

PotterShi

The Royal Lyminster Yacht Club in 2018





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YOUR POTTERSHIP MAGAZINE

Another year gone by in a flash and now only three years to go until the Club celebrates its Official Centenary.



Ann Brunskill and I have been tasked to produce a Centenary Book, and would be very pleased indeed to receive any ancient wisdoms or tales from the past from you. Give me a ring or e-mail me if you think you have something of significance, interest or import that should be included.

A spectacular year of yachting achievements, which you will read all about in this magazine.

Equally the winter social activities have increased hugely and it is good to see the Club so busy.

As ever, thank you to all who have proof read, supported me and propped me up, especially to Phill at Tinstar Design without whom I would not be able to produce this magazine.

JUDY RUFFELL

Why "PotterShip" Magazine?

People often ask me this... the publication is named after a magnificent trophy which is raced for once a year by Members of the Club helming their own boats. It was presented to the Club by one of its founding Members, Cyril Potter.



PotterShip is the magazine of the Royal Lymington Yacht Club.

Royal Lymington Yacht Club, Bath Road, Lymington, Hampshire. SO41 3SE

- ☎ 01590 672677
- ✉ sail@rlymyc.org.uk
- 🌐 www.rlymyc.org.uk

Editor: Judy Ruffell

- ✉ judy@rosedale16.plus.com
- ☎ 01590 672175

Design & Production: Tinstar Design Ltd

- ☎ 01590 679490
- ✉ design@tinstar.co.uk
- 🌐 www.tinstar.co.uk

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From The Commodore

2018 must go down as one of the best summers that Britain has enjoyed in over 40 years.

This wonderful weather meant that our Members were able to enjoy both more time afloat and ashore, enjoying the Club balconies until late into the evening on many occasions, including well into the autumn, which is most unusual. The Club had a real buzz about it on those days.

This fine weather also meant that fewer races than usual had to be cancelled due to bad weather. Looking back through the results I can see that on Thursday evenings only 1 race did not take place at all. Monday Dinghies only suffered 3 cancellations and also produced some very large fleets. The SCOWs in particular exceeded all previous records with over 60 boats participating in total at some stage during the season and over 40 starting on one Monday evening.

Of course the fine weather would also have benefited our cruising members, particularly those with motor boats. The cruising meets have been as popular as ever this year, although the cross channel meet was badly affected by fog when Members were crossing to Cherbourg.

The Round the Island Race was nearly affected by a lack of wind but success came to those who persevered, particularly the smaller boats. We must congratulate in particular Sarah and Ross Appleby who won the Gold Roman Bowl in their Contessa 26 and also George Smith, aged just 17, and his young crew who came third overall, also in a Contessa 26.

Whilst referring to the success of our young sailors we must note that the Club was one of the first 15 clubs in the country to be identified as an RYA British Youth Sailing Recognised Club. This award was made as a result of our success in promoting Junior Race Training at the Club. With our 6 established Junior Fleets we have seen tremendous commitment from not just the Juniors participating but also from the parents and volunteers who help to run the training throughout the year. This has resulted in us attracting members from other clubs who wish to benefit from the training that we can offer. Alongside this must be recognised the success of Tom Rogers in the Honda RYA Youth Rib Championship. Tom, as the defending Champion from 2017, competed against the 2018 Champion at the Southampton Boat Show in the Champion of Clubs Event. Not only did Tom win but he broke the course record by a substantial margin.

Hearty congratulations are also due to Ali Husband whose efforts on behalf of Wednesday Junior Sailing, most recently as its Head, were rewarded in November by the presentation of an RYA Lifetime Commitment Award by HRH the Princess Royal.

We were excited earlier this year when the opportunity arose to become the Challenging Club to represent Sir Ben Ainslie's Team INEOS UK in their America's Cup Challenge. Although we narrowly lost out to the Royal Yacht Squadron we have continued discussions with INEOS regarding a legacy arising



from their challenge which could benefit young people around the country who wouldn't normally have the opportunity to take up sailing. We will explore this with them further in 2019 to see how the Club could become involved.

I was delighted that our Annual Dinner in November was so well attended, particularly as a new Member, Wing Commander Andy Green, was our guest speaker. Andy entertained everyone present with his experiences of breaking the World Land Speed Record in Thrust SSC in 1997 at a speed of 763 mph. His description of what it is like to drive a car at that sort of speed was enthralling. His next challenge with the Bloodhound Project is to break 1,000 mph and we wish him every success with that.

Finally, I started by saying how busy the Club has been this year, both on and off the water. The result of that is that we have also been very successful financially as well. This is of course most important in allowing us to improve the infrastructure of the Club, starting in 2019 with the Platform together with other small improvements in the Clubhouse. Other initiatives will follow as funds allow over the coming years.

My first year as Commodore has been most enjoyable, although quite busy. Thank you all for the support you have given the Flag Officers and your General Committee. I wish you all a successful 2019 in whatever capacity you are involved with the Club.

ROGER GARLICK, COMMODORE

Club Awards

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



The Jack in the Basket Trophy

Jack in the Basket Trophy presented to the Club in 1972 by Major Gerald Potter MC is awarded annually to the Club Member under 30 years of age who is considered to be an outstanding yachtsman/yachtswoman of the year. Awarded to George Smith aged 17 for his and Team Brizzo's outstanding performance in this year's Round the Island Race when they were the 3rd IRC boat overall in their Contessa 26.



The Jubilee Challenge Trophy

Jubilee Challenge Trophy first presented in 1972 to the Club Member who gained the highest place overall in the RORC Spanish Race. Due to the loss of this event the trophy has since been reallocated to the Member who has achieved the most outstanding offshore performance. Awarded to Ross Appleby for an excellent offshore performance on *Scarlet Oyster* this season including coming 1st in Class 2 in the RORC Caribbean 5600 Race.



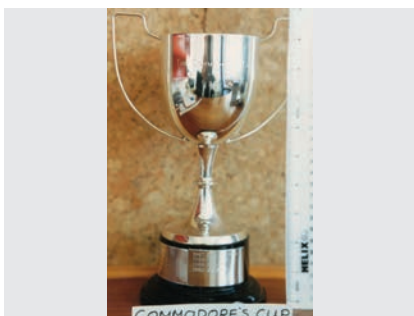
The Highlander Trophy

Highlander Trophy first presented in 2007 and is now annually awarded to the Club Member who has made a significant contribution to IRC racing at the Club. Awarded to Andy Roberts for his excellent involvement on *Jin Tonic* this season.



The Lionel Byrne Bowl

Lionel Byrne Bowl was first presented in 1984 by Club Member Brian Mamby and is now annually awarded to the Club Member who scores the highest placed RLYM YC yacht in the Island Sailing Club's Round the Island Race. Awarded to Sarah Appleby of *High Potential* who took the honours by being the overall winner of the Golden Roman Bowl during this year's Round the Island Race.



The Commodore's Cup

Commodore's Cup first presented in 1986 and is now awarded annually for the most outstanding achievement and help to the Club by any Member awarded to Mrs Ali Husband who has served on the General Committee of the Club for 3 years, on the Sailing Committee for 7 years and has been a Wednesday Junior Sailing volunteer for 20 years, as a Senior Instructor. For the last five years Ali has been the Head of WJS and has always gone about her responsibilities with a quiet authority resulting in the continuing success of this community sailing project.

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.



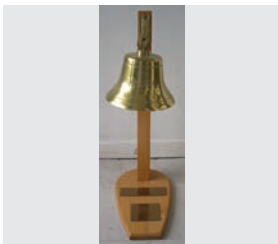
The Channel Trophy

Awarded to the skipper and boat attending the most meets organised by the Cruising Committee goes to Bob Woolley.



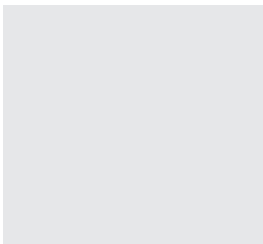
The Quains Cup

Awarded to a log of a significant cruise under sail went to Peter Bell.



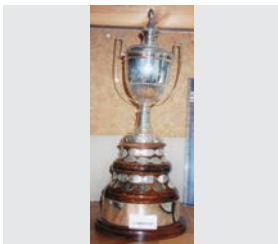
Seamanship Trophy

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



XII Bar Blues Trophy

Awarded to encourage the use of modern technologies on a boat was awarded to John Adcock.



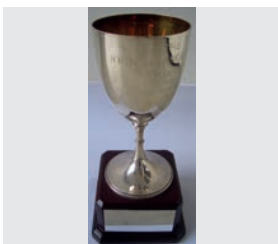
The Cadiz Cup

Awarded for a log of a significant and demanding cruise under sail was awarded to Andrew Sutherland.



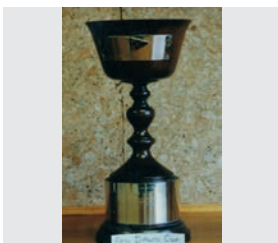
Photographic Competition

Awarded to Dr Nigel Reid for a photo entitled Tranquil Beaulieu.



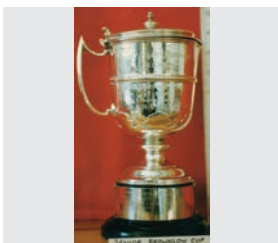
The John and Angie Bailey Trophy

Awarded for a lifetime achievement in sailing to James Beatty.



Fen Dawn Cup

Awarded for a log of a significant motor cruise went to Rod Perry.



The Senior Brownlow Cup

Awarded for the best narrative of a cruise under sail or motor to Emma Breese for a narrative of her family cruise to the West Country.

Cruising Notes

To help Members get the most from the Cruising Division in the Club the Cruising sub-Committee organise events throughout the year both on and off the water. These are designed to suit many types of boats from sailing yachts to motor yachts, motorboats to RIBs, (this year involvement was 2/3rds sail to 1/3rd Motor boats). We hope our events also appeal to Members who no longer own their own boat and to those new to cruising who are still deciding on the type of boat that will suit them. We plan day meets in the Solent, weekends further afield, cruises in company and charter cruises. Ashore we organize a Safety morning, an annual Engine Maintenance event, Informal Cruising suppers and the Annual Cruising Dinner and Prize Giving each February.

The Cruising sub-Committee also manage the Chart Room. This is an impressive library of Charts, Pilot books and Members' Logs. An ideal quiet place to research ones' next boating adventure. We are always grateful when Members donate material that they no longer require.



Day meets are the backbone of our activities and well supported. None of the nine planned in 2018 had to be cancelled due to poor weather. After a morning on the water we meet for a pre-booked lunch at either a Solent yacht club or a hostelry. In January we visited Newtown Harbour and walked to the New Inn for lunch, a firm favourite. February saw us at the Royal Southampton Yacht Club at Gins with nine sail and five motorboats. Sixty-six of us gathered with Members whose boats were laid up for the winter arriving by car. As the season progressed and days



lengthened we had day meets to Cowes, Southampton Town Quay, Island Harbour, Warsash and Seaview. In glorious June sunshine and with favourable tides we held our first meet to Seaview Sailing Club; they were most hospitable. We had arranged to use the club's mooring buoys and their RIBs gave us rides to and from the shore. A return visit is planned for 2019. In late October we went once again to Warsash Sailing Club to mark Trafalgar Day, always popular, with 57 Members on sixteen boats taking part.

Please do sign up for a day meet when you see it advertised. If you do not have a boat of your own there may, at the skipper's discretion, be the opportunity to crew on a boat for the day.

We are considering increasing the number of these events. Suggestions for new places to visit and venues for lunch are always welcome.



There were three weekend meets this year to Bembridge, Poole and the Hamble.

Bembridge, always popular, took place over the the early May Bank Holiday and attracted nineteen boats and forty-seven attendees. We were blessed with outstandingly warm weather throughout, and spent the Saturday evening using the Duver Marina barbecues and marquee dining area. On the Sunday evening we had an excellent dinner at the Bembridge Sailing Club before catching an ebb tide back to Lymington on the Monday.

The Poole Meet in early September went to Poole Quay Boat Haven attended by seven boats and twenty Members. A sunny day with the wind slowly increasing to force 6 gave the sailors an exhilarating passage over Christchurch Bay which made the early evening Pontoon party followed by a restaurant supper all the more enjoyable.

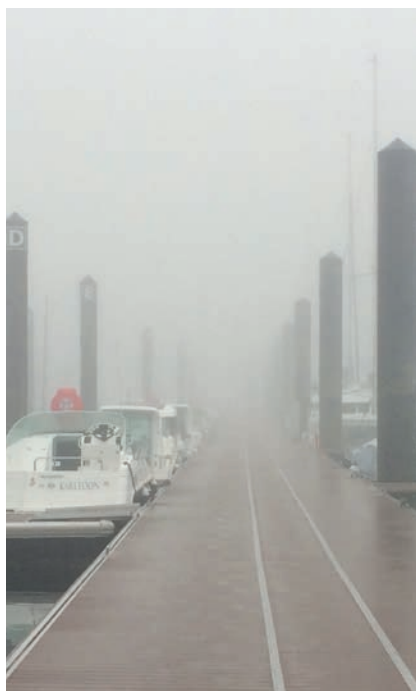


At the end of September there was a weekend meet to Hamble once again in near prefect weather. Eleven boats attended and having arrived late morning, three with dinghies, proceeded upriver to the Jolly Sailor for lunch in the sunshine. The Trevelyan's then continued their

adventure by exploring further up the very scenic Hamble river to the outskirts of Botley. Skippers and crew had early evening drinks in the RAF Yacht Club before thirty-five Members gathered for a most congenial pub supper.



In recent years we have found that many of our active cruising Members have had their own agendas and timetables for their main Summer cruise and have not shown interest in a lengthy prearranged route. This is constantly under review. At the 2017 Cruising Forum interest was shown in us arranging a Channel Crossing "in company", which took place at the beginning of June. Nine boats crossed to Cherbourg for either a long weekend or as a springboard to their longer summer cruise and twenty three had an enjoyable dinner together on arrival in the marina restaurant. Many of us were plagued with fog at the beginning of June on both sides of the Channel which, although it didn't delay our Lymington departure, did hold up many later in the Channel Islands and on the north Brittany coast. Never ones to miss an opportunity, it did, however, give many of us the advantage of having enforced time in ports to socialise and exchange "foggy" tales!



For those who continued to southern Brittany and those who keep boats in that area there was an invitation to join in a rally of the Moody Owners' Association in Vannes in July. Six of our Members' boats attended and enjoyed a pontoon party and the festivities for the French Independence day with very colourful processions and fireworks at which Vannes excels. For those who stayed the next day we observed French exuberance at its highest when they won the World Cup.



A number of Charter Cruises have been arranged in the past to Croatia, Greece, Norfolk Broads, Caledonian Canal and the Caribbean. At the 2017 Cruising Forum a suggestion to cruise the Canal du Midi was enthusiastically received. This followed an inspiring Winter lecture by Members who have explored the area over a number of years. Unfortunately charter boats were already booked for 2018 so this will take place for a week in the middle of May 2019. To date 6 boats are booked for a one way cruise from Narbonne to Trebes. Any other Members in the area should keep a look out for the Club pennants flying.

In September 2019 our Members have been invited to a return visit by members of The Sailing Club of Chesapeake to join them on their boats for their Autumn Cruise. To date thirty-three Members have expressed an interest.

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

Over the winter 2017/18 we organized a programme of sixteen lectures drawing on Members and outside speakers,

covering a wide variety of subjects. These included Members' experiences in building a Folkboat, cruising the northern rivers of Europe, cruising the canals of southwest France and a fascinating talk about the Staffordshire Hoard. We were also able to welcome back Professor Simon Boxall from Southampton University to explain the tides of the English Channel and the underwater photographer Michael Pitts who gave a wonderfully illustrated talk about War Wrecks in the Pacific Ocean.

These talks are well supported with attendance averaging over 100. We plan to extend the season in 2019 with lectures starting in October.

Our informal cruising suppers, generally held outside the main sailing season, are an invaluable opportunity for us to welcome new Members as well as to meet with old friends. All are welcome. We have enjoyed two this year, each attended by over 100 people.

The annual safety briefing in March was led by David Monks, a Member and the RNLi Community Safety Officer for Central Solent. After an interesting talk on safety equipment, publicising the free onboard check which the RNLi offer to any boat owners, his team offered a life jacket clinic. Of the 100 life jackets they checked just 10% were fully functional, a very sobering reminder at the beginning of the sailing season.

A talk on engine maintenance was presented by Nick Eales in October, Nick is a Club Member and CEO of Seastart. He gave a presentation about diesel boat engines, and how to deal with problems which might arise whilst afloat. As well as numerous questions that many of us had for Nick it was also a good opportunity for Members to exchange experiences; diesel bug being one of the most popular.

Although we enjoy our own boating experiences of "getting away" from it all, it is always good to see a Club pennant or Ensign in a foreign port and make contact. I am grateful to all on the Cruising Sub-Committee for their help in planning and taking part in the above events. I would be very happy to hear from Members who would like to join the Committee. We are a very sociable group and your involvement will in no way impede your own boating plans.

SUE SUTHERLAND

JACANA'S SUMMER SAFARI

Kitty Van Hagen



Simon and I never, well hardly ever, argue when At Sea. When we do it is usually about which way to turn when we get to the mouth of the Lymington River. This year on May 15th there was no discussion. It was left hand down; up the Channel to Dover, crossing the shipping lane at the Sandettie bank, then slipping into Holland at Stellendam.

Jacana is an Elling 49 motorboat with a single main engine and a small help engine that can be used in an emergency should the main one fail. She was designed and built in Holland and made of re-reinforced GRP.

We had been sailing all our lives, but the time had come to make a change from sail. We took several deep breaths before deciding to move to the 'dark side' and

bought a motor boat. Last summer we spent our time getting to know *Jacana*. It was sea trials for both us and the boat. We cruised from Lymington to Bordeaux and back. It was a steep learning curve and very worthwhile.

This year we decided to cruise to Scandinavia. We planned a route north via The Netherlands as Simon's family live there. We made our way through the canal system to Amsterdam, across the IJsselmeer to Makkum where we spent a happy evening moored up in the middle of the old town. The following day we headed out through Grootte Dam at Kornwerderzand towards the Friesian Islands. Out of the haze, square-rigged ships materialised gliding past like ghosts from an earlier age. We felt we were transported back 300 years into a Dutch old master's painting.

