had by all. I would recommend it to everyone!



From Salterns To RYA Zone Squads

BY SANTIAGO SESTO-COSBY (9)



The Zone Squads take place over seven winter weekends at different venues. It is organised by the RYA and it is split in different zones around the country. We belong to the South, which everybody says has very high standard and not that easy to get into.

The main idea is to target youngsters like myself to start real racing! Some of my friends from Bronze Fleet were a bit scared about the Zone Squads and I think I was a bit too as it felt it such a big step from Salterns. At Salterns it had been really fun training with Rory, Adrian and Ben and now some of us wanted to have a go on the river. It all began when my sister's friend Freya's mum told the mums and dads about all the events we had to do to get into the zones and much more. We didn't know a lot about other events outside Lymington and we didn't have a trailer either! But because so many friends wanted to do it, all the families agreed to help. My mummy was able to buy a trailer and we all set off to Burghfield, Pool or Weymouth (which is normally the Zone Championships) and to a one day at Spinnaker Lake.

The first time I ever went to one of these regattas I tried main fleet, but then I moved back to Regatta Fleet as I didn't

even get how the courses worked or understand how the flights worked! I was confused and always sailing the wrong course! It was a bit harder than I thought from watching my sister Delfi. In the next event in Poole, where I was in Regatta Fleet from the start, I even capsized while kiting the boat too far! It wasn't even that easy for my sister and her results were nowhere from the start. My sister then got a letter inviting her to join the squad. She was very proud and surprised as she had thought she wasn't going to make it. My mummy was worried that Delfi was going to be too cold sailing in the winter and that she was going to hate it, but she loved it and made it through the squads with some of my friends, made more friends and told me how amazing and fun it was.

I couldn't wait till the next year to see if I could make it and experience it myself!

I practiced more the next year and with Delfi we went to all the ranking events. We camped and shared with friends, played rugby, football, make fires and cooked marshmallows till late!

So when the next selection came I was quite a bit better, but it was still challenging and it wasn't until the last event at Spinnaker that I showed I was ready for it. And they chose me!

I was very excited. But I was only 20kgs and used to get very cold and worried when it was too windy. Not because I was scared of capsizing but because every time I capsized I got freezing cold, even with a drysuit, and I used to cry every time. The coaches were very nice and encouraging, specially Anna, who always looked after me. I learnt so much more about sailing. I made loads of friends from other clubs and the best part of all was sharing houses with my friends and playing about - it was like being in lots of sleepovers! We went to Poole, to Parkstone, to Oxford and to Weymouth! Lots of places.

This year many of my Lymington friends and my sister have moved up into the next level and have made it into the National, Intermediate and Development squads. I will miss them, although I will train with them in Lymington as we have Vagelis, who is really cool and comes from Greece to coach us at our own Club.

I am very pleased that I made it again to the Zone Squads and can't wait to share it with my friend Henry Heathcoat and experience all the fun all over again, in Lymington and in the South Zone Squads!

Thank you to my mum Valeria, to my dad Clive, to my friends' dad Joff and George, to all the coaches and the Club for making Oppie sailing so fun!

National Squad

(Lymington sailors out of 24):

Calum COOK
Sam DE LA FEUILLADE
Oliver DOWSON MCGILL
Matthew HARDIE
William HEATHCOTE
Julia MELLERS
Emily MUELLER
Haydn SEWELL

Intermediate Squad

(Lymington Sailors out of 24):

Cian ASHBY
Alfie DOWSON MCGILL
Nicklas HOST-VERBRAAK
Ella LANCE
Freddie LONSDALE
Benjamin MUELLER

Development Squad

(Lymington out of 24 Sailors)

Drew BARNES
Tom MITCHELL
Delfina SESTO COSBY
Charlotte ROCKETT

Round The Island Race 2015

by Tom Mitchell age 12 $\frac{3}{4}$

Well it was Dad's idea really. He reckoned it would be fun to try and break the record for the youngest Round the Island helm currently held by Max Crowe who was 15 at the time. The deal was that I needed to helm the start, first leg to the Needles and then the final leg to the finish. By my calculations that was about 6 Optimist races back to back. Hmmm, well at least I wouldn't need to hike & bail my way round!

