

# PotterShi

*The Royal Lymington Yacht Club in 2021*



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## YOUR POTTERSHIP MAGAZINE



2021 was a wonderful year with pretty much a full on-and-of-the-water programme, only slightly affected by the continued global pandemic. We've had notable successes in the junior, youth and senior fleets with Emily Mueller's world championship perhaps the pick of the bunch.

I'd like to thank all the Members who have contributed to this year's PotterShip, particularly the authors and those who have tried to proof-read the articles. It's been an enormously steep learning-curve for me; Judy Ruffell was always going to be an impossible act to follow!

I'm pleased to confirm that we are producing a Centenary Book which will be a history of our wonderful Club. This is expected to be ready for a book launch in the Autumn.

Lastly, Judy sometimes used to end with "the editor's decision is final" and "errors and omissions excepted", so please be tolerant of any mistakes and omissions.

Wishing you calm seas and fair winds this season wherever your sailing or motor-cruising takes you.

**JOHN TUDOR - EDITOR**

### Why "PotterShip" Magazine?

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



**PotterShip is the magazine of the Royal Lyminster Yacht Club**

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### Front Cover Picture:

Thursday Night Racing at RLymYC

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# Royal Lymington Yacht Club

## FROM THE COMMODORE



The prospects for last season looked very uncertain in the early Spring due to the Coronavirus pandemic, but as Government restrictions eased for outdoor activities we were able to successfully deliver a full programme of activities on the water.

In addition to our regular cruising and powerboating events and meets, there were organised Club activities on every day of the week: Monday dinghy racing; Tuesday training; Wednesday Junior Sailing and XOD and Folkboat racing; Thursday Scow pottering and Evening Keelboat racing; Friday Junior and Youth racing; Saturday XOD & Folkboat racing; Junior coaching and other training across the weekends.

Our junior and youth sailors continue to set a standard that other Clubs can only aspire to, with a string of exceptional results at National and International level. We are very proud of their achievements.

A highlight of the year was seeing 150 young sailors in 100 boats enjoying a highly successful Junior and Youth Regatta week.

We would like to thank all our race teams, support boat crews and other volunteers who give up their time to make all this on the water activity possible.

**PHIL LAWRENCE**  
COMMODORE

**JOHN TUDOR**  
PAST VICE COMMODORE



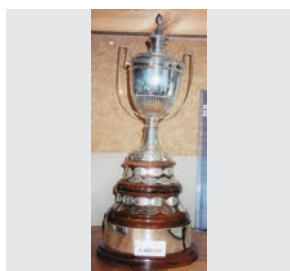
# Cruising and Club Awards



**The Quains Cup**  
Awarded for a log of a significant cruise under sail went to Bill Darley for a trip to the Hebrides via the Isles of Scilly.



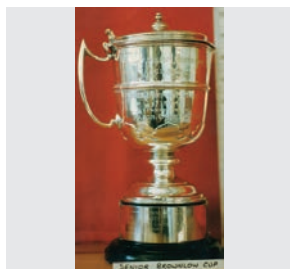
**Seamanship Trophy**  
Awarded for a feat of seamanship and navigation to Tim and Mayumi Knight.



**The Cadiz Cup**  
Presented for a log of a significant and demanding cruise under sail. Awarded to Dick and Pam Moore for a Pacific journey.



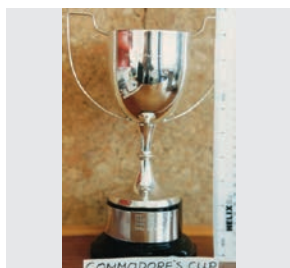
**John & Angie Bailey Trophy**  
Awarded to Jonathan Hutchinson.



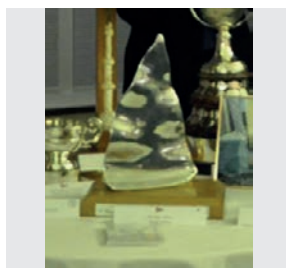
**Senior Brownlow Cup**  
Awarded for the best narrative of a cruise to Nick Ryley for an exploration of the Itchen.



**Channel Trophy**  
Awarded for the most consistent support of cruising meets through the year to Steve and Sue Harridge.



**The Commodore's Cup**  
Awarded to Sebastian Chamberlain for services to the Club.



**XII Bar Blues Trophy**  
Awarded to encourage the use of modern technologies in the production of blogs awarded to Nigel Lang for a blog of an Atlantic Passage.

**Junior Brownlow Cup**  
Awarded to Leo and Zoe Gosling, who wrote a log of a Baltic cruise with their family.



# Royal Lymington Yacht Club

## STAY IN TOUCH



### **Website**

Our website at [www.rlymyc.org.uk](http://www.rlymyc.org.uk) is your first point of reference for all club information. All current news, events, training and racing are on the site. Members can access additional information by logging in to Member Central on the website. Contact the office team if you need help logging in.