The weather was particularly benign as we motored out through the winding

channels into the North Sea towards Heligoland. We took an inshore route keeping the ghostly Friesian islands to starboard and the shipping lanes to port. Winking, blinking and flashing lights of all kinds of traffic from fishing boats, tankers, wind farms and other terrifying monsters kept us on our toes all night. The attraction of Heligoland is the cheap fuel for the boat and whiskey for the inner man. We had a brisk walk around the island admiring the stack of red cliffs as well as the very active and smelly gannet colony.



From Heligoland it was but 20 odd miles to the entrance of the Eider river. The approach is very shallow, and the channels shift every year although well buoyed. We picked up the approach buoy that was accurately marked on our Navionics chart plotter and on our iPad. We made landfall just before high tide, so we could be sure of sufficient water. The approach is shallow and some of the channels run dry. It is not a place to approach in a strong wind. We chose to take the longer route to Kiel as it was more attractive albeit quite shallow in places. The river winds its way through lush green fields in which butter-fat brown and white cows, presumably Holstein, graze. We spent the night in Friedrichstadt, a beautiful old town that had been built by the Dutch 300 odd years ago. Lovely to get ashore and stretch our legs.





We joined the Kiel Canal for the final miles and glad that we had taken the rural route as we were dwarfed alongside the commercial shipping.

The following day we pulled away from Kiel heading for Aerskoping – a small Danish island we were told was well worth a visit. The cobbled streets and the pastel painted houses were like walking back in time.

On the other side of Aerskoping was the Valden Slot, a castle built in the 16th Century with many later additions. Very interesting to wander around with some lovely paintings, monumental furniture and some attractive porcelain. The attic rooms were stuffed with almost every jungle or beast of the bush that had ever lived. Tiny little dik-dik to lumbering wildebeest, lions, cheetah you name it,

it had been shot and stuffed. It was like Bluebeard's castle – I didn't stay very long.

We were told about the fish. Slabs of freshly hot smoked salmon and fillets of mackerel served with potato salad and rye bread washed down with beer. Delicious. Even better were the new potatoes that had that authentic freshly dug taste. A local farmer told us that it was all due to the longer daylight hours.

We had no preconceived plan so went where the will took us. Usually two nights in a place was enough time to have one full day exploring. Denmark is agreeably flat so hiring bikes was great fun. On Laeso we had a lovely long ride past fields of ripening corn to look at the old houses with seaweed roofs. The temperature inside is a constant 8 degrees. The holiday

season didn't begin until mid-June, so we could moor up in any harbour but on our return journey everyone was on holiday and everywhere full to bursting. With good humour the harbour masters packed yachts in wherever there was a space and occasionally you'd find yourself with three or more boats tied up alongside outside. How polite and friendly the Scandinavians are.

We sauntered up the east coast of Denmark then crossed the Skagerrak to Sweden. Simon had been there in his student days racing a tiny boat and held fond memories of naked beauties on the beaches as well as masses of jellyfish. The younger generation are far more modest than their grandparents were; the jellyfish were just as numerous.

There is a long string of islands off the Swedish west coast that form an archipelago up to the Norwegian border. We decided to potter up through them. The Swedes apparently come home from work at 4pm then nip off to their cottage on an island for the rest of the day. Many of the islands are little larger than rocks with a typical Scandinavian primary coloured square houses perched on top. The routes are well marked, as they need to be. Our electronic charts appeared to be spot on. It was all so pretty and clean. Swedes tend to anchor with a line ashore to a rock and stern anchor as many did not appear to carry dinghies. We didn't give it a try as there is no way we can leap off the bows of *Jacana*.

The fishing was disappointing. We caught a few mackerel, but they were really too small to bother with. On the other hand, we did pick up a bucket full of luscious oysters!



Back down towards Denmark we wandered amongst the Danish islands again; low lying and easy to bicycle around. On Samsø with nothing but agriculture to admire we set off on a safari. The aim was to spot the 'big five' no not Elephant, lion, cheetah, zebra and giraffe, but cabbage, onion, pumpkin, carrots and potatoes.

Simon looked a little worried as he'd never been on this type of safari before. Neither had I so I made it up as we went along. The further inland we went the more rural the countryside. Then around a corner we were stunned by the sweep of dark coloured fields that swept off over the horizon. Was it the sea we could see? On closer inspection it was acres upon acres of red cabbages. 1st of the big five. We followed the road we spotted a field of something green with a definite smell. It turned out to be brussels sprout plants – not a major find but no doubt something to be counted. Are brussels sprouts the warthogs of the safari? Commonly found, smelly, and not that attractive? By this time, we decided we needed a break, so we rested at a small hostelry that served cold beer and the usual pickled herring with rye bread. Not too far from the pub we found field upon field of unripe pumpkins. Onions were being farmed next door and finally we came across new potatoes. I have to confess that we released a handful from the warm sandy soil.

Our time was running out and we headed south towards Kiel for the journey home.

The Kiel Canal is a long day's journey. Many choose to break it at any one of the stops en route otherwise it is quite tiring for two people as the autopilot is dangerous



if left to its own devices. You may be motoring along quite happily when either an underwater tunnel or a large metal object will cause the autopilot to head off 10 degrees! We planned to head down the North Sea and back to Harlingen. This time the North Sea saw us coming. There was much more wind than forecast and we were bashing straight into 25 knots. The North Sea is full of potholes, never an easy bit of water even with a fair wind. We decided enough was enough and ducked into Defltzil for the night. We continued on through the canal system back to Aals where we left *Jacana* at the yard as we had to be back home.

We had the most wonderful relaxing summer wandering around a just small part of Scandinavia. Simon brought *Jacana* back to Lympington single-handedly in September.



Gannet colony -- note the plastic



RLymYC in Southern Brittany

Reflections on a Breton Odyssey

Some years ago, an inspirational presentation was given at the RLymYC by those who permanently kept their boats overseas, including Messrs Priestley (Med) and Eccles (Biscay). Given the modest size of *Moon Haze*, an elderly Westerly 31 Ketch, our aim of keeping her in some warmer, less crowded and more congenial waters, led us to choose the Breton option. It would be nearer to deliver the boat and nearer for frequent visits. The choice has turned out to provide some of the best sailing we have ever enjoyed and unparalleled interest ashore. Going from a couple of seasons of only 2-3 weekends away, based in the Solent area, we now find we are away for 10-12 weeks a year, spread over 3-4 annual visits.

Guided by the local advice from Neil Eccles, we viewed and sounded out half a dozen locations, from the Lorient estuary down to the Loire. Despite the attractions of some delightful harbours, with easy access to the sea, we plumped for La Roche Bernard (LRB for short), on the river Vilaine. It is a charming cités de caractère well stocked with bars, restaurants, a marina and a warm welcome. It is no surprise that it has played home to many Club Members over the years and, at the time we arrived, Phil and Ann Batten were the doyennes of RLymYC boat owners there. Their intrepid adventures in *Windflower*, a Westerly Centaur, encouraged us to seek out islands, anchorages and very good eating places (a recurring theme of RLymYC presence in the area). The calm of Ann helming, in the approaches to the Morbihan, belies the fierce currents about to be encountered but, despite which, the sailor is then rewarded with a fascination of islands, inlets and alongside-berths.

Part of the introduction to sailing in Southern Brittany, also included endless good advice on the Port operations,



Ann Batten at the helm of *Windflower*

transiting the Vilaine lock at Arzal, techniques for getting visitors' berths in marinas and the tremendous benefit of the Passeport Escale which goes with a long-term berth in the many ports of the Morbihan area. This provides free overnight berthing for two nights at a time (refreshed having left the port visited, for just one night) and allows for a varying accumulation of nights, from five per year, to unlimited, depending on the arrangements.

It is amazing how one tends to bump into the same people at similar times of year and Alan and Bernie Marsh in *Arwen Evenstar*, have become close sailing companions, over the past five seasons. Again, they have been the source of extensive advice on some longer passages, crossing the Loire and into the Vendée, the pilotage for some wonderful destinations, and the inevitable gastronomic guidance! The accompanying shot shows *Arwen Evenstar*, making haste down the lower reaches of the Vilaine, after exiting the lock, to get to sea as quickly as possible and the awaiting winds of the Quiberon Bay.

One of the first ports of call, on leaving the Vilaine, is the very attractive port and town of Piriac. It is seven miles south of the entrance to the Vilaine and has a lifting sill that maintains a welcome depth of water, amidst a drying rocky plateau - hence the occasional need to put skates on, to arrive in time. Piriac is at the eastern end of the Quiberon Bay and a good jumping off point for heading south crossing the Loire, so it is not surprising to meet a number of those making passage out or back from the southern Biscay ports. Given the attraction of these cruising grounds, one will often meet up with other RLymYC boats and during a stay in Piriac in 2018, we were joined by seven others - some locally berthed and others home-based. Consequently, it is not unusual to have an entire cockpitful, once suns and yardarms have parted company! The only difficulty then is choosing the restaurant for the run ashore.



Alan Marsh guiding *Arwen Evenstar* down the tidal Vilaine

Again, it was no surprise that Piriac was to be the rendezvous for Andrew and Sue Sutherland, bringing *Martlet of Arun* to the Southern Breton waters, for a season or two (or maybe more... it has that effect!) They joined another semi-permanent Lymington boat, *Galene*, with their skipper and mate George and Gaynor Johnson, with whom *Moon Haze* enjoyed some

cruising in company during the very hot and rather airless summer of 2018. Just to show that we were able to make sail, the photo of *Galene* with George at the helm, was taken when we were about to cross the Loire, heading for Pornic, the first destination in the Vendée.



George Johnson adjusting the sheets, as Galene eases towards the Loire

The Loire, France's longest river, can provide some challenging sailing: where a strong current, exposure to fresh winds and often a substantial swell from the Atlantic, combine to keep the navigator and helmsman on their toes. The reward is well worth it, with the noticeably warmer weather and the coast changing from the tall, grey stone and slate of Brittany, to the shallower, pantiled roofs of white buildings, of southern styles, evoking a more Mediterranean character.

Closer to home, and ever a favourite for a late summer exploration cruise, the Morbihan Sea is set at the heart of the Quiberon Bay. As has been referred to above, the whole area provides a wonderful cruising ground but, at its head, up a canalised entry to the heart of the Département du Morbihan, is the jewel of its capital: Vannes. A historic but vibrant city, it is host to a number of maritime events and festivals during the year and one's timing for a visit should either be deliberately to attend, or to avoid such an occasion, which gets very busy, with a lot of night life. Neil and Bron Eccles have their berth for *Cutaway* in the port, very close to the centre of the city, as the accompanying picture shows. One really can sail into the heart of so many places in Brittany that it provides endless entertainment.



In the heart of Vannes, Neil and Bron Eccles are below in Cutaway, preparing a vin d'honneur

So, as the season comes to an end and preparations are made for wintering afloat (much warmer than ashore) the Lymington sailors berthed in Brittany have good reason to thank those who have blazed the trail... with advice on the best yards and specialists for work, notable amongst whom is a Brit who actually lives in Brittany and who had previously worked in UK yards, so knows the boats well. Another berth holder at La Roche Bernard, a Belgian who lives in the UK, has spent years compiling and perfecting a French-English-Dutch yachting dictionary, with pictures - an absolute essential for those technical discussions, to avoid any ambiguity, especially if one is leaving the boat to be worked on. Add to that the group of around 30 Brits, who keep their boats in LRB, and are part of a self-help Winter Boat Check group that keep in touch by email, whenever any one of them visits out of season. Not forgetting that wonderful gift of God, the fresh water in which the boats in the upper Vilaine sit, and then alternated during the cruising season with salt water, happily clear any bugs or fouling from one, when entering the other.

Yachting in France is a wonderful experience, where it forms much more of an integrated part of community life than perhaps does a closed marina in the UK. Granted, one will have Pierre and Claudette making their Sunday perambulation, up and down the pontoons and marvelling at these strange vessels with even stranger crews that actually go to sea! But having a marina berth that connects to the local footpath and town facilities has a charming intimacy that is very comfortable. For us, arriving at LRB, probably as "last time berthers", it has completed an Odyssey that started thirty years ago, with our first Channel crossing, to the northern ports of Brittany. Being part of the local community, which is so welcoming and generous, is a great joy. It seems only right that one should join in the local customs and traditions, so we dressed overall for Bastille Day - as the final photo shows - although the mercury was around the 30C mark for much of the time!

GRAHAM AND JANE CLARKE



Moon Haze celebrating Bastille Day, in her home berth at La Roche Bernard.

Single-handed Across The Tasman

A VOYAGE FROM
WHANGAREI, NEW ZEALAND
TO BUNDABERG, AUSTRALIA.

Date: 13 October to 17 November 2017

Duration: 31 days

Distance: 1514 miles

DONALD BEGG



Lydia, my Bowman 48, is in the water again.

She has been refitted and serviced, her bottom has been pampered, caressed, and de-barnacled, and she has been lowered gently back into the Pacific. The Norsand Yard in Whangarei appear to have met every positive expectation. My thanks to Mark, the service manager from Falmouth, and to David, the hoist manager from Germany who carries off heavy-lift operations with a delicate touch.

Once in the water I motored her up the couple of miles to the marina in the Town Basin in Whangarei, mildly surprised to stop all traffic at the bascule bridge with a word on the VHF, and secured her for a couple of days of storing and marine Mrs Mopping. The dirt ran off, and is still running off, in rivers.

The town of Whangarei is light-industrial, but the paucity of its charm is compensated for by the friendliness and helpfulness of its people, as always in NZ. It's quiet and out-of-season still, but of course it's Springtime, and the birds' dawn chorus is cacophonous. No tuis at the marina, but some very tuneful sort-of-blackbirds.

I needed a new USB cable for my sat-phone, having cleverly left the old one at home. The young lady at the phone shop near the marina knew her stuff, told me that my cable was not a phone part and that I would need a specialist computer shop. "Try Beryl's in Tarewa Road". Well, I got instructions as to my route, and thought I wouldn't forget Beryl's even if it sounded more like a patisserie than a computer shop. Got there, looked around, no sign of Beryl's, now what do I do? By co-incidence, the shop that I'm standing outside looks pretty techy. Look up, see the name, double-take: "F.W.Barrel Technology". Friends divided by a common language. But I got my part and, as the young lady might have said, no worries.

I had lunch with Annie Hill, RCC, the redoubtable and charming "Voyaging Annie", who is building herself a boat at Norsand Yard, and who had kindly agreed to keep an eye on *Lydia* during my absence over the European Summer. Annie left Liverpool as a young girl to sail across the Atlantic, never came back, and has now covered over 170,000miles. She has a fund of anecdotes and good advice, and used to write the column "Blue Water Letter" in Yachting Monthly.

Her boat is 26 feet, junk-rigged, and will take her another couple of years to complete, after which she is quite capable of sailing it anywhere. Thanks for your help, Annie, and good luck with the project.

The weather is cool in Whangarei, 10 degrees at night, time to head North. I plan to sail for Opua tomorrow, taking a gentlemanly couple of days over it and anchoring somewhere at night.

Up to Opua 17-18 October

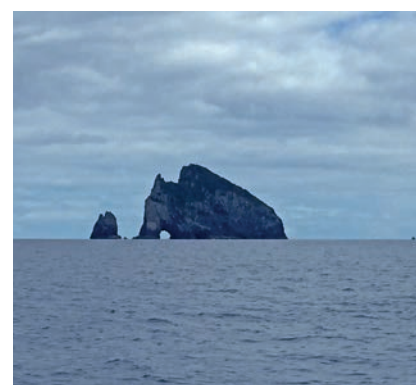
After a long weekend in Whangarei the boat was cleanish and the fridge was not looking as idle as it had been, so ready to go.

My appreciation to Mary Schempp-Berg, OCC Port Officer in Whangarei, who saw that I was there and made a point of saying hello.

On Tuesday morning I rather lazily motored the 15 miles down the river, there was wind but it was fluky and drizzly. Once past Marsden Point I got sail up, made a tangle of the mainsail as I always do first time out, got it sorted, and finally had the bows pointing towards the Pacific. The sun came out, there was 20-25kts of breeze on the quarter and, to plagiarise David Mitchell, *Lydia* came out of the river like a rat out of a drainpipe. What a difference a clean bottom makes! I had planned to stop at Tutukaka or, if the going was good, at Whangaruru, but the boat was revelling in the conditions, logging 7, 8, and even touching 9kts, so we kept going 50 miles up from Marsden to Whangamumu, close to Cape Brett. I had anchored here on the way down 6 months ago and thought it charming. It is a very sheltered woody bay, 5 miles by forest track from the nearest road, and wonderfully isolated. The only sign of humanity is the ruins of an old whaling station. The calm and the birdsong are terrific, the water deep green. There was only one other boat there, a motor-cruiser wearing no colours, so probably a professional crew awaiting owner's instructions.

Wednesday morning, and disaster. I weighed anchor, put the engine into gear, and the propeller fell off (I thought). One moment I'm rejoicing in the remoteness of the location, and the next I'm coming to terms with a serious breakdown a long way from help. Well, the decision process wasn't difficult, there was nothing to gain by hanging around there, so I got sail up and ghosted out of the bay towards Cape Brett, enough

wind in the lee of the land for 3 or 4kts of boatspeed. I telephoned Opua Marina, they kindly agreed to have a boat ready to tow me in, up to their closing time of 5 pm. Five or six miles to the Mammoth at Cape Brett, round his tail, and then a very long 25 mile beat up to Opua with 20 to 25kts of wind on the nose, my mood unsympathetic to the beauty of the Bay of Islands. I eventually got there at 7pm, too late for the marina, but edged up the last bit of the river in very fluky wind conditions and managed to find a space not far from the marina in which to drop the pick. Just to improve my good humour it was race night for the local sailing club, and the race boats were buzzing around me wondering what page this bloke in his heavy cruiser could be on.