The first decision was which boat to use. We decided on our Contessa 32 *Conspiracy*. The class has fantastic one design racing and with 24 entered for the race this would give us some really good competition. I had never raced on a Contessa so we decided to do a couple of Thursday evening races as practice. We knew that Charlie Roberts would be out racing his CO32 *South Haze*. All went well and before I knew it the day of the big race arrived.

At 4am I was dragged out of bed and by 7.30am we were ready in the starting area off Cowes. We had Dad's regular crew of Roger Shapland, Fi Austin, Matt & Lizzie Evans (always handy to have a chandler on board) and Nate Bodley.

I couldn't believe how many boats were taking part. I'm used to a hundred Oppies



Images © BoatPhotos.co.uk

on a start line but this was something totally different. The water was really churned up and with different classes starting at 10 min intervals, it was all very confusing. It was with some reluctance and fearful anticipation that I took the helm. Just finding a lane across the start line area was a challenge. I was really nervous.

We decided to start at the Royal Yacht Squadron end of the line, but this was going to mean an early tack onto Port. We took the first leg as close into the shore as we dared and then tacked out onto Port, taking a couple of transoms. The next hour was spent tacking toward Hurst playing a game of snakes and ladders as we moved between 10th & 6th place.

The fleet soon split with some taking the mainland track. We opted for the Island

shore. By the time we were at Hurst we were in 3rd place. By now I was looking forward to a rest at the Needles. The problem with being 12 is that I have to stand up to steer in order to see over the bow to watch the Genoa tell tales. By now it was circa 14kts so the boat was fully powered up and I needed both hands to helm.

We took the inshore line at the Needles, which gained us another place. In fact when I looked under the boom it felt like I could touch the lighthouse! We opted for the big kite for the tight reach to St Catherine's, which made for some exciting sailing. I thought this would be an easier leg to helm so carried on, but I soon realized that these boats are quite a handful with their large masthead kites.

I was still on the helm when we rounded St Catherine's and by this time it was gusting 24kts and we were on a dead run, having to gybe inshore to gain the tidal advantage and then gybing out to avoid the rocks. I soon found out about the infamous Contessa roll and at one point found myself flat on my back hanging onto the tiller. Boats around us were having many more problems with one losing its mast, a kite ripped and someone falling overboard in a broach.

Finally at 1pm I was allowed a break. I sat down to my roll & drink looking forward a chance to enjoy the rest of the leg, but Dad had other ideas and after only a few minutes I was back on the helm again. In no time at all we were round Bembridge



Ledge on a two sail fetch to the Forts and then tacking along Ryde Sands. A few boats pushed their luck a bit too much and went aground but luckily we got away with it. By now both my arms and legs were aching having been standing for about 7 hours. There was to be no let up. Still in 2nd place and catching up the lead boat we were still in with a chance. The third boat was not far behind either. The final approach to the finish was pretty hectic with much confusion over boats heading for either the north or south finish. It would have been so easy to have blown the whole race at this point. Luckily all went well and we finished 2nd in class.

Awesome!!

So, lessons learnt?

- 1) Don't let Dad fool me again. Apparently he always planned that I would helm the whole race.
- 2) You really do need a good crew and and those two evening practice races made huge difference.

And the next challenge? Rather keen on the Swan 45 worlds... but think I had better concentrate on making the Optimist Squads this winter.

TOM MITCHELL



PETER ANDREA TROPHY 2014

The forecast for this year's race looked like it might be a repeat of last year's rowing race across the river for the Peter Andrea Trophy, but the predicted gale force winds went through early and the competitors had sunshine and a north westerly wind of 12 – 15kts gusting to 20kts: perfect conditions for Lymington River SCOWs.