The Mammoth at Cape Brett

Chris Tibbs in his safety briefing for ARC crews has a saying that disasters are seldom as bad as they at first appear to be. He may or may not be right, but now that I had the leisure to look I found that it was the aquadrive coupling between the gearbox and the propeller shaft that had broken, in the engine room, and that shaft and hopefully propeller were still in place, so probably no need for the expensive haul out that I had been dreading. On Thursday morning I was towed in, and the excellent engineer from Seapower was soon aboard and dismantling the coupling. The finger points at Thierry in Raiatea who replaced the propshaft bearing, but appears not to have fully tightened the bolts on the coupling: they fell out one by one until the last one had to take all the strain, and sheared. The verdict from Seapower is that it should be repairable, but a new flange is needed and one must be located. Murphy's Law, it's a long weekend in NZ. Bob McDavitt, weather router, tells me that I should have a weather window for Australia on Tuesday. But.... I'm unlikely at that stage to have a propeller that turns. PATIENCE.

Opua 19 October to 5 November

Waiting in Opua, I need a new piece for the aquadrive prop-shaft coupling, and it has to come from the US, hopefully by the end of the week.

Opua is a serious yachting centre, but not much else, Paihia down the road is a pretty resort, not quite yet in season and limited in scope. The people are charming, the Bay of Islands is picture-postcard, but I've spent a lot of time here over the last year and I'm ready for something new. What proportion of a cruiser's existence is spent wrestling with cabin fever induced by breakdown or contrary weather?

But... I have a small rented car and can get about. I've potted up to the old whaling port of Mangonui, across North Island to Kaitai and Ahipara on the Tasman Sea, and back to Opua along the remote and rustic inter-coastal road. The land is green and beautiful after the Spring rains, if one wished to be a farmer I can think of no better place. I've also walked the overland route to Whangamumu Bay, a steep hour and a half's hike each way over the hills from the nearest road (itself a clinker track), well worth it for the exercise, the views, and the birdsong. There are lots of boats arriving from the Pacific islands at this time of year, and the marina is buzzy.

Whangamumu

Tuesday the week after. The part has arrived, been fitted, tested, and the boat appears to be whole again. My thanks to Chris, the engineer at Seapower in Opua. He is the size and shape of a grizzly bear, with a ginger rasta hairstyle, a Ho Chi Min beard, and a lot of the old ink on the skin. He has done various bits on this boat and impresses me as a natural engineer. I could use him as crew.



Engineer Chris

There is a weather depression coming over North Island with a stiff wind

from the North East, backing to North West, not good for Australia. This is likely to last until Saturday or Sunday, at which time I hope to be on my way.

Passage to Bundaberg 5 to 17 November

Sunday 5th November, and I have the green light from Bob McDavitt, weather router.

The high pressure that has given us N winds for the last week is away to the East, the N wind will back to the SW in the afternoon. There is then a deep depression well down over South Island which will give me strong Northerlies day after tomorrow for a 60 mile corridor which I can cross at right angles, then a nice High taking over and giving me SE Trades all the way to Bundaberg. Farewell NZ, and all the familiar sights like the Mammoth and Ninepin Rock. Three white sails up, and 7kts on a grey afternoon.

Ninepin Rock

SUPERSTITION?

Cathy, the woman who looked after the boat during lay up in Raiatea, had something of the witch about her. She said to me "ne commence jamais un voyage le vendredi", it's certain bad luck. I believe her, I wouldn't have started on a Friday, this was a Sunday. But, three weeks ago I had launched the boat back into the water in Whangarei on Friday 13th. That can't be a problem, I had thought, I'm only taking her a couple of miles up the river to Whangarei Town Basin today, it's not the start of the voyage proper. I lost the aquadrive coupling on the way up to Opua, have I served my penance?

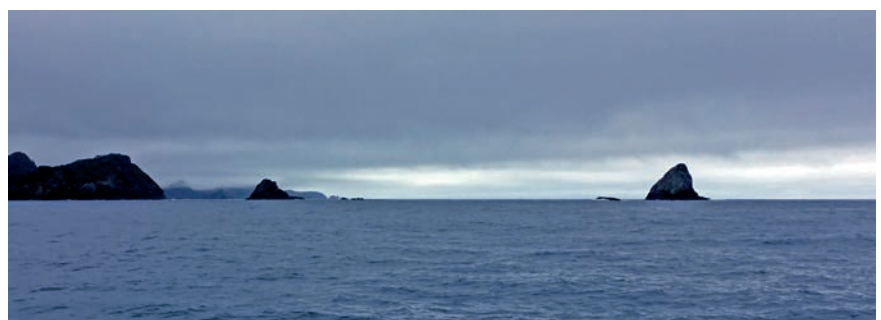
The depression hit me as forecast, not a big problem, N wind between 25 and 30kts, but on the beam. But then an unexpected depression formed around Norfolk Island, giving me similar strength winds from the south for an additional couple of days. The first consequence was that I abandoned my thoughts of calling at Norfolk Island, which I had hoped to visit, but now I needed to get west and into the high. The

wind itself was not a problem, but the seas were very steep, and on the quarter, so the boat was slewing and I had to slow her down to avoid a gybe or a broach. For a while I was in what I think of as my storm rig, staysail only. The staysail does not set well with the wind abaft the beam, but it's steady, and the boat was comfortable at a modest (for the conditions) 5-6kts.

A touch of roughers in the Tasman

At this stage, my autopilot failed, after sterling performance all the way from Lymington. Luckily, and for this very circumstance, I have a hydrovane as backup. But I had never really made friends with the hydrovane, suspecting it of being too light for a heavy boat like a 48 foot Bowman, and had lazily preferred the electronic immediacy of the autopilot. Here then came the most positive element of the voyage: the hydrovane behaved impeccably all the way from here on in varied conditions, suspicion waned and friendship blossomed. So off George, and on Hydro. I wanted to call him Hydra, but if you look at him from the cockpit he is definitely not a girl. His disadvantage, of course, is that he can't be used with an engine, so later on in light winds it was either sail slowly or hand-steer. Levity aside, I have to say that the sudden realisation that I was alone without an auto-pilot, 300 miles downwind from NZ and 1000 miles from Australia, was probably the most sobering moment of my sailing career. I am surprised in retrospect that I had not lost more sleep over the prospect in the past, and promise to keep it high on the priority list in the future.

Just as the wind was beginning to ease and the sky to clear, the port intermediate shroud parted. I've no idea why, it wasn't under particular strain. The rigging was renewed by Berthon only 3 years ago, and it was surveyed and approved by the rigger in Whangarei. If that wasn't enough of a surprise, two days later the starboard intermediate shroud parted also. Luckily, a





Bowman has several strong stays backing each other up and the running-backstays have a similar run to the intermediates. I was careful not to put up too much sail, and the mast never showed any sign of distress.

Then, a more serious malfunction. The sprocket at the front of the boom is retained in the gooseneck by a nut which has in the past shown a tendency to work loose. I therefore make a point of checking it morning and evening and carry the appropriate tool in a cockpit locker, and recently it has remained nice and tight. Now, suddenly, the nut was rolling on the deck, and the boom was out of the gooseneck. There was no way that I was going to get it back in on my own at sea, so from now on the mainsail was out of action. The consequence was that we sailed most of the way from NZ to AUS under one foresail alone. It won't happen again. I shall have serious talks with a rigger and make sure that that nut is somehow permanently secured in the future, with araldite if necessary.

The weather became sub-tropical, the sky was blue, the wind was in the right direction. There was the occasional dolphin, and the sheerwaters had kept me company all the way. But the wind fell to 10kts, and boat speed to 5, 4, occasionally 3kts. Not a safety problem, but hard on the patience. This is why the voyage took 12 days, when it should have taken 10 or less.

Eventually, agonisingly, we crossed the shipping lanes, rounded Sandy Cape on Fraser Island, the wind freshened to 15kts,

and we clipped along the 50 miles of Hervey Bay at 6 or 7kts under the yankee with morale on the up and land in sight.

We came up the Burnett River just before midnight, Port Control instructed me to anchor below the marina and await Customs in the morning, that suits me, I feel a night's sleep coming up. I selected a spot to anchor, made my approach, put the engine into astern to take the way off her, and... the engine lever jammed solid. Was this Neptune making a skewed offer of peace? He kept his last laugh until the last manoeuvre of the voyage, further out it would have caused me serious difficulty. I slept, and the marina boatman kindly towed me in in the morning.

For the record, *Lydia* is not a boat that is thrashed. She is regularly and professionally serviced and maintained, and I do not skimp on cost. Oh, by the way, the joker valves on both loos failed during the voyage.

Friday morning in Bundaberg. The sun is shining, long trousers give way to shorts. The infamous Australian Customs are actually quite charming, I was even allowed to keep enough of the contents of the fridge to make lunch. Jason has removed the autopilot and taken it to his workshop, Gary has had an initial look at the engine lever and will be back on Monday, Colin will be along to look at the stays on Monday.

A new chapter in the adventure begins. Pace, Neptune?

Single-handed sailing is well and good, but it's nice to arrive!

Bundaberg

I could have used some local advice when approaching Bundaberg, especially (inevitably) in the middle of the night. Unfortunately I got no answers to my emails from the OCC representative, or from the marina (the young lady who would normally have helped had a couple of days off).

One is constantly reminded before arriving in Australia that the immigration rules are stringent and the officials unforgiving. Both the Pacific Crossing Guide and the Coral Sea pilot tell you to not even think about anchoring, but to proceed straight to the quarantine berth at Bundaberg marina and there to await Customs in hermetic isolation. Well, they're out of date, there is no quarantine berth. As mentioned above, I talked to Port Control on my way up the river and asked for guidance in identifying the berth. They told me not to worry but to anchor until morning, off the fairway and just downstream of the marina. This was easy, and most agreeable to me in the circumstances. In the morning I went into a normal berth in the marina, had lots of willing hands to take my lines, and was told to just stay on the boat until cleared. Not a problem. For the record, I should have checked Noonsite, they get it right.

Bundaberg calls itself the busiest port of entry for yachts on the east coast. The marina suffers a bit from river surge, but otherwise is comfortable, friendly, and well-equipped. There is an abundance of technical expertise on hand, with the exception of a rigger. Colin Quinn lives and works 400km away, and will charge for his travelling time and cost unless he can combine several clients. Haul-out and lay-up facilities are excellent. There is a restaurant in the marina, another in nearby Burnett Heads, together with a good supermarket. There is a cheerful coterie of long-distance yachtsmen. Bundaberg is a pleasant provincial town 14km away. Otherwise, there is very little within 50 or more miles. I was disappointed to find that there is no local sailing area, unlike, say, the Bay of Islands. Lady Musgrave Island at the start of the Great Barrier Reef is a 50-mile sail and has no real anchorage.

OK, Brisbane is 5 hours away on the train, and I'm going home for Christmas!

Cruising the Azores

I came to sailing fairly late in life compared to most people I meet at the Yacht Club. It started with a blind date one evening in my 20s and the date ended after a weekend's racing to and from Itchenor on a Contessa 32 with a first place on both the Saturday and the Sunday (the first time the yacht had achieved this and the first time I had been on a yacht – it was awesome).

I was hooked...on the date and on sailing and, because of my lucky mascot status I became a regular member of the crew (the date lasted 3 years). Over the years, there have been huge gaps in my nautical education and so we come to the current day. I find myself keen to have adventures. I used to ride a motorbike and feel that this experience has taught me to be more aware of weather conditions, possibilities, potential hazards etc.

So, when I was asked whether I would be interested in sailing to the Azores by a good friend from Exmouth, Jane Williams, in her Nicholson 35, *Indulgence*, it didn't take long to give a reply.

She explained that the OCC was organising a rally in June 2018 to join José Azevedo (grandson to Pete) in his celebrations to commemorate the 100th Anniversary of Peter Café Sport in Horta, the jolly, flag-bedecked jaunt of yachtsmen since 1918 on the island of Faial.

To set the scene, *Indulgence* was originally bought by Jane's parents in 1984 and had been very much loved and enjoyed ever since. I met Jane through a sailing friend, Francis, who had been fortunate to team up with her following the death of his first wife. They had enjoyed many happy times sailing in Europe, New Zealand and across the Atlantic to the Caribbean in Francis' Swan. It was a terrific time for both of them and it was wonderful to observe their happiness. Sadly, Francis was diagnosed with cancer and died a few years later after they had married. I think this was significant in her decision to want to 'get away from it all'.



Preparing the boat and the crew was quite a task and we were constantly in touch to discuss this. Safety: a yellow brick (used on the ARC) transmits a position using the GPS satellite network to YB tracking using the iridium satellite network; a handheld VHF; personal AIS devices; an extra battery; charging sockets for phones/ipads/kindles etc, 100 litres of spare fuel – the tank held 180 litres of diesel and needed to be run every day to top up the battery and we needed to prepare for the Azores High which could mean no wind for hundreds of miles. A third reef was put in the main (invaluable, though some friends had suggested that this would not be of any use...it definitely was).

Provisions: included 320 litres water in the tank and 60 litres in 2 litre bottles, 4 frozen meals and a menu plan with provisions.

Crew: who would bring some muscle

and relentless banter and entertainment and be unflappable? Someone who wouldn't mind bouncing around in the forepeak. Enter Chris Haworth (former international dinghy sailor, who was a known factor as he had done the ARC with Jane and Francis) – he looked a little skinny to me on first sight but this was more than made up for by his brother Dave (also a dinghy sailor).

The rally was to finish at midday on 18th June and skippers had to judge when they would leave from whichever port they were at, in order to finish on that date at that time. We set the date of departure as Monday 4th June.

I won't go into the details of the winds etc as I do not have the log to hand, however, I can say that it was not long before we re-named Predict Wind as Fake Wind. The grib files give the mean average forecast





wind speed (and one little arrow covers quite an area) In practice we found that 10kts forecast = 10% more wind speed, 20kts forecast 20% more wind speed and in 30kts 30% more wind speed – this observation was confirmed as a good rule of thumb by weather and navigation guru Stokey Woodall whom we met in Horta.

We headed west initially before sailing south being careful not to be drawn in the Bay of Biscay, where we understood, at this time of year, winds could become light to non-existent.

We adopted an informal watch system during daylight hours. At night we had 2hr individual watches starting at 2200hrs (after the crew dinner) finishing at 0600hrs, generally giving each crew member 6hrs night time sleep. We were fairly flexible. The crew on watch would give his/her replacement a 20 minute wake up call, though if the on duty watch wanted to extend their watch for an hour or two, then they would. It wouldn't necessarily suit all crews but it worked for us! The boys seemed to like the night watches and Jane, although she appeared to sleep deeply, was always ready to leap into action if called – I made the most of my sleeping bag whenever possible although I was a light sleeper and would appear at the hatch if I felt another crew member was needed for a manoeuvre of some sort. My often, initially ignored suggestions gained me the nickname 'Little Voice'. It was cold, which we had been warned about. My woolly hat was rarely removed and suspicions were voiced about the state of my head which became known as 'the birds nest'.

Our trip took a total of 14 days (although we slowed up at the end in order to finish at the allotted time). The rhum line is about 1250 miles to Horta from Falmouth, we sailed 1465 miles. We generally had light winds between 10/15kts most of the time although we had several days when the wind blew 20kts and on a couple of occasions 30kts+. For 75% the wind was in the northern quadrant 25% in the southern quadrant. In total we used 100 engine hours, 28 of which were for charging the battery. Although the cockpit is deep and feels nice and safe, the cockpit cover gives very poor protection. We were fortunate to have little rain, just drizzle and on those occasions if wind was light, out came the umbrellas! Night watches were surprisingly cold until we got within a few days of the Azores. I had expected clear skies at night and during the day but for 10 of the 14 days it was cloudy with no

direct sun. The Azores High seemed to expand on the grib files as we got closer but as it was, we had plenty of wind to get us there, though boats that left the UK after us experienced many more hours of motoring and some had to turn back.

We only had occasion to hoist the spinnaker early on, which helped mileage. However, as the wind increased 'Little Voice' suggested the kite be stowed, however, the racing fraternity were having too much fun (namely Chris) and insisted everything was fine. As the wind increased to 25kts (gusting more) and the seas became bigger - we broached. It all happened so quickly. I recall looking around (as we lay almost on our side) at a lot of ocean, thinking that we were very alone and that this was not a good idea. A very wet spinnaker was bagged up and put under Chris'





bunk and a mental note to self to have more conviction in my 'little voice' when necessary, but it was not necessary as Skipper stamped her authority. It was a lesson learned – shortening sail early in mid Atlantic is a necessary and sensible precaution. Similarly, we could have shortened sail more aggressively prior to nightfall on a couple of occasions which would have saved being on foredeck in the dark, putting in a reef. We bore this in mind for the return passage.

We didn't see a lot of traffic but would always call up another yacht and other ships for a chat if we were not busy.

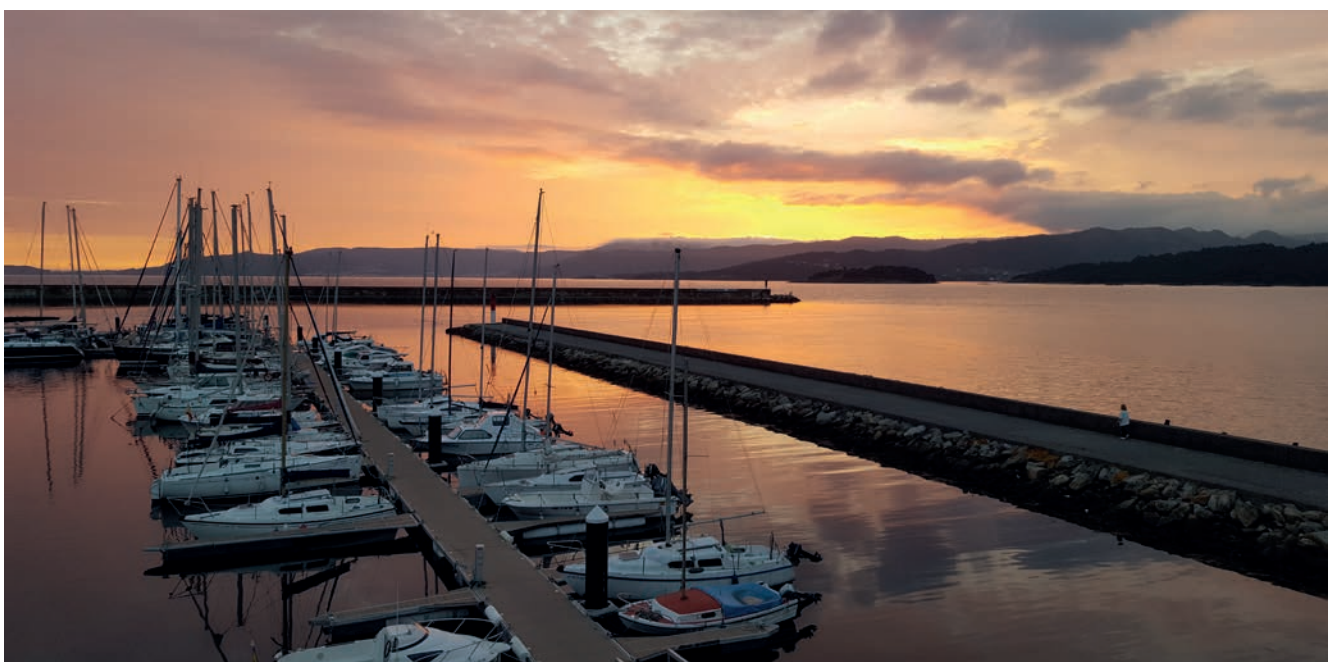
Highlights of the passage were 2 or 3 glorious sunny days in 10-20 kts as we approached the Azores accompanied by

spectacular star filled skies 'an awe-inspiring heavenly display of astronomical jewels'. Frequent visits by pods of dolphins who would dance around the bow – they bring joy to one's soul every time you see them. Solitary whales kept their distance much to Jane's relief, whom I think had read all disaster accounts regarding yachts and whales. Many many shearwaters of varying type accompanied us most of the time. Beautiful, mesmerising, graceful flyers effortlessly passing by with one wing tip just above the waves.

Culinary Highlights were many and we ate extremely well. Dave had his 55th birthday en route and we pulled out the stops – Fresh melon with parma ham, steak (vacuum packed in

Exmouth) with a mustard, onion, cream and marmalade (!) red wine sauce with boiled new potatoes, fresh broad beans and carrots (Jane's garden) followed by steamed chocolate pudding with double cream. Cheese and biscuits, coffee and chocolates – all washed down with a fine bottle of Bordeaux (the only alcohol consumed on the trip until celebratory G&Ts as Horta loomed).

We had left as much plastic as we could back at home, but there still seemed to be plenty. This was cut up daily in tiny strips along with any other rubbish and pressed into an empty large water bottle with the end of a long wooden spoon. This stopped the rubbish from smelling and was easy to stow. Despite giving the David Wagstaff (originally





Gabriel Clay) lecture on water economy 'I will give you half a cup of water in the morning to wash with, clean your teeth and give me back anything left over and I will put it in the kettle for tea' WE RAN OUT OF WATER 3 days out. I thought we were being very frugal with water but obviously not.

We were more frugal on our return journey. Fortunately, we had plenty of bottled water for drinking but everything else was either wipes or sea water. We felt decidedly salty by the time we berthed.

We arrived off Horta, greeted by a beautiful sunny morning with a light 10kts of breeze from the south, Monday 18th June. Across a channel about 3 miles wide lies the island of Pico which features the volcanic peak of Ponta do Pico (the highest mountain in Portugal). It is dramatic, some 2351m high with its peak frequently shrouded or poking through cloud. It is a magnificent sight to behold. A number of other yachts were clearly visible in the channel and as the finish time of 1200hrs drew near, more appeared over the horizon. The plan was to have a grand finish by virtue of a sort of reverse start with all boats trying to cross the finish line, positioned at the entrance to the Harbour. About 15 boats contested the finish with many of the 52 entrants from all parts (Europe, Canada, the Americas, the Caribbean, Madeira, Portugal and even one from Japan) already in a very busy Horta Harbour and Marina reluctant to come and join in the spectacle for fear of losing their berth! It was a fine

spectacle and enjoyed by locals, casual onlookers, fellow sailors and members of the international yachting press. We were pipped on the line and came 3rd, but phew! We had arrived and to mark our arrival, friends of mine appeared with a chilled bottle of champagne and some cold beers which tasted SO good.

As I mentioned earlier, the rally was organised to coincide with the 100th anniversary of Café Sport and we were delighted to have been asked to join the celebrations organised by José Azevedo (current owner of Café Sport), along with the Tourist Office. Everyone was incredibly hospitable and an action-packed week had been organised for us with numerous dinners, BBQs, lunches, drinks parties, trips and talks including a visit to the Scrimshaw museum above Café Sport. (The intricate carvings using predominantly whales' bones and teeth), a trip in taxis up to the Caldera and bicycles provided for us to make our way back to Horta – all downhill and great fun, a whale watching trip, a visit to the neighbouring island of Pico, visiting the whaling museum and vineyards and some even climbed the volcano.

The end of the week drew to a close and plans were discussed for onward journeys. The weather was not looking favourable to head back to England and most people decided to avoid this. However, various of our crew had deadlines and so the decision was made to head back. It was not nice and when we were about 500 miles north of the Azores and

500 miles west of Spain, fully reefed and exhausted after sailing in winds recorded between 35-44kts (not forecast), we hove to overnight. The following morning we had 2 successive messages via the Iridium Go advising us that we should keep moving but we looked at each other and thought 'No!'. However, a third message advising the same and saying that worse was coming, gave us the impetus to get going. We abandoned all thought of heading to England and sailed as far north as we could comfortably manage in an easterly direction. Morale was tested. Jane took the helm and after 2 hours was very tired and wet. I was about to go on watch and I cannot deny, I was rather keen when Jane suggested that we gave Henry the Hydrovane a go to see if he could cope. He did a marvellous job and morale was given a boost. The next 4 days were trying. We were ever hopeful of improved conditions but they didn't come until the end of the 4th day with 100 miles left before sanctuary. With improved weather came pods of dolphins to lift our spirits. It was a beautiful evening when we entered the Muros Ria and the shower we had promised ourselves was soon forgotten as we headed up to the restaurant in the Portosin Yacht Club where we received a very hospitable reception. It felt like the best meal and wine ever tasted. It was a beautiful sunset and we were all very happy to be there and in good shape.

KATE ROSENWALD

Racing Roll of Honour

Sailor	Event	Class	Position
Luke & Emma McEwen	2018 RS 800 National Tour Series	8 Events	1st
Emily Gent	Womens Team Champs, BUSA Fleet Racing Champs	Slow Handicap	1st
Luke & Emma McEwen	RS 800 Inland Chapionships	RS 800	1st
Henry Heathcote	RYA Regional Championships	Optimist	2nd
Annabelle Vines	RYA Regional Championships	Optimist	2nd Girl
Dirk Rogers	RYA Regional Championships	Optimist	1st
Max Tait	RYA Regional Championships	RS Tera Sport	3rd
Harry West	RYA Regional Championships	RS Tera Sport	1st
Andrew Pearson	RSrNYC Classic Regatta - IRC 1	Bojar	2nd
Michael Hough	RSrNYC Classic Regatta - Class 0	Chloe Giselle	3rd
Sir Irvine Laidlaw	RSrNYC Classic Regatta - Class 0	Oui Fling	1st
Tabitha Davies	Late Summer Championships	Optimist	1st Girl
Henry Heathcote	Late Summer Championships	Optimist	2nd
Santi Sesto-Cosby	Late Summer Championships	Optimist	1st
Luke & Emma McEwen	RS 800 UK National Champs	RS 800	2nd Overall & 1st Lady
Matilda Nicholls	Youth Laser Worlds	Laser Radial	2nd (Silver)
Kevin Podger	RS European Championships	RS 400	1st Silver Class
Chris & Hannah Neve	2018 J/80 National Championships	No Regrets	1st Overall, 1st Corinthian & 1st Lym Boat
Emily Mueller, Henry Heathcote, Ben Mueller & Santi Sesto Cosby	2018 British Optimist Nationals	Optimist	Best Ranked Club at the British Nationals
Freddie Fitzsimmons	2018 British Optimist Nationals	Senior Silvet Fleet	5th
Cameron Bignold-Kyles	2018 British Optimist Nationals	Junior Silver Fleet	4th & 3rd UK Boy
Annabelle Vines	2018 British Optimist Nationals	Junior Gold Fleet	13th & 3rd UK Girl
Ella Lightbody	2018 British Optimist Nationals	Junior Gold Fleet	12th & 2nd UK Girl
Santiago Sesto-Cosby	2018 British Optimist Nationals	Optimist	11th
Ben Mueller	2018 British Optimist Nationals	Optimist	6th
Henry Heathcote	2018 British Optimist Nationals	Optimist	3rd
Emily Mueller	2018 British Optimist Nationals	Optimist	1st & British National Champions
Kate Wharmby	RS Aero Worlds	RS Aero 5	4th Lady Youth
Tim Hire	RS Aero Worlds	RS Aero 7	3rd U19 Youth
Harry West	RS Tera Worlds	RS Tera Sport - Silver Fleet	3rd
Abby Hire	RS Tera Worlds	RS Tera Pro	5th & 2nd Girl
Ray & Tom Mitchell, Fi Austin	Cowes Week	J/80 Fleet	2nd
Eric Williams	Cowes Week	Dragon Class	1st
Andrew Pearson	Cowes Classic Week - Class 2	Bojar	1st
Paul Woodman	Cowes Classic Week - XOD	Ibex	6th
Nik Froud	Cowes Classic Week - XOD	Venus	5th
Rory Paton	Cowes Classic Week - XOD	XL	4th
James Meaning	Cowes Classic Week - XOD	Gleam	3rd
Max Crowe	Cowes Classic Week - XOD	Clair De Lune	2nd
Bob Fisher & Barry Dunning	Cowes Classic Week - Solent One-Design Class	Rosenn	1st
David & Brian Earl	European Javelin Champs	Javelin	1st
Vita Heathcote & Milly Boyle	Youth Sailing Worlds	420	2nd (Silver)
Sarah & Ross Applebey	Round the Island Race 2018	IRC Division 3D	1st
Sarah & Ross Applebey	Round the Island Race 2018	Jeremy Rogers Trophy	1st Contessa 26

Sailor	Event	Class	Position
Sarah & Ross Applebey	Round the Island Race 2018	Gold Roman Bowl & Cloudy Bay Decanter	1st O/A IRC
Sarah & Ross Applebey	Round the Island Race 2018	Champagne Mumm Challenge Cup	1st O/A IRC Group 3
HIGH POTENTIAL, BRIZO, HIGH SPIRIT	Round the Island Race 2018	Methuselah Trophy	1st IRC Team
George Smith	Round the Island Race 2018	Royal Thames Challenge Trophy & Decanter	3rd O/A IRC Group 3
George Smith	Round the Island Race 2018	IRC Division 3D	3rd
George Smith	Round the Island Race 2018	Contessa 26 (IRC)	2nd
Adam Gosling	Round the Island Race 2018	IRC Division 1A	1st
Bob Baker	Round the Island Race 2018	IRC Division 2D	1st
Irvine Laidlaw & Ned Collier Wakefield	Round the Island Race 2018	Freedom Challenge Bowl	1st GP/MOCRA Multihull to Finish
Irvine Laidlaw & Ned Collier Wakefield	Round the Island Race 2018	Multihull - Grand Prix	2nd
Kit Rogers	Round the Island Race 2018	Contessa Challenge Trophy	1st Contessa 32
Kit Rogers	Round the Island Race 2018	ISC Rating System Div 7C	2nd
Kit Rogers	Round the Island Race 2018	Family Trophy	3rd
Ben Ainslie	Round the Island Race 2018	Fast 40+Cloudy Bay Trophy	1st Fast 40+ on corrected time
Nicholas Rogers	Round the Island Race 2018	Shamrock Challenge Trophy	1st Gaffer to Finish
Nicholas Rogers	Round the Island Race 2018	Gaffer Division 1	2nd
Richard Breese	Round the Island Race 2018	IRC Division 2B	2nd
Jeremy & Max Vines	Round the Island Race 2018	ISC Rating System Div 5C	2nd
Peter Blick	Round the Island Race 2018	ISC Rating System Div 6A	2nd
Denise Bates	Round the Island Race 2018	ISC Rating System Div 7A	3rd
Stuart Watson & Matthew Jones	Round the Island Race 2018	Folkboat	2nd
Andy Roberts	Round the Island Race 2018	J/105	2nd
Simon Cameron	Round the Island Race 2018	J/80	2nd
ASSENT, PICKLE, GROWLER III	Round the Island Race 2018	ISC Rating System Team Race	3rd
Emily Mueller	2018 Optimist Euro Champs	Optimist	5th Girls Gold fleet
Andrew Pearson	RTYC Cumberland Regatta	Bojar	Awarded the Queen Victoria Cup
Luke & Emma McEwen	RS 800 European Champs	RS 800	1st
Bob Baker	2018 J Cup	J/97	1st
Freddie Lonsdale	GBR Oppie Team Trials at WPNSA	Optimist	World Champs Team 2018
Santiago Sesto-Cosby	GBR Oppie Team Trials at WPNSA	Optimist	European Champs Team 2018
Emily Mueller	GBR Oppie Team Trials at WPNSA	Optimist	Girls European Champs Team 2018
Henry Heathcote	GBR Oppie Team Trials at WPNSA	Optimist	US Nationals Team 2018
Ben Mueller	GBR Oppie Team Trials at WPNSA	Optimist	US Nationals Team 2018
Flo Nicholls	2018 Laser 4.7 Youth Euro Champs	Laser 4.7	9th Overall
Lizzie Beardsall	2018 Laser 4.7 Youth Euro Champs	Laser 4.7	9th U16 & 7th European
Kai Wolgram	2018 Laser 4.7 Youth Euro Champs	Laser 4.7	6th U16 Sailor
Tom Mitchell	2018 Laser 4.7 Youth Euro Champs	Laser 4.7	2nd GBR Sailor
Jordan Giles	2018 RYA Youth Nationals	Laser Standard	4th
Arthur Fry	2018 RYA Youth Nationals	Laser Radial (U19)	3rd
Abigail Clarke	2018 RYA Youth Nationals	Nacra 15	2nd
Vita Heathcote & Milly Boyle	2018 RYA Youth Nationals	420 Girls	1st
Matilda Nicholls	Youth U19 Championships	Laser Radial	1st
Bob Baker	2018 RORC Easter Challenge	IRC 3	3rd
Luke & Emma McEwen	French Open Skiff Event, Lac du Der	RS 800	1st Overall & 1st RS 800
Tom Mitchell	Portland Laser Winter Champs	Laser 4.7	1st
Ben Vines	SB20 World Championships	SB20 'Marvel'	3rd



Cruiser Racer

What a great sailing year, the weather was super lots of sunshine but at times the wind was fickle. We had some excellent and challenging racing.

Cruiser racing once again followed the same format as previous years with the main Series events: Spring series, Thursday Evening Early series, Duo Series, Thursday Evening Late series and Thursday Evening Late Late Series.

Single events included a revised format Summer Regatta, the inaugural King's Cup and the finale to the racing for 2018 - the Potter Ship race.

In the Spring Series Cruisers raced in two fleets LAH and IRC. The turnout was improved on the previous year with 22 boats taking part split roughly between the fleets (17 in 2016). Unfortunately, the series was reduced from 8 to 6 races due to light wind conditions.

In the IRC fleet, the results were a repeat of last year with William Newton's *Jelly Baby* the winner, beating Bob Baker's *Jaywalker*, with Ray Crouch and *Boomerang* coming 3rd.

In LAH, Dennis Bates' *RollerCoaster* was the winner with Tim Knight's *Beep Beep* coming second and Pat Stables' *Google Eye* third.

The Thursday Evening Series proved to be popular, albeit slightly down on numbers, with 63 boats taking part in the IRC and LAH fleets. The weather was good and all the races in the series were raced, with only one race running out of wind resulting in numerous DNF boats.

Combined with the Folkboat and J80 fleets, there were still around a 100 boats

out on the water – Once again, mark roundings became very interesting as fleets converged on racing marks.

In IRC 1, Mark Broadway's *Fidelitas* was the winner, with Andy Roberts' *Jin Tonic* second and *Boomerang* 3rd.

In IRC 2, Rick Otten and John Boyd's *Kit Off* were 1st beating Allan Hill's *Colleen* with Andy Hind's *White Mischief* in 3rd place.

In LAH 1, Dick Young's *Charlotte* was the winner with Charlie Roberts *Growler* 2nd and *Beep Beep* 3rd.

In LAH 3 Adrian Maityard's *Grasshopper* was the winner with David Harmer's *Tactile* second and Richard Truscott's *Unity* 3rd.

The Duo Series was once again enjoyed by many of our cruiser/

racers. The Series comprised 7 races throughout the year, typically of 3-4 hours duration, with courses towards the Eastern Solent, or into Christchurch Bay.

Racers competed in two fleets: LAH and IRC, with LAH being the more popular fleet. Some 20 boats took part.

The LAH fleet had 12 competitors who raced, with an average turnout of 6 boats. The IRC fleet had 8 competitors who raced with an average turnout of 3 boats.

The final race of the season, into Christchurch Bay in increasing winds, determined the final order in the two fleets. In LAH, Richard Truscott's *Unity* was 1st with John Turner's *Dynamic* 2nd and Michael Carrington's *Susimi II* 3rd, while in IRC, *Jelly Baby* was 1st With Bill Ederley's *Jin Tonic* 2nd and Bill West's *Jo Jo Gunne* 3rd.

The Summer Regatta combined one of the Thursday Evening races with a Friday evening race and two races on the Saturday, followed by prize-giving and evening celebrations. The weather was glorious, but sadly lacking in wind strength resulting in the last race being abandoned.

Only 22 boats took part, including IRC, LAH J80 and XOD's.

In LAH 1, *Charlotte* was the winner from Andy Maskell's *High Spirit* with *Dynamic* 3rd.

In LAH 2, Rene Chinnery's *Temptation* was the winner with *Unity* 2nd and George Smith's *Brizo* 3rd.

The Late series continued to be popular with still around 70 boats in

LAH and IRC competing, despite it now being the holiday season. The weather was generally good with all races being completed. A change to the start sequence gave longer courses for the slower fleets.

In IRC1, *Fidelitas* was the winner, beating *Boomerang* into second with *Jelly Baby* in 3rd place.

In IRC2, *White Mischief* was the winner with *Colleen* 2nd and *Kit Off* in 3rd place.

In LAH1, *Charlotte* was the winner from Peter Blick's *Charlotte of Lymington* and Richard Young's *OK Yah*.

In LAH2, Sarah and Ross Appelby's *High Potential* was the winner beating *Unity* with Richard Rouse's *Fox Hound* coming 3rd.