Fourteen of the Club's finest young sailors competed in the event, which is only open to sailors under the age of 18. The fleets were split into seniors and juniors for the heats with the best of each going into the final. PRO Stuart Jardine set a course from the southern end of the pontoon to a windward mark to the north east of the Club pontoon over to the Walhampton side of the river and back to the start.

All starts were fiercely contested and challenges at the marks came thick and fast and with the added difficulty of the shifty conditions in front of the clubhouse, made for excellent viewing from the warmth of the bar.

James Eales won the trophy on the last leg, having changed places on several occasions with Will Bedford, and also received a substantial cash prize from the fund left to the Club for this event in the name of Peter Andrea.

(See bulletin on page 47)

The final results were:

1st	James Eales
2nd	Will Bedford
=3rd	Sarah Jarman
=3rd	Stephen Jarman
5th	Danielle Thomas
6th	Ronnie Cubitt.



Youth Week

Over 150 young sailors raced in this year's successful Youth Week, which is run by the Royal Lymington Yacht Club with a huge team of local volunteers.

Youth Week caters for all sailing abilities and along with Wednesday Junior Sailing (WJS) is widely acknowledged as a flagship initiative within UK youth sailing. Now in its sixth decade Youth Week (previously known as Junior Regatta) gives opportunities for locally connected youngsters, to take part in competitive dinghy racing supported by professional instructors and a wealth of experienced local volunteers. This year the event was supported by Lymington Yacht Haven, Joules Clothing and, Walhampton School.



Jenny Wilson, Principal Race Officer and her race management team ran four separate fleets in The Solent and its lakes. Unlike 2014 when the tail end of Hurricane Bertha brought in some strong winds and violent squalls, the young sailors managed to race every day. It was a slow start to the week with light winds in the mornings building throughout the day and strengthening to Force 5 on a couple of days, resulting in some challenging sailing. All the fleets managed to sail every day with the younger more inexperienced sailors moving to the smaller, safer lake courses as the tide permitted. Mid week



(Wednesday 19th August) torrential rain dampened the enthusiasm of some, but all fleets still managed to race. The remainder of the week was drier, with bright sunshine lifting the spirits on the final day.

The Bronze Fleet with 28 beginner Optimist sailors, some in their first year of racing, showed real potential and lots of determination to keep sailing in challenging conditions. Exhibiting more confidence each day this fleet enjoyed some good racing in a range of conditions from Race Officer Steve Green, with on the water coaching to help where necessary.



The Silver Fleet with Karl Thorne as Race Officer combined 14 intermediate Optimist sailors and 12 RS Tera sailors competing in sometimes challenging conditions of wind and tide. A combination of racing in The Solent for part of the day and in Oxy Lake for the remainder allowed the sailors in both fleets to gain confidence and achieve a very good standard of racing.

The Gold Fleet with Race Officer Malcolm McKeag had some excellent racing in The Solent off Pylewell Lake. A mixture of advanced Optimists and Tera sailors, along

with a Fleet of RS Fevas – a new addition to Youth Week this year, and some Lasers, 420 and RS Visions made up a small, but very competitive fleet of around 20 boats. The racing was of a high standard and protests were few in this fleet.

The LR SCOW Fleet was the largest of all with 90 children racing mainly three to a boat in three separate fleets. A fleet for regular attendees of WJS and two fleets of privately entered SCOWs divided by age, had two sessions of sailing a day, returning to the club at lunchtime for re-fuelling and further coaching and briefing on rules. Race Officer Fran Wilson kept them busy sailing a mixture of laid courses and passage races back to the Club, which were hotly contested.





Warm bright sunshine on the last day of the regatta added to the almost perfect racing conditions for all four fleets in the traditional 'fun race' which saw all fleets competing on the same race area. Many boats were dressed with pirate regalia and youngsters in a variety of pirate costumes worn to celebrate the end of the regatta even made Silver Fleet Race Officer Karl Thorne 'walk the plank'. Link to video on facebook.