The Thursday Evening Late Late Series is very much a fun series for those owners and crew who are either retired or able to slip off work early on a Thursday afternoon. The series proved very popular resulting in two classes with some 29 boats taking part. The two fleets combined IRC and LAH boats were and not surprising, it still became competitive at times. The weather was at generally favourable with three out of the four races completed.

In Class 1 winner was *Jin Tonic*, followed by Oliver Dunford's *Purple Haze* and Richard Down's *Islay*.

In Class 2 Nick Eales' *Mary Poppins* was the winner from Andrew Pearson's *Spike* with *Tactile* 3rd.

The inaugural King's Cup was held in September, comprising a race around the Isle of Wight beginning and ending at Lymington – a far more relaxed event that that "other race" – breakfast in bed before the start, happy hour drinks in the Club at the finish.

The weather was as perfect as one could wish, with IRC boats racing for the King's Cup and LAH boats for the Ding Dong Trophy.

The turnout did not reflect the prestige of this trophy, nor the opportunity to race around the Island in our own Club event, however 17 boats took part.

The winner of the King's Cup was Andy Hind with *White Mischief* followed by *Jin Tonic* and Chris Rustom's *Ding Dong*.

The winner of the Ding Dong Trophy was Rene Chinnery's *Temptation* followed by *Unity* with *Fox Hound* 3rd.

Prizes for the first Double handed crew in each class were *Jin Tonic* and Malcolm Mitchell's *Hush* in IRC and LAH respectively.

We are looking forward to an increased participation next year with the possibility of racing "the wrong way round".

After the disappointment of last year's Potter Ship race being cancelled this year took place in good sailing conditions.

The overall winner was Chris Cecil-Wright's *Eager* (Class 1). Class 2 winner was *Colleen*, Class 3 winner was Chris Baldwick's *Bonnie*, and Class 4 winner Rory Paton's *XL*.

JOHN TURNER

RACING NOTES

As many of you will know, Allan Hill of J30 "Colleen" fame is taking over from me as Captain of Racing after Christmas; we wish him the best of luck.

All our regular Club events have held up really well this year, the one designs looking particularly healthy, the SCOWs having around 70 in their fleet, and the J80s, Nordics and X boats, all around the mid 20s. Thursday Evening has been its usual success, although IRC 2 has suffered this year, with LAH benefitting - there will be some rethinking on this next year. We are greatly indebted the Wilsons for the loan of 'Elida' as Committee boat, and Jenny for serving as PRO.

We've had a crop of outside events, from the excellent early season Oppie weekend which, although clashing with Mothers' Sunday, went without a hitch thanks to Vicky and the

huge number of Members who got involved, and to the "party animal impalas", who enjoyed themselves hugely.

None of this would happen without our dedicated Race teams, turning out week in, week out for Monday evening dinghies, TEK, Wednesday afternoon Xs, Saturdays, and then all the various Open events. I sometimes feel competitors really don't know what it takes to organize our racing.

On a final note, one of the most difficult tasks Allan has taken on, is how we retain the excellent quality of our Race teams, and fit in other events without overstressing our Race team resources.

Good racing in 2019 everyone, and be nice to Allan!

CHRIS RUSTOM

Auld Shitters

People go boating for a myriad of reasons.

Some like standing up, some sitting down, some pulling, some sprinting, some going long distance, some in the cold and some in the heat. The vessels can be planks or huge steel boxes or high-tech carbon drums. The designs can be arrow thin or voluminous boxes to take the kitchen sink (and family dog). Age can also come into the equation with some boaters wanting to do little maintenance and just boat and others thinking that half the fun (or more) is fiddling and fettling.



Ninety-nine percent of owners gaze with fondness on their particular vessel and pick her out unerringly in a crowded anchorage with a feeling of pride, even emotion and indeed a slight sneer at the rest of the surrounding fleet of also-rans!

However there is one group of boats that seem to tug at practically all boaters heart strings; the boats called locally "Auld Shitters". These were built of wood in days gone by with some more recent imposters that try and evoke the past. These modern copies can look very pretty but are missing the wet bilge, sewage and diesel smell gloriously wafting from the bilge in a seaway.

The RLYMyc is lucky to have a fine fleet of "Auld Shitters" in the Membership. The smaller boats are out regularly on Thursday nights and accepted by the rest of the fleet as moving obstructions. Some of the boats also wander to Cowes and do well in the Cowes Classic and Panerai Regattas.

Why are these "Auld Shitters" so attractive? Part of it is the wood, it just feels and looks right and the slight groaning as the timbers works in a seaway seems to bring the boats alive. Further to this the boats were designed when beauty of form and line was paramount in the designer's mind rather than the need for volume or out-foxing a rule. So, on board the crew suddenly find themselves captivated by the curve of the seams in the teak deck, framed by the sheer and offset by a breaking bow wave glinting in the sun.



The skills needed to sail these boats is also a huge attraction, they are old and often delicate and have to be treated with care. Not over canvassed, not crash gybed, eased through a sea and time allowed for any manoeuvre. Modern boats need plenty of crew to sit on the side and keep them up right; old boats need plenty of crew as they have ropes sprouting out of them like hairs from an auld fisherman's ears! Instead of getting wet and cold on a side deck an "Auld Shitters" crewman sings shanties and does pulley hauly and revels in the blisters on his fingers.

Two fine examples of old boats in the Club are *Rosenn* and *Bojar*. The former is the last existing Solent One Design built in 1886 by J. Samuel White in Cowes, so over 120 years old and still racing. The combined age of the two owners, Barry Dunning and Bob Fisher only just eclipse her in age. Length on deck 31 feet, length overall 41 feet. The difference: a fine bowsprit, sometimes called a widow maker!

Forty years younger, but still 81 years old, *Bojar* is a Cruiser Racer 10 metre but the design also being influenced by the "F" class back in the day. Built in Norway and one of the last designs of Johan Anker (designer of the Dragon) she has been both cruised and now raced with some success. She is just over 52 feet long, no bowsprit but she has a lofty thin wooden mast with enough sail to raise the heartbeat.

So, what is this article all about anyway? Well, it is just an excuse to get pictures in the Pottership that the Editor knows will make their readers go "That's nice" with dollops of emotion!

NICK RYLEY



Dinghy Round-up

The Club's dinghy racing activities go from strength to strength, all thanks to the dedication of our Members who make it happen. From the youngest of our Juniors in a Tera or an Oppie to the most senior sailors in the SCOW fleet, we all benefit from the generosity of the volunteers who give their time and skills to make our racing a success. If you or one of your family or friends would like to help there are always opportunities to join the race team on or off the water.



Vita Heathcote and Milly Boyle at the 420 Youth Worlds

It has been great to see several new faces out there, enjoying themselves and gaining confidence. If you don't already race, why not join in? Training and coaching are available through the Club if you're feeling a little rusty, and there are boats to hire if you haven't got your own.

Not strictly in 2018, but nearly, and certainly past the copy date for the last edition of this fine publication were the two post-Christmas dinghy events of 2017, the Peter Andreae Trophy for juniors and the Penguin Trophy. With the racing held just off the Club in generously loaned WJS SCOWs the spectators in the bar had a great view of tense if somewhat slow motion competition in light winds against a strong ebb tide. Luke and Emma McEwen won the Penguin Trophy; Cameron Bignold-Kyles and Lola Mordaunt won the coveted Peter Andreae Trophy.

For those who dislike Mondays, the great tradition that is Monday Evening Dinghy Racing provides a welcome tonic. Steve Green and his team once again delivered 20 superb races to over 130 boats across 5 classes.

In the Fast Handicap, Andy Ash-Vie crewed alternately by Matt and Lizzie Evans won the Early series by a point, but Nigel Walbank had the upper hand in the Late series. John Claridge and Pete Sanders had another close battle with the leaders of the Medium Handicap but came out on top in both series. The Slow Handicap was a family battle between George Overton and his younger brother Harry West, winning one series each.

In the SCOW Silver fleet John Chaundy dominated the Early Series with straight

firsts, while John Evans led the pack of singlehanders to win the Late Series and Kate Thornton & David Wagstaff won a close fought battle for the Autumn Series. The SCOW Gold Fleet is always highly competitive; in the Early Series Nik Froud pipped Rory and Alex Paton by a single point, but the Patons came out on top in the Late and Autumn Series.

Mid-way through the season we held a Pursuit race with personal handicapping. The top sailors, including several National and European Champions, had up to 8 minutes delay to their starts compared to those who normally finish further down the fleet. It seemed to work: the 54 boats finished within minutes of each other and the top 10 were all different classes of boat split between Fast, Medium and SCOW fleets. In challenging light winds, Nigel Walbank did well to win in his Musto Skiff. The evening was rounded off with pleasant chat over a BBQ supper and prize-giving on the balcony.

The ever-popular joint regatta run by RLmYC and LTSC in July this year attracted 100 boats and incorporated the D-One Nationals, as well as open meetings for Musto Skiffs, RS400s, Aeros and Lightning 368s plus the usual handicap classes. We were blessed with sparkling weather and warm sea breezes both days. Each club runs one race course, with the proven team of Paul Stickley and Frances Evans managing the racing on the RLmYC course. The competitors went away happy after a great weekend of sailing and socialising.

As well as all this great competition at home, the Club's dinghy sailors have been successful on tour nationally and internationally:

- Hannah Snellgrove came 4th in the Laser Radial Sailing World Cup at the Olympic venue in Enoshima, Japan and has now been selected for the British Sailing Team
- Brian and David Earl were crowned Javelin European Champions for an amazing tenth time
- Luke and Emma McEwen won their third RS800 European Championships, also winning the Eurocup series and the UK Inlands
- Emily Gent won the BUSA fleet racing championships in her 420
- Kevin Podger won the Silver Fleet at the RS400 National and European Championships
- Youths' and juniors' results are covered on other pages but suffice to say they had a fantastic year, with three sailors achieving particularly notable results.
- Emily Mueller won the Optimist UK Nationals
- Vita Heathcote and Milly Boyle were 1st at the 420 Youth Nationals and 2nd at the 420 Youth Worlds.

All this bodes well for the 2019 season, which we look forward to with increasing anticipation as the days get longer. See you on the water!

LUKE MCEWEN

J80 National Championships 2018

Seventeen J80s came to the RLYMJC to contest the J80 National Championships sponsored by Solent Projects and Seahorse Magazine. The fleet included last year's National Champions Phil Taylor and Kevin Sproul on *JAT* and fresh from winning Cowes Week John Powell on *Betty*, plus a spread of talent including Jeremy Robinson and Geoff Carveth. The local J80 class has really grown over the past few years with new owners being drawn in from IRC, Folkboats and from the Hamble, ably encouraged by our Class Captain Jim White.

HANNAH NEVE



The J80 Nationals were run by the Club in 2016, and due to the success of the event and with the same event team lead by PRO Roger Wilson, the class were keen to come back in 2018. That year our boat, *No Regrets* came 3rd on count back and we were keen to do even better. With the same four crew: former Rear-Commodore Sailing Chris Neve helming, former Commodore Phil Lawrence as tactician, Nick Hatfield as jib/spinnaker trimmer and myself, Hannah Neve as bow, we knew we had a good chance. Up till this year, the crew weight limit had been set at 338.6kg which the four of us had really struggled to both achieve and maintain. At the beginning of 2018 the weight limit was raised to 350kg and with the Nationals due to be held in July, we all relaxed and thought 'that's 11.4kg to spread out between us, no worries!' Its funny how, in the week running up to the event, we were all nil-by-mouth again to reach this new higher weight limit!

The racing took place in wonderful Christchurch Bay with its light even tidal flow across the course. Ten windward/leeward courses were planned to be run over 3 days, with a spreader mark at the top and gate at the bottom. Saturday started with grey skies and a 10kts westerly which gradually built with some gusts of 24kts and shifted south west. With the RO's threat of going straight to a U flag if the fleet didn't behave the starts were clean. We were first to the top mark and keenly watched by the jury boat which included Club Member John Doerr, hoisted the spinnaker for the run. There were plenty of place changes, but we maintained our lead with Nick and Annie Haigh's *Slightly Steamy* from Plymouth second and John Powell's *Betty* from the Hamble third. In the second race, while we had a clean start and went left up the beat, *Slightly Steamy* went right and were first at the top mark. There was a close race with *Slightly Steamy* beating us by only 8 seconds and Andrew Hurst's *Fiducial* coming third. Roger Wilson, looking at the forecast

for the following day wisely ran another race whilst the conditions were good. Race 3 saw us again leading the fleet around the course and winning by 2½ minutes from John Powell's *Betty* and with local boat *Megstar* owned by James Harrison taking their first step on the podium in third. A crew member on *Juno* slipped over the side during one of the gybes but managed to hold onto a stanchion and was quickly recovered. The beers waiting on the dock supplied by Seahorse Magazine were a welcome sight for the weary crews.



Sunday dawned wet and windy and with gusts of 30kts Roger postponed for 2 hours to see if the breeze would subside enough to run some racing in The Solent but it did not and with the updated forecasts looking grim he decided that racing would

restart on Monday with 4 races. This gave the whole fleet time to enjoy Lymington and the New Forest, with a Championship Dinner at the Club in the evening.

Monday started light and cloudy but once the boats were in Christchurch Bay the breeze built to a lovely 8-10kts for the first race and gradually up to 12-14kts with occasional upper teens for the remainder. The pressure was on us to maintain our lead but we stayed calm with another first, *Slightly Steamy* and *Betty* both had disappointing results coming 6th and 7th respectively but *JAT* and Olivia Dowling's *Tip Top* were having a very close race to come 2nd and 3rd. Race 5 saw the first general recall and the RO went straight to a U flag. Three boats were disqualified for being over the line; *Jibba Jabba*, *Wild Cat III* and ourselves. Watching the fleet continue up the beat without us was hard and the next hour felt like a very long time! This gave *Slightly Steamy* a chance of the title with 2 discards kicking in if 7 races were sailed; they pushed hard and sailed well to win this race from *Betty* and *Tip Top*. In Race 6 *Mocking Jay* owned by Annabelle Body led around the first mark. We were close behind, and overtook them on the next beat to win, with *Slightly Steamy* back in 5th and *Betty* in 3rd. We had won the Championship with a race to spare. *Megstar* sailed a great final race leading from start to finish with *Slightly Steamy* second and we came third. Discarding a third and a UFD we finished on 6 points, meaning we were UK J80 National Champions for 2018; also winning the Corinthian Trophy and the first Lymington boat at the Nationals Trophy. *Slightly Steamy* were second and *Betty* third.

Due to the generosity of the sponsors Solent Projects and Seahorse Magazine and supporters Harken, North Sails, Nick Cox Chandlery and Berthon, everyone was able to enjoy a free buffet after the racing and take home a goody bag as well as the great prizes.



XOD DIVISION ROY FROUD

The Club hosted a very successful Lymington XOD Week with twenty-six boats racing including the Captains Cup winner for the past few years and other top boats. The level of competition was very high and was eventually won by Paul Woodman & Oliver James in X32 *Ibex* (Lymington Division) with John Tremlett & Ian Andrew second in X80 *Lass* (Itchenor Division) and Rory, Amanda and Stuart Paton in X48 *XL* (Lymington) in third. Three points separated the top three boats after nine races! Visitors were very complimentary about the welcome they received from everyone involved and one stated that it was the most enjoyable regatta that they had taken part in!

At Cowes Classic Week, four Lymington boats placed in the top six:

- **Second** - X33 *Clair de Lune*, Max & Mike Crowe & Jeremy Baker
- **Fourth** - X48 *XL*, Rory & Amanda Paton
- **Fifth** - X72 *Venus*, Nik, Hannah & Roy Froud
- **Sixth** - X32 *Ibex*, Paul Woodman & Oliver James

There was extremely close racing in both the Saturday and Wednesday Points Series. A single point separated first - X32 *Ibex* - from second - X48 *XL* - in the Saturday Series and similarly in the Wednesday Series where a single point separated first - X48 *XL* - from second - X72 *Venus*. And this after over twenty races in each series!



SCOWs: Small boats, large fleets, maximum fun

Once again the SCOW Division has had a busy and pleasurable year, with its usual mix of racing, training, pottering, winter walking, outings, lectures and suppers.

During the winter, we walked each week - through the marshes and on the sea wall, in the forest and over Tennyson Down. We enjoyed talks about building Americas Cup boats, flying the Eurofighter Typhoon and cruising Galicia. We shared suppers - the Annual Dinner, SCOW Christmas Cheer and Spring "Back to SCOW-ing". Other events included a day out in London taking in exhibitions at the V&A and the Royal Academy with lunch at the Royal Thames, and a trip to Portsmouth to support a group of intrepid SCOW sailors abseiling off the Spinnaker Tower in aid of the Lymington Community Centre.

Spring was heralded by Rory Paton's talk on Preparing for the Sailing Season and by on-the-water coaching sessions led by Catherine Maguire and Sarah Richards.

Our Tuesday Night Series of races for the Hinxman, Alexina and Captain's Trophies was blessed by the weather, although sometimes challenged by the tide. 19 started the Hinxman on 22nd May with Catherine Maguire and Sophia Putt taking the trophy. On 10th July the Alexina Trophy was won by Nik Froud and Emma Breese from a field of 21. Finally, on 24th July, Barry and Carol Dunning lifted the Captain's Trophy, first home in a fleet of 16.

For Monday Evening Dinghies we averaged 17 boats in both Gold and Silver Fleets. On one occasion the total entries reached a record 46 SCOWs, 6 more than the previous record set last year. While numbers sailing were breaking records, numbers staying for supper after racing decreased. We are conducting a survey to see if we can provide suppers which will attract you back to eat at the SCOW Table and enjoy each other's company.



For many SCOW racers, the highlight of the 2018 season would have been the Figure of Eight Race. Sadly, this year's event was cancelled because of the weather but we still had a good turnout for wonderful tea of sandwiches, cake, strawberries and cream provided by Gillie Pearson and her team. With the loss of the Figure of Eight race we also lost our leg of the LRSCA Travellers' Trophy.

The SCOW Inter-club Challenge also had to be cancelled due to a lack of entries, largely owing to competing events on the chosen date. We will try again next year.

Our racing statistics demonstrate the extent and depth of the fleet's activities. Statistician John Evans reports that there were 26 racing opportunities planned in the year, of which we lost 4 to the weather. 60 Club Members' SCOWs sailed more than one race and it is enormously encouraging to see younger Members again winning so often.

From all these events, a single winner of the Christine Sutherland Trophy has again emerged. This prestigious trophy is awarded to the person who has shown strong support of the fleet and in doing so scored consistently well through the entire season. Vince Sutherland presented the trophy to the winner for the 2018 season, a very deserving Mike Urwin.

Meanwhile, the Potters continued in strength, organised by Graham Neal. The voyages to Newtown Creek and Yarmouth and onwards up the river Yar were successfully accomplished, as were joint potters with sailors from Keyhaven Yacht Club, one in Keyhaven and a return fixture in home waters. The weather has been very kind to us and has provided good opportunities to develop our experience of being towed! Fleets averaging 13 boats ventured forth each week and 48 Members' boats participated in more than one Potter.

Turning now to the future, our season will begin in February and March with talks entitled "Living Aboard a Wayfarer while Circumnavigating Mainland Britain", "A Walk in Nepal", "Antarctic Years", and "Preparing for the Sailing Season". Catherine and Sarah will again give three on-the-water training sessions before racing starts. Other events of particular note are the Club's hosting of the 2019 LR SCOW Championships and a SCOW potter to thread The Needles.

DAVID WELLER

Team Sophie

The 49er FX is the women's double-handed skiff; it is the same hull as the 49er with a slightly smaller rig. I have been racing it competitively for just over a year now, so I'm on a pretty steep and at times soggy learning curve.

I have however been racing on the Olympic circuit for 10 years. In the 470 class my sailing partner and I narrowly missed out on the 2016 470 women's Olympic spot. Transitioning to the FX has been a lot of fun, a challenge that at times is quite frustrating, but it's fast, the racing is exciting, and the international FX girls are a great bunch.

At the beginning of this year I was considering my options within sailing, I was struggling to enjoy it and couldn't see a clear path to the Tokyo 2020 Olympics, thinking hard about my future and life after sport I applied to join the police force.

In March a big opportunity arose, and I jumped at the chance to team up with a former 470 teammate and Rio 2016 Olympian, Sophie Ainsworth.

Our mission:
To win Gold at the
Tokyo 2020 Olympics.

Our priority:
To enjoy our journey.

Plenty of training is required, and prioritising what is realistic in the time frame was fundamental. With four and a half months until the World Championships, the first opportunity to qualify Team GB for a 49er FX spot at the 2020 Olympics; we were never going to cover everything, but christening the boat 'Sophisticated' was top of the list!

We were really pleased to win a Bronze at the European Championships in Gdynia, Poland in July. Not only did this prove us as medal contenders in the FX Class, it also secured our UK Sport and National Lottery funding for the next year.

The Sailing World Championships in Aarhus, Denmark, was the main event of the year, following just two weeks later. All of the medalists from the Rio 2016 Olympic games were there; it was going to be a tough week of racing in a world-class fleet. A steady regatta, with a couple of highs – a race win, and a couple of lows – a small crash and a capsize - we qualified for the double points Medal Race in second place. All to play for and we were over the moon to come away from the regatta with a bronze medal.

This also means that a Team GB boat will be racing at the Tokyo 2020 Olympics! There were eight country spots available; finishing third overall meant we qualified Team GB – now we need to qualify ourselves for the Team GB spot!

We've had a busy summer and have just returned from a 5-week trip to the Tokyo 2020 Olympic waters of Enoshima, Japan. We got our second boat out there, a challenge to set up - who knew epoxy could go off so quickly in the heat...not me, and we were honoured that our Japanese competitors could christen her 'Two Sophisticated'



© Drew Malcolm

It was fantastic to be training and racing on the Olympic waters, for sure the sailing event will be a spectacle in two years time. The conditions were a complete mix, and complemented by 35 degrees heat and 80% humidity, were challenging. From a big ocean swell with a gentle 3-6kts of shifty offshore breeze, to a raging 20-25kts onshore breeze with waves. At times I had no idea how we would get down them! The culture is incredible, the locals are extremely friendly and it feels safe. We were lucky enough to do a couple of days exploring the beautiful country, and less lucky to bump into some of the native wildlife... spiders and sharks... Must keep practicing the boat handling!



© Richard Langdon

To end the season as World and European Bronze Medalists gives us confidence in our training program so far. A huge thank you to everyone who has helped and supported us so far in our sailing careers; none of this would be possible without you! We've got a big winter of training ahead!

SOPHIE WEGUELIN

Follow our journey:

Facebook: Team Sophie
Instagram: @sailing.sophies

Nordic Folkboats

CHRIS BALDWICK

2018 proved to be yet another good year for the Nordic Folkboat fleet at the RLYM YC. The racing fleet continued to grow with boats changing hands including *Mistral*, *Nordic Bear*, *Jibe-O* and *Moonstone*, and becoming even more involved in the Nordic Race Series, their new owners raced regularly.

There are plenty of races for Nordic Folkboats in the west Solent; Saturday Series, West Solent Series, Cowes Classics Week and Cowes Week, the RLYM YC Summer Regatta, the National Championships run by the Club, the Taittinger Regatta, but the two most popular events for the fleet remain Folkboat Week in mid August organised by the Royal Solent YC and the Thursday Night racing at the Club. The racing season stretches from late March with the Portmore Spring Series, to late November with the LTSC Solent Circuit Autumn Series, and many will make 50 to 60 or more starts in the course of 8 months!

This year, Folkboat Week attracted 32 Nordic entries and a further 7 British Folkboats. After some close racing, the final winner in the Nordic Class was *Crackerjack*, ahead of *Tak* and *Raev* with *Mistral* in 4th.

Remarkably though, the 2018 Thursday Night Racing at the Club had 30 entries in the Nordic division, and on two occasions 22 boats came to the start!



This makes the Nordic Folkboat by far the most popular class on a Thursday evening; indeed the fleet comprised more than a quarter of the total starters on several occasions. It is an indication of how healthy the fleet is, to be able to have so many one-design boats turn up to race on a Thursday evening.

In local racing, *Crackerjack* was back on form in 2018, with wins in the Saturday Series and Thursday Evening Racing, the Taittinger Regatta and the National Championships. She remains the boat to beat, and continues to have an edge on the rest of the fleet in most conditions. A challenge for the rest of us!



Tak, *Mistral*, *The Otter*, *Lady Linda* and *Padfoot* all had moments of brilliance and duly made an appearance in the results, while *Strider* was a welcome addition as winner on handicap in the Saturday Series. We intend to have some professional coaching and race training sessions to bring us all up to speed with *Crackerjack*!

The prospects for 2019 are looking good. The Nordic Fleet is strong and competitive on the water, but friendly and convivial ashore with several social events culminating in the Christmas prize giving dinner.

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



Youth & Junior Summary 2018

In this our first year as Captains of Juniors we have been delighted to find such an enthusiastic and supportive team of parents and grandparents who volunteer in all kinds of ways and weather to make the youth & junior scene so active and vibrant. Led by our Fleet Captains, the six fleets have organised over 100 training sessions for a total of around 180 young sailors.

Besides training sessions the Fleets have hosted seven regattas; two each for the Optimists and Lasers and one each for the RS Teras, the 420s and the 29ers, the largest being the Optimist Spring Championship with a total of 212 starters. Thanks to Vicky and the Office and to the Race Teams for ensuring that these events were a success.

Many of our youngsters have travelled to events around the UK and abroad. In the same week in July there were 25 at the Optimist Nationals in Phwelli and 14 at the RS Tera Worlds in Portland. Foreign venues have included Poland, Holland, Cyprus, France, Spain, Italy, Ireland and the USA. There have been notable successes, including a Silver medal in the 420 Class at the Youth Worlds, winning

the Optimist National Championships and taking the top 3 places in the final UK Optimist rankings. Vita Heathcote (420) and Emily Mueller (Oppie) have both been nominated as 'Youth Sailor of the Year'.



Milly Boyle and Vita Heathcote

We owe a lot to our coaches, some home grown such as Robbie Boyd, Hanna Snelgrove, Hatti Rogers, Kirstie Irwin and Nik Froud and some from further afield. The new crop of Oppie Minis are doubly lucky in having two Olympic medallists, Nick Rogers and Sarah Gosling, taking a keen interest in them.

A Friday evening race series for our Juniors was started in late summer 2017 and was this year extended into a full Summer series of 19 races. Steve Green was our mover and shaker, and he has written a separate report.

We are more than grateful to him.

Two racing rules appreciation evenings were organised in the Spring by Sarah Richards with David Brunskill leading these very successful workshops, and encouraging law abiding racers on the water. Sarah also organised an Autumn 'Try a Boat Day' to cater for sailors who are planning their transition from one fleet to the next.

We made our contribution to Dick Moore's Sailing part of the Club's Five Year Plan and we are in the process of carrying through those parts of the plan that are within our control.

The Junior programme is as ever grateful for the support and cooperation of the Boatmen, the willingness of race teams and the helpfulness of the soup and pasta providers under Gillian who accommodate the tribes of hungry and thirsty sailors when they come ashore.

MAX & JEREMY VINES



Wednesday Junior Sailing ALI HUSBAND

Wednesday Junior Sailing (WJS) had a wonderful season this year, helped by the fantastic weather. We only lost one session due to high winds on the penultimate Wednesday - a great improvement on the previous year. There were over three hundred young sailors registered, with two thousand child sessions. This is made possible by the continued support from Lymington Yacht Haven, for which we are very grateful.

WJS is very fortunate to have a dedicated team of volunteers; one hundred and forty-seven helped this year. There are a multitude of roles, which are all essential to the smooth running of the sessions: the office staff, with Sue's expert leadership; the hardworking safety team; the fantastic Senior Instructors and Instructors; and Kristy's boundless enthusiasm and expertise.

This year we had a post-sailing social drink on the first Wednesday of the month for present and retired WJS helpers; it was fantastic to see so many people attending.

This year three boys from St Edwards School (for boys who experience behavioural difficulties) started sailing at WJS. Their truly inspiring teacher, Mark Holmes - who completed his Dinghy Instructors Course a few years ago with WJS - trained them over the winter on his Impala 35. In July, they completed the Round the Island Race bringing home the Raymarine Young Sailor Award and an enormous trophy! This was an amazing achievement as over twelve hundred boats started and only six hundred and fifty-nine finished. The boys were awarded a special Achievement Award by WJS.

Thanks to the support of Phil Baker and the enthusiasm of the Lymington Lifeboat Crew, we had a fascinating session learning about the RNLI. This proved a very interesting visit - the Training Education Officer and the Lifeboat Men gave separate talks to the young sailors, with the lifeboat on the pontoon. The young sailors also watched it being launched.

Various expeditions have taken place beyond the wave barrier this year, when the conditions have been suitable. This is important for the young sailors, especially those who take part in the Junior Regatta; it gives them invaluable experience of the tide and waves in the Solent. Everyone enjoyed the freedom of escaping from the confined area of the wave barrier, including the RIB crews!

Junior Regatta was a fun week with the Optimists, Teras and SCOWs all on the water. We had the usual problem of finding helms for the WJS SCOWs, but managed to get nine racing with some younger crew getting valuable experience of the Solent. Some of the sailors have borrowed the Teras for racing on a Friday evening - this is proving to be very successful.

The RIB driving continues to be very popular. It has been extended to all WJS sailors to improve RIB driving skills and, most importantly, the safety aspect of power boating, such as the use of the kill cord. We are fortunate to have such experienced instructors to run these sessions.

The rowing pontoon has been well attended under the eagle eyes of Bob and Jo. Rowing is an extremely important element of seamanship and it is lovely

to see the progress of the sailors; indeed, they often return to the area to help teach the new children. Sculling has also been added as an extra fun activity and teaches them a lot about boat control.

Mike and Julie have been busy for many years teaching the art of knotting to numerous children; this year they were awarded the Bruce Kilpatrick Trophy for their contribution to WJS.

Two of our sailors, who developed their sailing through WJS, gained their RYA Dinghy Instructors qualification this year. Issy Drewitt was awarded the Jolly Roger for her commitment to WJS; she is a great role model for the younger sailors.

We are fortunate to have so many volunteers: all of them love being on the water and know how to inspire the young sailors with that love. We can always do with more help, so please come and join us!



Fleet Report: 420s

The 420 class is resurgent across the country and Lymington as ever is playing its part with sailors in six boats training and competing regularly across the country. In a fleet of around 30 boats, Lymington punches high as ever.

A third of the national youth squad is made up of Lymington boats but the stand-out performance of the year was Vita Heathcote and Milly Boyle's 2nd place at World Sailing's Youth World Championships. A string of top results on the national circuit saw the duo outshine all comers, male and female, and confirmed their selection to represent GBR. Their silver medal at the challenging event was Britain's best result in a decade.

The Club has hosted local training weekends, national training happening at Lymington and in September, the Class's Autumn Championships. None of this would happen without the support of parents and club volunteers - so a massive thank you to everyone involved.

JOFF MCGILL



Protests for Juniors

We held two Friday evening rules workshops. The idea was to enable junior sailors (and their parents many of whom sat at the back) to understand the protest process and to have the confidence to put in a protest when appropriate.

Success - Quote

"I did want to convey a big thank you for organising this. Xxxx has never been proactive and confident in protesting and literally the next day, as Mr Brunskill knows, he protested successfully. More importantly he decided independently to pursue the process and embraced it with conviction even though he considers the other sailor to be more established than himself. This was such a wonderful achievement".

Next year Junior rules workshops are planned on 29th March and 5th April. Initial ideas are to partially reprise the lessons from 2018 and perhaps also cover "common rules misunderstandings".

However any rules issues that Junior sailors would like covered can be fitted into the agenda.

DAVID BRUNSKILL

FRIDAY JUNIOR RACING

This is open to any Junior aged 8 to 18 from our Club, LTSC or WJS. Any class of dinghy is welcome.

Piloted successfully in late Summer 2017, it was decided this year to have a full Spring, Summer and late Summer series. With the starts at the Club at 1800 or after the ferry leaves, the races were down river and into the Solent, finishing back at the Club.

It is an opportunity for junior sailors to try other types or more advanced classes of dinghy, and the Club's RS Fevas were particularly popular. It was also an opportunity for race teams to gain experience in a relatively low key environment.

The lovely Summer weather and terrific enthusiasm of the sailors meant that 18 races were completed. There were 65 different juniors involved using 9 different classes of dinghy. A handicapper's nightmare!

The results were rolled up and there was a clear winner in 10 year old Harry West who turned out in his RS Tera every Friday and had many top three places. Second was George Overton who sailed both an RS Tera and a Laser Radial and third Max Tait, also in an RS Tera.

Our thanks to Ken Hay, Chris Knox and Chris Baldwin who shared RO duty with me, and to the other helpers in the race team and in the safety RIBs. A special mention must go to Frances Evans, Ken Kershaw and Gil Lapsley who barely missed a Friday.

STEVE GREEN



Fleet Report: RS Teras

2018 has seen an exciting development, with the RS Tera joining the RYA recognised Junior classes. Mark Nicholls, the RYA's Youth Racing Manager, said: "The RYA aims to develop sailing from a young age, and to add the RS Tera to our approved pathway structure will only benefit our sport. It offers another avenue in to the Olympic classes and comes with a solid foundation already rooted in the nation's sailing clubs." The first of the RYA events was held at the Weymouth and Portland National Sailing Academy and saw sailors from Royal Lympington gaining podium spots, with Max Tait gaining a 3rd place and Harry West a 1st.

WPNSA was also the chosen venue for the RS Games (worlds), which saw over 1,800 competitors sailing over the 3-week event across the all RS classes. 13 sailors represented Royal Lympington Yacht Club in the RS Tera.

We were very fortunate to have 2 RIBs supplied for the event by parents and James Eales attending as a coach for the Lympington sailors. This enabled our fleet to have a daily briefing and debrief, along with an on the water coach to answer

our sailors' questions. This was a huge advantage for the children, for many of whom it was their first time attending an event of this size and importance.

This year also saw the return of the RS Tera Southern Championships to the Royal Lympington Yacht Club, held alongside the Club's Aero event. Visiting sailors attended from several clubs along the South Coast, combined with a large fleet from Lympington. Our sailors competed well gaining high placings including two podium spots. Other events attended by our sailors throughout the year included - Frensham Pond SC, Felpham SC, Hayling Island SC and Mudeford SC, with our sailors gaining podium placings at most events. Two of our young sailors, Abbie Hire and Tom Wharmby, have also enjoyed selection for the National Squads.

The later part of the year has seen several sailors transitioning into the Tera fleet from both Salterns and other classes, special sessions have been set up to help make this move as smooth as possible.

I would like to thank our coaches for a great year - Hannah Snellgrove, Robbie Boyd, James Eales and George Richards.

A special mention to Gil Lapsley for his help on the safety ribs, along with all the parents who have supported us this year. I would like to mention our appreciation of Ali Husband, Kristy Powell & WJS for boat availability/hire, this enables sailors to join the fleet who otherwise may not have to opportunity.

NICOLA WEST
FLEET CAPTAIN

Results:

SILVER FLEET

Harry West – 3rd
 Marcus Edwards – 24th
 Charlotte Stemberidge – 33rd
 Violet Edwards – 37th
 Dylan Phillips – 38th)

GOLD FLEET

Sammy Griffiths – 24th
 Max Tait – 27th
 Oliver Phillips – 33rd

PRO FLEET

Abby Hire – 5th and 2nd Best Girl
 Albert Barber – 26th
 George Overton – 46th
 Tom Wharmby – 47th
 Harry Stemberidge – 59th



Oppie Tuesday Training

LEO GOSLING (AGED 8)

Tuesday's have been the best days of my week because I can do Tuesday evening training. I have to leave school a little early to get there on time and Mummy has to rig my boat before she picks me up. I change in the car on the way and normally go straight to the briefing. Nick Rogers has mainly been coaching and makes it the funnest, he is very clear about what we have to practice.

He often does the briefing on the slipway in the water and uses his flip flops as boats so we can understand what he means, or he gallops around pretending to be boats. He always finishes the briefing by saying, "Men, What did Winston Churchill say before the Men got into the Tanks?" "Get in your Tanks Men." We always start with follow my leader which I find fun, as I can control my boat speed to stay in line, but it's a bit of a handful as I am so small and light and of course because my boat is called *Momentum* - so I always have so much!