Commenting on Youth Week 2015, Principal Race Officer, Jenny Wilson said: "The Race Officers were delighted to see such enthusiasm this year from many of the young sailors keen to get out on the water despite the tricky conditions. The improved confidence of many was heartening to see as the week progressed and the standard of racing was high.

We had our fair share of protests on the water this year and it was encouraging to hear the knowledge of racing rules well articulated by the most competitive, although some still have a lot to learn. Most gratifying for the race team was the number of local 16-18 year olds who turned out to help in safety and mark laying and coaching ribs."



Winner of the prestigious 'Best Helm in the Regatta' Joules Trophy was Abbey Hire (aged 10) sailing *White Horses* an RS Tera Sport, in the Silver Fleet. Miss Kelly Burgess, manager of Joules in Lymington presented the trophy to Abbey.

Winner of the new Walhampton Trophy was Charles Overton (aged 12). Mr Nigel Reed, deputy head of Walhampton School presented the trophy acknowledging the achievements of leadership required to successfully helm a boat with younger more inexperienced sailors aboard.

JENNY WILSON



Trophy Winners:



Joules Trophy Winner:

Abbey Hire (aged 10) sailing *White Horses* a RS Tera Sport, Silver Fleet, won the trophy for the best helm in own boat.

AJ Slipway Trophy:

Awarded for the most helpful sailor of the week, Abby Hire. Awarded by Beach Master Sebastian Chamberlain.

Walhampton Trophy Winner:

Charles Overton (aged 12) helming RLymYC SCOW *Snoopy II*



Wednesday Trophy:

Awarded for the Best Wednesday Junior Sailor, Peter Bennet.

Oliver's Boat Trophy:

Awarded for the Spirit of the Regatta to Andrew Eady.



My Youth Week

Ollie Tait



Over the years I've had the opportunity to sail in Youth Week in the Bronze, Silver, Gold and of course... the SCOW fleet! But this year was very different, taking on the role of SCOW Coach I had the opportunity to witness the five days of meticulously controlled madness from the comfort of a safety boat.

As a sailor, it's very easy to assume that it all just happens... It's a luxury, strolling down the Club pontoon to find your Oppie there ready and waiting for you to jump in and sail. And this is of course pays tribute to the mass army of volunteers who turn out year after year, slicing sandwiches, driving RIBs, comforting sailors who have just 'had enough' or managing the overall running of the event. It's amazing, looking at those characters who are here, year after year, many of their children are long gone, yet they still return.

Charlotte and I were excited as the week began, although aware that we were being watched very carefully... and GCSE results day was looming. I'm sure a few

were naturally uncertain about the idea of us 'youngsters' being let loose in a RIB, and along with James and Amelia (who were in the SCOW fleet mark-laying boat), we were warned!

Coaching the SCOWs was brilliant, we had the chance of getting in really close to the action (maybe a bit too close at one leeward mark) and enjoying the racing, while giving those sailors who were further back a little encouragement. Overall, the racing was close, competitive and action-packed, and it was great to see the younger helms work their way up the fleet as the week went on. As ever, the SCOW fleet was not without protests, but these provided the opportunity for all the

sailors to learn a lot about the rules in a supportive environment (and kept Fran and the rest of the SCOW race committee on their toes!)

There wasn't a single moment throughout the week when I regretted volunteering. Of course, there will always be those moments when the mere thought of a lost water bottle seems exciting, let alone a capsizel! But we learnt a lot, and seeing the ins and outs of this amazing event was certainly eye-opening. The weather conditions were perfect this year. Although the week began with little breeze, it soon filled in and by the end of the event all the classes had sailed every day.





Seeing Youth Week from an entirely different perspective meant that I noticed things which, as a sailor, I would have not even considered before. The daily safety briefings allowed the ESO (Andrew Eady) to entertain all of the helpers with a story from the previous day, this often ended up leaving one helper humiliated, having received an award for their hilarious mistakes. And of course, who could forget rocky road Thursday - the day the whole safety boat fleet were treated to some of Andrew Eady's highly calorific and delicious rocky road?