Once we arrive at the sailing area Nick normally sets a course and we do some practice starts. My favourite types of starts are port flyers but Nick always wants us to start on starboard and control our speed. I always say "I don't want to control my speed, I want to be quick and win the race" but Nick replies "it's much better and easier to win on starboard." Upwind we have to concentrate on steering using the tell-tales, making sure our boom is on the back quarter and tacking through 90 degrees. Downwind I love to kite, but because I am a bit little I quite often fall out, but this is the best fun. Once we are packed up and debriefed it's quite late for a school night so sometimes Mummy lets me have fish and chips on the way home.



THE RLYMYC DINGHY FLEET - PAY & PLAY

We have nine sailing dinghies in the Balance Pond, and all for use by Members at very reasonable daily rates. There are two SCOWs, an RS Vision, four RS Fevas, a Laser and an RS Tera. They can be used for racing, practicing and pottering.

This years usage at 229 bookings has been reasonable, and this excludes Junior Week in which most of the fleet was involved.

Thanks to our Bosun Robby Boyd for keeping them all in good working order.

Roll up and book at the Club Office.





Fleet Report: Laser 4.7s

The Laser 4.7 fleet has had another outstanding season with our sailors representing the Club at national and international level and our events often being oversubscribed. Seven Members went to the Worlds in Gydnia, Poland and achieved notable personal successes in variable conditions: Gold fleet: Lizzie Beardsall (28), Coco Barrett (39), Drew Barnes (38), Flo Nicholls (51); Silver fleet - Tom Mitchell (42), Lizzie Drewitt (54); Bronze fleet: Arthur Farley (25).

Closer to home our Summer Open saw glorious sunshine but the lightest of winds with only two races completed. Thirty-eight 4.7s and 21 Radials drifted over the start line and in the 4.7s we took five of the top ten positions: Sam de la Feuillade (4), Lizzie Beardsall (6), Coco Barrett (8), Tom Mitchell (9), Flo Nicholls (10). At the 4.7 Nationals in Plymouth we were the largest represented club with twelve sailors flying the flag: Lizzie 4th overall and 1st girl, and Sam DLF 9th overall and 5th boy. Meanwhile some of our older 4.7 sailors took the Nationals as an opportunity to

move into the Radial fleet: Flo, Tom, Arthur Farley, Drew Barnes and Angus Kemp.

Looking ahead to 2018/19 there is much change in our Laser fleet as our sailors move upwards and compete at the highest levels around the country, and Fleet captains have changed as well. For the 4.7 fleet our focus is to attract and develop the next generation of sailors keen to transition into the Laser Class, and we will continue to support those looking to further their skills with structured training events throughout the year. Our purpose remains the same: to give our sailors the knowledge and confidence to race a technically challenging and rewarding single-handed dinghy, to make friends, to have fun and develop lifelong skills that are common to many aspects of sailing.

At a recent UKLA parent briefing the Club was informally singled out as one of a small handful of clubs recognised for its commitment to the Class, and for this thanks must go to the parent volunteers, coaches and sailors of the 2017/18 season.

RUPERT BADDELEY
FLEET CAPTAIN

PENGUIN TROPHY

The Penguin Trophy is the Family SCOW event. Helmsmen must be Members of the Club. There are no age limits except that any person under the age of 8 on 31 December 2018 must be accompanied by a person over 18 on 31 December 2018 and boats must be raced double-handed.

This year this fun race was held in very light winds and was won by Nick Rogers (of Olympic medal fame) and his son Dirk aged 9.



Peter Andreae Trophy

In and around the late twenties and early thirties of the last century there was a teenager around the age of 17 who spent any time he could sailing on the Lymington River. All his school holidays were spent in SCOWs mucking around on the water. A person destined for a life time of sailing? Sadly he contracted diphtheria and at that time there were not the medicines available to fight the disease, and Peter died.



The Andreae family was heartbroken, but decided to create a legacy for young sailors of the Royal Lymington Yacht Club in Peter's memory. The story goes that the grandfather worked for Warburg Bank in London and it was he that set up the legacy. However it now seems that Warburg only started in London in 1946 when one of the banking family reached London after having escaped from Germany during the war.

Anyway what we do know was that a legacy was set up in the early thirties and the income from the legacy provided the prize money for the race held just after Christmas each year. The profit fluctuated with the times and so the prize money went up and down as well. In the early days the money was split between the top three and could be a significant sum for a junior sailor. However if there was a particularly good junior sailor they might receive a prize year after year. To make it a fairer regatta it was decided, about



1st Place Oliver Dawson McGill with Stuart Jardine

70 years ago, that every one who raced would receive something, obviously the winner more than the hindmost.

The history of the legacy was lost in the river's marshes and mudbanks as Club personnel changed. The money arrived each year and the regatta duly ran. However it seems that the legacy was set up to run for 80 years or so because about 10 years ago the Club suddenly received just under £4,500.00 but had no idea why it had received the money or from whom. In time honoured fashion the finance committee of the day thought it would be a natural course of events to absorb the money into the Club accounts. It is, one supposes, like coffee beans to them, the beans get ground up and disappear.

However, fortuitously, a chance remark to a Member in an entirely different context was a lead to another Peter Andreae living

in North Hampshire, who was invited to the Club for lunch. He was able to help with the jigsaw and it was then confirmed that the £4,500.00 was the remains of the legacy. A debate was held by the General Committee and it was felt that it would be a sad day to let the regatta die and also the memory of Peter Andreae. It was decided to use the remains of the legacy to keep the regatta going and for the Club to top the fund up if needed.

So, a very sad day for a family turned into yearly fun for young sailors, and the centenary is not that far away!

NICK RYLEY



Junior Regatta

Junior Regatta 2018 welcomed a record number of young competitors (almost 40% under 12 years) many eager to experience their first competitive sailing. All the fleets enjoyed challenging racing in the excellent if not challenging conditions of the Solent.

The prize-giving sponsored by Volvo Cars UK was a triumph of happy achieving sailors of all ages and ability, having enjoyed a week of intensive but fun sailing.

2018 was successful in so many ways. It was inspiring to see just how many of our RLymYC under 21s gave up paid summer holiday work to come and support safety on the water - Max Crowe, Ollie Tait, Robby Boyd, Nik Froud, Harry Barnett, James Eady, Barnabus Cary, Seb and Tam Ayris. Others were 'on-water coaches' Emma Bennett, Izzy Drewitt, Peter Bennett, Ben Curry and Kitty Turner. It was great to see these talented sailors passing on their knowledge to the new crop of 'kids'. We watched them with admiration.

Initially there was a shortage of more experienced helms (15-17 years) willing to take out the most inexperienced sailors in a WJS SCOW. Long standing RLymYC Member Sebastian Chamberlain stepped in to encourage these older sailors to come forward and helm a SCOW with generous sponsorship and the introduction of the Zacynthia Trophy. Top competitors like Albert Barber, Katie Wharmby, Jemima Cary and George Overton stepped up.

As a Club we should be proud of having nurtured so many talented and generous spirited sailors.

Our 'Turn the Tide on Plastic' campaign had huge support with everyone getting behind it. Inspired by the worldwide move to protect the world's oceans from plastic waste and with practical help from the 2017/18 Volvo Ocean Race campaign, our young sailors decided



to banish all single use plastic from their regatta. We believe we are the first junior regatta in the UK to take this action and with the enthusiastic support of Club Members, volunteers and competitors will continue in 2019.

A mix of fun with careful instruction was delivered by Race Officer Steve Green to our youngest and most inexperienced sailors in the Bronze Fleet. He found the perfect solution to encourage many who were new to competitive sailing, and Kristy Powell boosted the fun levels even higher with multiple activities including a water triathlon. On-water coaches were kept busy offering advice that resulted in rewarding improvements to boat handling. The majority of sailors finished the week with a great deal more sailing knowledge and confidence.

John Whyte enjoyed the challenge of intermediate Optimist sailors and beginner RS Tera sailors racing as the Silver Fleet. He ran an impressive number of quality races for this mixed fleet and was rewarded with a rush of confidence by helms off a busy start line.

The Gold Fleet headed out to the more exposed and lumpy Solent, where Gold Fleet Race Officer Malcolm McKeag and his hardy race team delivered a level of excellent racing to challenge the advanced mixed fleet of RS Tera, RS Feva, RS Vision and Laser sailors. New to the Gold Fleet this year was a single RS 500 sailed by Ewan Horn and Sonny

Chamberlain Hyde and a Laser 2 sailed by Nico Christensen and Freddie Thomas.

Fran Wilson is stepping down as SCOW Race Officer in 2019. We shall miss her tremendous energy and expertise enormously, So on behalf of the hundreds of young sailors who have enjoyed sailing in SCOWs over the last ten years, Fran we wish you much happiness and thank you for the incalculable support you have given to Junior Regatta.

Only a couple of protests on the water this year and all parties benefited from the guidance and wise counsel of International Judge David Brunskill.



Led by Andrew Eady, our highly experienced volunteer team of safety and mark layers play a vital role in the success and safety of the competitors so we are indebted to their skill and



quick thinking. We are also grateful to those who turn their boats into safe-haven motherships, as well as those who generously lend committee boats and RIBs. The calorific chocolate heart stopper, Rocky Road, handed out by Andrew on the Thursday of the regatta is a small thank you for the unfailing cheerfulness of all our volunteers providing 'on-water safety'.

As always we were fortunate to have Jane Clegg and Mary Hill as our communication 'Bridge' between the race office and activities on the water – utterly invaluable lynchpins. If you are interested in helping in 2019 with our radio coms please get in touch with the Club.

The tally system is a core competitor safety procedure and it was wonderful to welcome back experienced hands - Gill Baldwick, Ginny Walters, Hilary Keatinge, Sue Perry and Delma Evans. Thank you to Maddie Duffin for stepping in at the last minute.

The unfailing cheerfulness of the race office, regatta social team, lunch ladies and the bacon buttie crew is the magic ingredient that makes Junior Regatta



fun. We certainly couldn't survive the week without tuck shop sweets or the endless 'recyclable cups' of tea and coffee made by volunteers.

Our Beach Master Sebastian Chamberlain delivered a rapid and efficient launch and recovery service supported by the Slipway 'A Team' of Michael White, Martyn White, Kevin Curry and Richard Down. Joining the team Charles Overton brought the average age down considerably!

Winner of this year's Lymington Harbour Commissioners Trophy for sportsmanship reflects what Junior Regatta is all about and why Members, friends and family volunteer each year. Isobelle Jones (11 years) sailing an Optimist dinghy in the Bronze Fleet on more than one occasion

put other competitors above her own desire to win by slowing down to guide a younger team to reach the next mark and then again, to find the finish line.

Our Junior Regatta is one of the best foundations for young sailors to progress into competitive dinghy racing. The Club makes sailing accessible to young people within the community area of Lymington. Local children have the chance to discover for themselves the benefits sailing has to offer. Through WJS and the generous support of Lymington Yacht Haven we will continue to nurture talented young sailors to the highest level of our sport. We are privileged and lucky to enjoy the home grown generations of National, European, World and Olympic champions returning to offer help! We were lucky to have the support of Volvo Cars UK in 2018 and we are most grateful to everyone who volunteered to help. We hope you have enjoyed the fun and friendships that come from being part of Junior Regatta. We can't run this event without you so please sign up for 2019! The 2019 dates are Monday 5 August through to Friday 9 August

SHIREEN CROWE



Charlie Overton - Slipway Duties



Grace Ayres - Oppie Silver (First Girl)



Jemima Cary - Zacynthra Trophy



Isobel Jones - Harbour Commissioners' Trophy



Julian Farrelly - First Club Oppie (Bronze Fleet)



Volvo Car UK trophy was presented to Colin (Chubby) Russell for his outstanding safety work during this year's Junior Regatta

Lymington RNLI Lifeboat Station

Much has changed since my article on the impact of the lifeboat pager sounding on the activities of the Club. At that time, if the pager sounded, waterfront operations would virtually cease as three of the waterfront team (Phil Baker, Barrie Smith and John Husband) together with the operations manager (Jon Chittock) would sprint across the car park to launch the Lymington RNLI Atlantic 75 Victor *Danny Lovelock*. Today it is only Phil Baker and as the waterfront team monitor Channel 16, it's not unheard of for him to be at the station before the rest of the crew or before the pager sounds!

Lymington RNLI lifeboat station is home to:

- A state of the art Atlantic 85 inshore lifeboat *David Bradley* (B-882) that has been on station since February 2015. *David Bradley* was as many of you will remember, a Club Member and the boat was funded by bequests from his family, who still live locally, and his colleagues at the Baltic Exchange. This year we've also had a relief boat, *Martin Frederick Whitehouse* (B-880) on station whilst ours is away for update
- The team that bring the annual fundraising 10K and Childrens' Fun Run to Woodside Park and the sea wall on the second Sunday in May
- An active branch running local fundraising events throughout the year and manning the shop
- An active Community Sea Safety Team who aim is to promote sea safety in all its forms and whose area covers Highcliffe to the Hamble River and North to Oxford including the Non-tidal Thames

Coverage

Our official coverage area is from the Beaulieu River to Newtown Creek in the east and Becton Bunny offshore to the Needles Fairway Buoy in the west although if the call comes those boundaries are flexible as this year has



shown. We work in conjunction with flank inshore RNLI stations at Mudeford, Calshot and Cowes, the all-weather Severn Class lifeboat at Yarmouth and the Freshwater Independent Crew.

For an inshore station we run a large crew as the nature of the local industry dictates almost three separate availability crew pools:

- Those who live and work locally and can support day or night
- Those who live locally but work out of town providing support evening and weekends
- Those who work locally and support during the day but live outside easy reach distance from the station

One of our crew supports Lymington during the day and Mudeford in the evenings and weekends, that is dedication!

And of course, Lymington RNLI like every other station could not provide any cover without the understanding of local employers including our Club who graciously release their staff to the sound of the pager during the day, and the families, wives and partners who let their loved ones out in all weather, day and night 24/7/365.

Training

The crew trains on a Monday evening throughout the year, trying not to tangle with the dinghies on the shared slipway or in the river during the racing season, and at some time over the weekend

during the winter months when darkness prevents some evening learning.

Shouts

2017 was a particularly busy year with 56 shouts. Five of these came in the autumn months and ranged from rescuing two occupants of a car that drove off the end of Tanners Lane at 3.15am on a Friday morning, to working with the Lymington Yacht Haven night watchman to save the life of an unintentional swimmer who missed his footing going back to his boat after a night out.

At time of writing 2018 has been quieter but there are still two months to go. So far this year there have been 43 calls on our volunteer time including: searches, medical evacuations, suspected fires, dinghies capsized, adrift and on the marsh, vessels aground and lost in the fog, yachts with engine failure in no wind conditions, motorboats with mechanical difficulties, two flooded and sinking RIB's, one requiring the assistance of our Yarmouth colleagues. Two shouts came on our open day.



Not all our shouts have been in daylight: early in January for the first call of the year, the crew launched just after 1am to spend a cold night along with the Yarmouth All Weather Lifeboat and the Coastguard Helicopter and shore teams searching the Solent for a RIB reported as sinking. Nothing was found and eventually the shout was put down to a time and money-wasting hoax! In May we supported Hampshire Fire & Rescue Services at 4am by providing safety cover whilst they extracted an unintentional swimmer from mud at the Town Quay. And in September, a Thursday night / Friday morning Shout saw the crew providing assistance to a yacht that had dragged its anchor in Newtown Creek.



Mud, mud glorious mud, nothing quite like it for giving the shore crew some work! With the proximity of the marshes, it is perhaps fortuitous that we don't have more, but this year has seen four mud adventures. On a Tuesday afternoon in April we assisted our blue light partners with the evacuation of an injured walker from an inaccessible by road location in the upper reaches of the Beaulieu River.



On a Sunday evening in May we launched at dusk to reports of a small dinghy aground on the marsh, unable to get close due to tidal conditions, two crew-members were landed to walk across the marsh to find a small 'pool toy' style dinghy with a young fisherman aboard who had been left high and dry when the tide went out. In June and again in August our crew-members walked across the marshes to recover washed up inflatable dinghies.

Not all shouts are quick. It is not unheard of for consecutive taskings and we've had four instances this year of double shouts but to get three in a row is rare: in June we launched at 7.15pm on a Sunday to go to the aid of a 14m yacht aground on the Trap, with a falling tide and in deteriorating conditions, this took time to resolve and ultimately involved the All Weather Lifeboat from our flank station at Yarmouth and the local coastguard unit. Having escorted the yacht safely back to its Lymington mooring and about to recover, with the shore crew standing by and the cradle already in the water, our crew were diverted to a second shout to find a yacht disorientated in the fog at The Needles. In this instance, finding the yacht and escorting it into the Solent convinced our crew that if we let the hapless yachtsmen go on alone in the conditions prevailing at the time, then in all probability Cowes RNLi would have a call to pull the visibly disorientated yachtsmen off the island shore and so we escorted them all the way to East Cowes. Homeward bound at 1.30am and being afloat and in the vicinity;

we were then tasked to assist our Calshot RNLi colleagues in locating a yacht with a reported fire aboard. Using direction-finding equipment, our crew were able to fix the yacht's position as being approaching the entrance to the River Itchen and arrived on the scene minutes before the Calshot Crew. Of course, it is not a race to get there first but with a fire reported speed is of the essence. Assured that the fire was extinguished and with Calshot lifeboat and the harbour launch in attendance our boat was released by the Coastguard eventually arriving back on station circa 4am on Monday morning after just shy of nine hours at sea. With the majority of the shore crew having hung on for the night expecting firstly a 10.30pm and then a 1.45am return there were plenty of tired crew at work on Monday.

Not all shouts have been to incidents afloat. In early June we responded late on a Friday night to reports of a person trapped under a pontoon and arrived to find that the incident was shore side. About to stand down, the crew spotted a walking wounded casualty and applied their first aid training pending the availability of ambulance paramedics.

Annual round the Island Race

All Solent lifeboats together with our Mundeford RNLi and Freshwater independent colleagues supported the annual Round the Island Race. Whatever the weather yachts continue to be drawn as if by magnetism to the 1947 wreck of the *Varvassi*, the scene



of many a spectacular incident over the years, some even involving our Members! This year in benign sunbathing weather only one spectator craft and five yachts required our services.

Incidents

Being a lifeboat crew is not for the squeamish as each year brings a range of medical emergencies, this year was no exception with the crew having been called to a cardiac arrest and a severed finger the latter having been trapped between windlass and anchor chain (ouch!).

Sometimes you wonder how an incident occurred! As yachtsmen we all know that not all of our trips however long or short a duration will go according to plan and I certainly hope that if I need to call on the RNLI or the Coastguard or indeed any emergency service it is for a genuine incident that could not have prevented through better passage planning, good seamanship or spatial awareness.

Entanglement of anchor lines is always a risk in crowded anchorages and one of our more complex shouts saw our crew untangling and then towing clear two vessels that had joined together to drift ashore in the Hampstead Anchorage.

Towing

Towing is one of those shouts that are guaranteed each year. Every tow is different. Differing styles of casualty vessel, different tidal impacts and of course different weather. But for a Lifeboat Press Officer this sort of shout presents a challenge of how to make newsworthy the fact that the lifeboat

launched at something o'clock to tow a vessel that has suffered what is probably a preventable mechanical breakdown back to a safety? It is not easy and in this scenario, I like it to be a rough, dark night, wind against tide, rough, (medal winning as Phil the Boatman would say).

Conditions in which that us humble yachtsmen would rather be tucked up in bed or in the bar, but which I can use to set the scene of the conditions the volunteers of Lymington RNLI station are prepared to go out in 24/7/365.

Publicity and volunteers

Details of all out shouts are posted as soon as possible on the notice board outside the shop and subject to casualty privacy are also available online at either the RNLI News Centre or our station website: www.lymingtonlifeboat.co.uk or on the station Facebook and Twitter accounts. Just like the operational crew, as lifeboat Press Officer, I carry a pager and we will endeavour to get the correct details into the local press before stories emerge on social media that may sometimes be reporter assumptions, over zealously exaggerated or even just incorrect (fake) news.

Lymington RNLI station is always looking for volunteers for its crew, its fundraising branch and its Community Sea Safety Team. If your interested why not contact us by simply following the link on the website.

Lymington RNLI crew wish you all safe sailing in 2019 and hope not to meet you in distressing circumstances!

PETER MILLS
LYMINGTON RNLI LIFEBOAT PRESS OFFICER

RNLI MAYDAY YELLOW WELLY RELAY

2017 saw the very first RNLI Mayday Welly Relay, an iconic Yellow Welly being travelled all along the South Coast. It was a great success, both in terms of fundraising and raising the profile of the RNLI, so was repeated in May 2018. This year's Relay started at Lyme Regis and finished at The Tower Lifeboat Station, on the Thames, having been passed through 32 stations.

On the early May bank holiday Monday, it was Lymington's turn. The Welly had been delivered on Sunday evening to our Lifeboat Station by Mudeford.

For the second year running, I was asked on behalf of RNLI Lymington to take the Welly to the next flank Lifeboat Station, Calshot. Our Contessa 32, *Ripple of Kyle*, was the only sailing boat involved in the Relay. Other legs included walking, running, bicycle, canoe, parasailing and rowing.

We timed our departure from the RLymYC pontoon to take advantage of the flood tide and I set off with my wife Zoë and our cocker spaniel, Remy. Sadly, though sunny and warm, there was not enough wind to sail, so we motor-sailed the 15 miles up the Solent, round Lepe and Calshot Spit to the Lifeboat Station, to coincide with Calshot's Open Day.

Last year we moored on a buoy and were taken ashore in their Inshore Lifeboat for a look around the Station but this year we manoeuvred *Ripple* alongside their jetty. The constant swell and wash around Calshot make it extremely challenging, so we were very pleased to see the Lifeboat Crew produce some huge inflatable fenders!

The Welly was successfully handed over as we passed the jetty and our part of the Relay was over for another year.

GUY DARBY
CHAIRMAN RNLI LYMINGTON BRANCH

Club RIBs

Gazing out over our new pontoon one's eyes hardly register the Club boats moored there day in day out, gale in gale out, sun in rain out. They are just there and expected to work 365 days a year.

In fact, it is probably a surprise to Members that the Club owns, at the last count, very nearly 90 boats. This number is made up predominately of dinghies used for Junior Sailing, Wednesday Junior Sailing (WJS) and dinghies that can be hired by Members.

The other boats are the Club catamaran *We're Here* and the fleet of rigid Inflatable boats (RIBs) used for safety, marklaying, ferrying, supporting local cruises and race management.

The pretty yellow one is *Golden Haven* bought with money provided by Lymington Yacht Haven, a long-term supporter of WJS. It is a standard XS 6m but then breathed on by our Club safety gurus and Boatmen to make it fit for purpose.

Now 10 years old it is on its second 100 HP petrol outboard engine. The GRP base hull is pretty well indestructible and the tubes normally last for 10 to 15 years.

As always with powerboats the costs come with the engine. The outboard engines last for about 7 years or 4000 hours. The Club tends to favor Yamaha engines due to the local service provided by BHG, 24/7 and the Club's good experience with the engines.

We are extremely well served by the experienced Boatmen in the workshop on the forecourt. Barrie does all the servicing on the engines and Phil looks after the structures. The boats can be completely stripped and rebuilt in house and the only outside requirement on the engines is the timing belts due to the special equipment needed.

The outboards normally do about 600 hours a year and get serviced annually unless they are abused. The longevity of the boats resides in



equal parts with Phil and Barrie and the carefulness of the drivers. The engines are the standard design but the props fitted by us are designed for torque as they need to tow and carry weight rather provide high speed.

Propellers are a subject in their own right. This is the costly aspect for the Club as they are frequently driven along the bottom. It may be thought that this burnishes them nicely but not so. There is a box of "shame" in the workshop full of propellers uncaredfully crafted during use. When the box becomes full the worst culprits are taken for teaching and shaming and the rest go away to be rebuilt and then sent back for another round of abuse.

Golden Haven has all the standard equipment one would expect including

AIS, a plotter and wind instruments for course setting. The basic first aid kit is backed up by the Powerboat Instructors and mark layers having in date RYA first aid training.

The boat is typically used in up to 25kts in the Western Solent and 20kts in Christchurch Bay. It has 2 crew and can carry 8 passengers if required.

It is noticeable that when other RIBs visit the Club our Boatmen spend a lot of time keeping them going whilst the Club's boats purr along.

Looking forward in a light-hearted way, hydraulically dampened helmsman's seats would be good along with a windscreen and heated steering wheel!

NICK RYLEY

Social Report

2018 has been a brilliant year. We have seen growth in the numbers attending both our annual and new social activities. We have also had requests for additional activities Members would like introducing for 2019.

Bridge

Bridge classes have been very well supported with the introduction of both beginners and intermediate classes. These continue to be run by Philippa Bateman on Mondays.

Dance

Dance classes have all been fully booked and we have increased the number of sessions running. Jive, Rock & Roll and some Salsa classes are run by Christine Edwards of Charisma on Tuesday Evenings.

Film Nights

Pat Ruston, aided by Roy her husband and Ruth Wagstaff ran an interesting programme with an eclectic mix of films. In the holidays the films were aimed at the youth Members with the introduction of some matinees.

Book Club

August 2018 saw the start of another monthly book club, led by Carolyn Trimming on Monday afternoons. There are regularly twelve or more Members sharing their views on a variety of good reads, ranging from Victorian murder mysteries to the Russian Revolution. It is hoped to expand the group's activities, with some possible literary tours or trips.

Art Exhibition

This year Jose Nieves, a member of the Social Committee helmed the Annual Art Exhibition. Members should apply by email, with applications downloaded and once complete returned by email. Do enter this year, it is amazing to see how talented our Membership is.

Friday Afternoon Tea

Once a month on a Friday the kids enjoy a very hearty tea and play whilst the adults catch up.

Annual Ladies Lunch

Jenny Garlick hosted a very enjoyable Annual Ladies Lunch with Camilla Sellers giving a talk all about wine. Camilla is a Club Member who has won awards in the wine industry and as a result became a writer for Jancis Robinson. Her choice of house wine was served and continues to be enjoyed by Members.



During the Luncheon, the social committee held a Raffle raising £300 for the RNLI. The three winners were each presented with a basket crammed with gifts.



Informal Ladies Lunches

This was the second year that informal ladies lunches were held quarterly. These have been very successful often with more than 40 attending, thanks to the efforts of Val Pearson.

Yoga & Pilates

Yoga classes are very popular. There are now two classes on a Friday, run by Dawn Wade and Katy Williams respectively.



Pilates sessions have been a success, with two classes running each week (one specifically for the early birds!). Classes are held on Tuesdays and Thursdays, run by Jenny Palmer.



Quiz Nights

Quiz nights are twice monthly events with two very popular quiz masters, Vince Sutherland and Peter Bell. Join in and book your table; if you are new, there is a Club table you can join!

Cycling

We have three cycling groups running from the Club for different abilities. All prove to be very popular and well supported.

Art Club

February 2019 will see the introduction of an Art Club. Artists (even hopefuls like me) can attend and give mutual support and advice. Jose Nieves is starting with weekly sessions in February and hopefully then meeting monthly.

Wildlife Walks

Wildlife walks will be starting from the club some weekends organised by Pete Durnell.

Welcome Supper Nights

The aims of the Social Sub-Committee remain as always to provide activities and increase social interaction between Members. The Social and Membership Committees jointly run Welcome Supper Nights for new or returning Members to ensure that they feel the Club is inclusive and are kept up to date with upcoming events and activities.

New Year's Eve

The final event of the year was the New Year's Eve party which was an enormous success. The theme of the evening was James Bond, the casino tables being full



throughout the evening. The music was provided by DJ Steve Phillips along with a screen showing the video – this was particularly helpful for Members who had forgotten the appropriate dance moves.



A four-course meal was very much enjoyed; thank you to the hard-working chefs – many Members said they had not been to a better New Year's Party! After the meal the dance floor was full all night.



RlymYC Annual Dinner

We need to make full use of our Club to ensure its continued success. Please don't feel you need to know anyone to join in with these social activities. Everyone is very friendly and welcoming.

Wishing you a happy and healthy 2019.

PAULINE CRATES



Ali Husband being presented the Commodore's Cup



NYE 2018: Gambling Committee



NYE 2018: The winners



RYA VOLUNTEER AWARDS 2018

Presented by HRH the Princess Royal, President of the RYA, in recognition of boating's most dedicated volunteers, Alison (Ali) Husband received RYA Lifetime Commitment Awards at the ceremony, in recognition of her commitment to sailing.

Since joining the Royal Lyngington Yacht Club in 1982 Ali has attracted support funding from local companies to get youngsters out sailing and was influential in the completion of a major pontoon replacement project. Now a Senior Instructor, she helps with the Wednesday Junior Sailing scheme and is now its Head working with the RYA Club Principal and volunteers to ensure the success of weekly sailing sessions for over 100 children aged eight to eighteen.

"I felt very honoured to be among such a select band of likeminded volunteers," reported Ali. "This award demonstrates the fantastic support given by the Royal Lyngington Yacht Club, Lyngington Yacht Haven and the dedicated Wednesday Junior Sailor volunteers."

THE ROYAL LYMINGTON YACHT CLUB BULLETIN



Extracts From Bulletin Spring 1948

The Summer.

The weather was exceptionally kind, and there is no doubt that 1947 will go down~ in history as a perfect Yachting summer~ True, there were long periods of calm and fog; but only the most hardened Norseman had much to say against such placid conditions, and the fact remains that Yachts from the Royal Lympington Yacht Club went further afield and in greater numbers than ever before. The limit of cruising ranges was Sweden to the Eastward and mid-Biscay to the Southward.

The lovely weather, however, played havoc with local racing.

Owners were tempted to go for lazy sails and had little stomach for the stern drifting matches and inch-by-inch work that are the fruits of light winds and strong tides. Generally speaking the support for the Handicap Class was most disappointing.

Needless to say the small classes were sailed as usual with great enthusiasm and in alarmingly increasing numbers

The scene on the day of the Town Regatta, with literally hundreds of boats sailing in the river, was most animated and gave the Regatta Committee a nice problem in identification.

Altogether 1947, for all its grim background, was a good year for those who were able to turn their backs, for even a short while, on the dire necessity of earning their bread and butter.

Summary of Winter Activities:

The announcement of the abolition of the Basic Petrol came as a damper at the end of a golden summer. For a moment or two the Committee envisaged a complete shut down in the winter months, but after reflection it was decided that the Club was now more necessary in the winter than ever before.

It was therefore decided to press on with the full Winter Programme, and to take the risk that Members would not resort to other means of transport.

This decision has been fully justified. Every function, which has been arranged, has been oversubscribed, and at times uncomfortably crowded. Members are keener than ever to preserve their legitimate pleasures despite the efforts of local and governmental killjoys.

The winter Lectures have been crowded and the suppers served afterwards have added considerably to the popularity of these functions. The Lectures have been of a very high standard throughout and have attracted a number of distinguished strangers.

25th October, 1947-Ray Barrett, Official Measurer of the R.O.R.C. traced the history of the Rating Rule back to the early days and showed the great influence on design exerted by the Rule makers. If some of us were a little overwhelmed by his figures, we were certainly taught to treat the Club Handicapper with more respect than ever before.

8th November 1947 - Humphrey Barton gave a delightful talk on his cruising experiences in all sorts of boats from 14ft. dinghies to 20 tonners. The several slides he showed of his own boat on the mud did him less than justice, but behind his modesty there was clearly a wealth of experience.

6th December 1947 - Major H. G. Hasler gave us some provocative opinions on the design of sailing boats. His experiments with models about which he told us were most interesting, and we shall look forward one day to seeing them reproduced full size.

10th January 1948 - Eric Hiscock in his

opening paragraph denied that he had cruised 15,000 miles under sail single-handed! and said that he had only cruised 11,000 miles !!

A most useful and interesting talk with some sound hints for the single hander, with particular reference to the problem of "going places" with the minimum of fuss and the maximum of comfort.

31st January 1948 - Charles Currey showed some films and extremely interesting slides of dinghy racing round the Country. His description of some of the more advanced gadgets used by sailors of 14ft. Internationals, gave the Pram Class much food for thought.

At the time of going to Press, two more talks are due to take place, one on February 28th by Morin Scott. who cruised from the Clyde to Dartmouth in a Dragon, and one on 20th March by Roger Pinckney who will talk on his cruising experiences.

The success of the catering organisation has been remarkable.

If it were not the unfailing rule of this Bulletin never to mention names, one would be tempted to praise the Ladies of the House Committee, who have done so much, even to the extent of waiting personally on Members. Meanwhile the Laws of bureaucracy gather in strength. New forms, new 'regulations' arrive by every post, but the Secretary and his assistant remain undaunted.

The Dances have been a source of pleasure and profit to the Club. The House Committee has taken notice of criticisms of overcrowding, and intend, like Pharaoh, to harden its heart and keep the numbers strictly to schedule. Latecomers will have in future to take what is not coming to them

As was foreseen, the bar has been the hub of the universe.

The Fresco has been completed and is a source of constant pleasure to those who like beauty with their gin.

Supplies of all sorts of liquor and wines are very much better. In fact a small reserve is now stored in the cellars of a reliable (?) and prominent Member!

The Barman has certainly not been idle, and when he goes for a well earned holiday, a friendly Member has volunteered to take his place, so that the good work can continue. "Thanks Pal". As they say in the movies.

Certain small additions to the amenities of the Club House have been carried out. Gas fires in the main lounge are as great improvement and with the addition of a modern type radiator arctic conditions in this room will very soon become an unhappy memory.

They do say that the Ladies Dressing room will be better equipped, and have its own bath and heater; we wouldn't know.

Talking of Ladies, the Secretary has an astonishing collection of "Objects d'art" and so on: which have been left in the Club including (believe it or not) purses of real money. A published list of Lost Property has so far attracted no Takers. Who are these millionaires?

The Staff continue to give loyal and useful service. The two Club Boatmen have done much good work, repainting boats and dinghies and making many small repairs.

The Chef has shown his willingness in every way to make the catering a success.

The Coming Season

Racing. The success of the Passage Races ~ last year - has prompted the Sailing Committee to enlarge this year's programme. A Cross-Channel race at Whitsun to Guernsey is the main addition.

The first race takes place -on Saturday 24th April.

The Committee favour the continuance of early season races as being likely to attract entries who are "tuning up" for bigger events, later on.

Two more Challenge Cups have been presented for this years races.



The SALUKI CUP" for the, Guernsey Race.

The "GERDA Challenge Trophy" for Round the Wight (night) Race.

Local Class Races should be more actively supported this year.

It/ is expected that six or seven" X " class will race regularly.

The " Coronations" as ever, will be racing regularly.

Four "Swallows" (the Y.R.A'-. one design) built locally for the Olympic Games Trials, will race in the early part of the season.

Even more 14ft. Prams will be out this year. The total number is now 52.

The Sharpies will be as active as ever.

Racing Marks will be laid in the Solent by 15th May. 1948.

The Regatta takes place on the 23rd, 24th and 25th August followed as usual by three days racing from Yarmouth and rounded off by the Night Race for Handicap Boats.

Poole Weak (an innovation) takes place 28th June to 3rd July.

May we once more ask Members to subscribe to the Regatta Fund. Races are not entirely self-supporting. The larger programme will be a bigger drain on the Sailing Funds. Small amounts in the boxes, thank you.

Club Boats. The Club now has one" X " O.D. boat and three prams for hire. Last year boats were in great demand but did not pay for themselves -we - regret therefore - you know the rest.

Pontoon Pier. An additional embarkation point will be available this year by the erection of a pontoon pier in the Summer months.

Starting Platform. Repairs must be put in hand very soon. Ways and means are being sought.

Library. More periodicals have been added to the list.

A Motor Boat Service will run in the river, if petrol is allowed. No charge will be made for this additional amenity.

Future Events. Annual General Meeting 3rd April

Opening of the Season Dance 9th April

Regatta Ball 20th August

Summing Up

All goes well. Membership is up to 640. Costs are rising. Our pleasures are going to cost us more. Greater Membership will help to foot the bill; so will Bar profits. Enough said.

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- 24-hour security, fuel and service
- 5% discount on fuel for annual berth holders
- Sublet refunds – we will refund you 50% of any money received from visitors on your berth when you are away between April and September
- Free berthing at Yacht Havens' six other marinas
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- NEW for 2019 – Ask us about our NEW Lymington Boat Club for flexible, hassle-free motorboating

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