Another question a sailor may ask is: 'Who on earth is Bridge?!'... this was certainly a question I asked. However, from day one, as the reassuring voice of Jane Clegg echoed out over the fleet of RIBs it all became clear. 'Bridge' has the crucial role of keeping Youth Week ticking. From the

confines of a small room on the ground floor of the Club building she logs RIBs in and out, keeps track of sailors who (for whatever reason) are no longer with their boats, updates the boats afloat with news from ashore, provides support in emergency situations... the list is endless.

I could go on: volunteers preparing/delivering/fuelling RIBs, driving committee boats and mother ships, stocking the tuck shop, fixing broken boats, recording results... the fact is that there are so many crucial parts that come together to construct the colossal machine that is Youth Week, that I took for granted before. And I now appreciate what goes into bringing it all together.

Driving a RIB this year (the trusty *Tom Thumb*) and coaching the SCOW fleet provided a rewarding week of fun. I would thoroughly recommend that if any other 16 or 17 year olds who have enjoyed this special event in the past would like to give something back or get involved, do it! Of course, you can keep participating in Youth Week till the age of 18, but if you do want to try something different, and see the event from an entirely different perspective... volunteer, you'll be very welcome. That said, to help in this way you will need qualifications (and the boat handling skills). Over the last few years, the Club has been promoting RIB driving a great deal more, to younger age groups. You can learn to drive a RIB at Wednesday Junior Sailing, you can take a Powerboat Level 2 course over a weekend, or you can get involved with the new RIB Club.

I was lucky enough, for the past four years, to be a member of the RLYM YC RIB Challenge team. Although I certainly was never national champion, this initiative taught me a great deal about how to handle a boat competently at all speeds, perform rescues and acquire all the important seamanship skills involved in providing safety cover for an event like Youth Week.



I'd like to thank, on behalf of all the sailors, those who make Youth Week happen.

Shireen Crowe does a huge amount of work up to and during the event organising socials, organizing the shore side and generally keeping everything running smoothly.

Andrew Eady, for whom we have come up with many names... most of which aren't suitable for this magazine, coordinates the entire safety fleet for the event - a mammoth task. And finally Jenny Wilson, without whom, it just wouldn't happen.

As ever, Youth Week showed the Club at its best. For over 150 young sailors it provided a week of madness, laughs, water fights, competitive close racing and happy memories.



Social Report



LADIES LUNCH

Guests were greeted with a glass of champagne, and the tables in the Island Room were decorated with the theme of "Forest in Autumn". This reflected the talk given by our Speaker, Sue Randall, a Volunteer Forest Ranger.

Sue told us that she had been one of a team of six Volunteer Forest Rangers for six years, and using some outstanding colour slides, she illustrated her tasks and duties. She described the Forest's workings, ownership, management and flora and fauna and how it serves the Commoners.

Sue said that the patrols are the eyes and ears of the forest checking for storm damage and all other safety issues. It was sad to learn that £300,000 each year is spent on clearing up after 'fly-tippers'.

LAYING UP PARTY

The sailing tradition of 'Laying Up' was celebrated at a superb Caribbean Night. 100 Members appeared in an amazing array of Caribbean shirts, shorts, flip-flops, and straw hats. There was even a pirate complete with parrot. The steel band, Hurricane Force, were asked to select the best dressed and best dancers from the floor. The competition was keen with Suzanne Wiggins and John Thunhurst taking the prizes. The success of the event was such that it proved challenging to bring the evening to a close.



THE SUMMER BALL

The Club house was decorated with twinkling fairy lights and dressed in flag bunting. It was a pleasure to welcome several new Club members to their first major social night.

The red, yellow and blue colours of the table settings perfectly matched the French, Moroccan and Spanish themes of the buffet. Thank you to our sponsors – Spencers of the New Forest, Dubarray of Ireland and Harken.

The Galley team excelled with the creation of a magnificently displayed fish bar as well as Moroccan Tagine, French Boeuf Bourguignon and Spanish Paella. The dessert station had delicacies to tempt all tastes. There was time for guests to admire the wonderfully creative 'food art' before dinner. Music, from the FM Party Band, filtered through from the marquee that covered the balcony. Following dinner those who still had energy after a day on the water took to the floor and danced the night away.



FRENCH NIGHT

The River Room, with tables decorated in the colours of the Tricolour French flag, attracted some 60 diners for a choice feast of French cuisine. Many had decided to dress in matching blue, red and white and some sported French-style striped sweaters.

The menu was another dining success for the Club Galley staff. Moules Mariniere, Pate de Canard or Champignon Portabella au Fromage was followed by Poulet a la Provençal, Filet de Porc Normandie, Steak Frites or Bouillabaise – several extra bowls of frites left the kitchen too. Then for those who wanted dessert there was a choice of Tarte au Citron or Petit Pot au Chocolat.

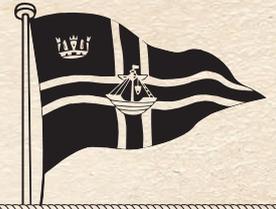
GREEK FOOD THEME

Although the European parliament was struggling to sort out the finances of Greece the Galley at the Yacht Club was fully prepared to fly the Greek flag offering members an ambitious menu of traditional Greek food. More than 70 were welcomed into the River Room to tables dressed in smart blue and white. Many opted for the mouth-watering starter platter for two, though deep fried Calamari was also popular.

The appetizing main courses included Moussaka, Lamb Kofta Kebab, Chicken Souvlaki, Beef Stifado and Roasted White Fish – there really was something for everyone.

For those who could manage to eat a dessert there was the classic Greek Baklava – filo pastry leaves with nuts, all soaked in honey and accompanied by ice cream.

THE ROYAL LYMINGTON YACHT CLUB BULLETIN



Extracts from bulletin 1964 by L'Agneau. Commodore P.J.B. Perkins

The outstanding success of the year was that we were placed second in the Royal Ocean Racing Club Points Championship. Otherwise, it has not been much of a season. Summer came rather late and the best period of pleasant, settled weather was in October.

Your Committee have had to keep a keen eye on expenditure this year. We finished last year with the coffers denuded of ready cash and, after providing the new pontoon and a new deep freeze; we are likely to finish this year in much the same state. The pontoon was a "must" to relieve the congestion and the deep freeze was down for renewal in 1966 but failed to last the course. The Honorary Treasurer is not alarmed but, if we are to work up a reserve in order to allow us to embark on further improvements, we may have to look round for some other source of additional income. Debentures, for capital expenditure, higher subscriptions and fruit machines are all under consideration.

On August 29th, a young couple lost their lives when sailing a dinghy in The Solent, in spite of the fact that their capsizing was seen by a number of people ashore and afloat, that the authorities were alerted, the R.N.L.I. Inshore Rescue Boat went out but had to return on account of the weather conditions, the Yarmouth Lifeboat went out, a helicopter from Thorney Island was airborne and the dinghy with the crew clinging to it was seen and approached by two yachts which endeavoured to take the crew off. This happened on a day when the weather was not particularly bad it was, in fact, the second day of our Annual Regatta when our dinghy classes were racing in The Solent. In addition there have been a number of near misses during the past season when the crews of capsized dinghies in the West Solent have been

rescued by pure chance of passing craft. But for the purely fortuitous presence of these craft (in one case a submarine) other fatalities might well have occurred.

Yacht Tenders:

The new pontoon has been fully used and has done much to reduce congestion. Nevertheless there is still a tendency for the majority of tenders to be concentrated at the outer ends of the pontoons, thus causing congestion there and blocking access to the inner ends, where there is often ample space to spare. The co-operation of members is sought in avoiding this inconvenience.

Cruising:

The miserable weather must have disheartened the cruising enthusiasts. Not a single log was submitted for the Cadiz Cup. However, two of the Flag Officers set a good example. The Commodore was away for ten weeks in Tamarack and spent a considerable time in Danish waters and had a lot of fun in the Dutch and German canals. The weather, he reports, was no better there. Rear Commodore Bowen in Pomerol did an extensive cruise in Dutch waters.

Dinghy Racing:

As in last year's Bulletin, we are able to report successes in open or international racing of some of our dinghy helmsmen.

Richard Creagh-Osborne who got his old Finn down from the shelf for the Autumn Trophy Meeting again defeated our National Olympic representative.

Stuart Jardine, who has now won the British Flying Dutchman Championship more often than anyone else, won so many races at the Poole Bay Olympic Association Week to make sure of this year's title, that he was able to get away before the end of the series to take the helm of Ilex, the R.E.Y.C. yacht, in the British team in the

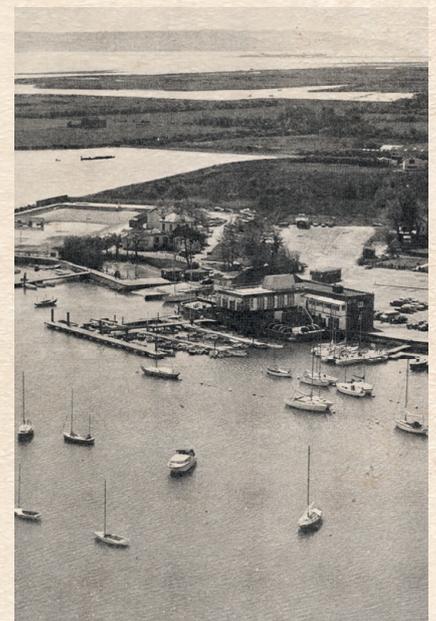
One Ton Cup series. Later he won the Inter-Services Gold Cup, which his brother Adrian had won the two previous years.

The most lucrative annual prizes for young members of the Club are those of the "Peter Andreae" Competition. This year's event was saddened by the news of the death of the donor, Herman Andreae, a Life Member of the Club. In memory of his son, Peter, who was lost at sea in a yachting accident before the First World War, he presented a sum of money, the dividends from which were to form the annual prize for a competition amongst members under twenty-one years of age. This year's competition was won by Peter McDonald with Peter Rowan second, and Malcolm Tew third.

Social Occasion:

Once again the Regatta Ball was a huge success. Next year, by a slight re-arrangement, we hope to have more tables in the marquee.

As a new venture, it is intended to hold Club Evenings for the benefit of new members and the first of these is scheduled for December 11th.



CLUB SPONSORS

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

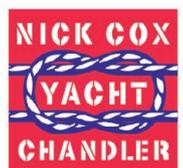


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SERVING THE LYMINGTON YACHTING COMMUNITY FOR OVER FIFTY YEARS

It's a long time since Jeremy Rogers started building boats in Lyminster. Although he was trained as a traditional wooden boat builder, Jeremy was always forward thinking and innovative and quickly realised the potential of building in GRP. His adaptation of the Folkboat brought us one of the first production boats in the shape of the Contessa 26. Soon after followed the Contessa 32 along with a string of one-off racing boats as well as production boats such as the Contessa 35, the 39 and the 43, designed to win prestigious race series like the One Ton Cup and the Admiral's Cup. The rest, as they say, is history.

These days, the Jeremy Rogers' yard is to be found at the Lyminster Yacht Haven and, still a family affair, is run by Jeremy's son Kit. Here, the highly skilled team of craftsmen and engineers carry out refurbishments of all boats, power and sail and still build new Contessa 32s. Come and talk to us today about your project – you'll be in good hands.



Come and visit our friendly and expert team in the Lyminster Yacht Haven

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