### **In the Club**

The noticeboards on the ground floor contain a wealth of information about the club, so do stop and have a read when you're in the club. You'll always find a friendly face at reception or in our bar and restaurant.

### **Weekly Email Update**

All members are automatically opted into our weekly email newsletter. This is sent every Wednesday morning and contains really useful information about what is going on (both on and off the water), club news, member benefits and discounts, plus much more!





The weekly update is sent directly to your registered email address, so please keep us updated on any change of email address.

If you are not receiving this email, contact the office team.

### **Social Media**

We are active on Facebook, Instagram, Twitter with lots of information on our news, upcoming activities and fun times on the water. We also post on LinkedIn. Do like, comment and share our pages, posts and stories - and remember to tag us in your sailing posts too #RLMYC or @RLMYC.

Search for Royal Lymington Yacht Club (or click on the social links from our website) or find our pages at:

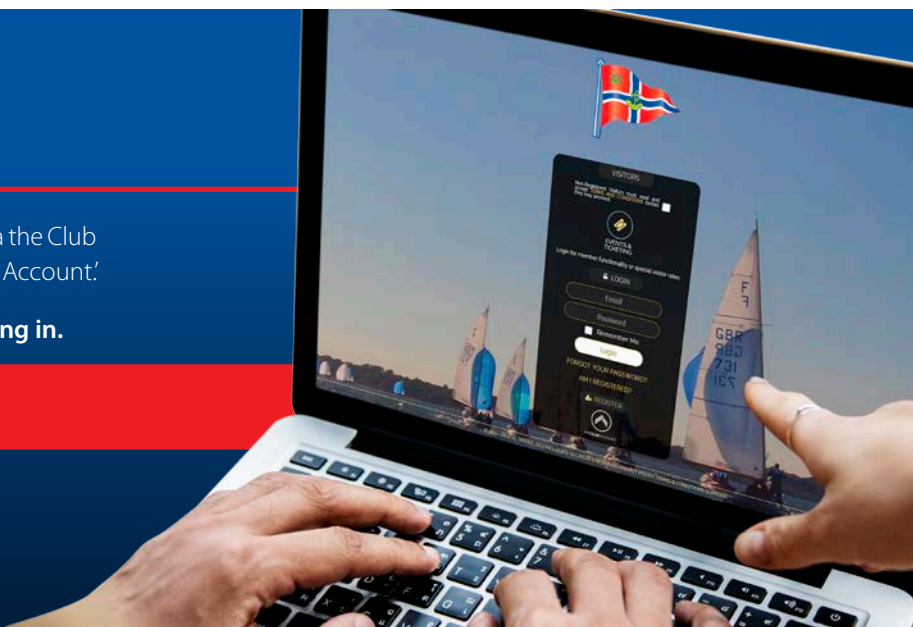
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## EVENT BOOKING

Most events are now booked and paid for online via the Club website and new ticketing system called 'My Club Account'.

Contact the office team if you need help logging in.

**Find more information at:**  
[www.rlymyc.org.uk/MyClubAccount](http://www.rlymyc.org.uk/MyClubAccount)





# Royal Lymington Yacht Club

SO MUCH MORE THAN A SUPERB RACING VENUE



Being a Member of the Royal Lymington Yacht Club is as much about family, friendships and fun as it is about racing.

RLymYC is one of the leading competitive clubs in the UK with numerous national, international and Olympic champions amongst its members. Yet, for many of its 2,500 members, it is also a place that holds fond memories of times spent with loved ones whilst learning new skills on some of Britain's best sailing waters.

When people join RLymYC they often stay for life, and there are plenty of families that have been members for three or even four generations! Some of our older members can be seen frequently racing against or cruising with their own children and grandchildren.

Situated in a stunning riverside location with easy access to the Solent, RLymYC brings together like-minded people of all ages with a love of the sea. Membership doesn't end in Lymington; you'll find friends flying the club burgee in far flung places as we reciprocate with clubs across the UK and around the world.

### **All welcome**

The club actively welcomes new members across all ages and boating

abilities. Whether your passion is powerboats, motor cruisers, yachts, dinghies or paddle boards, you'll find excellent facilities, first class training, expert waterside services and a thriving social programme for all ages on and off the water.

### **Excellent waterfront facilities**

Moor overnight on our private pontoon, lift your boat at a discounted rate, use our launch service to access your river mooring or borrow a tender. Store your dinghy in one of our two dinghy parks (subject to availability). Our expert boatmen are always on hand to help.

### **Exhilarating racing**

- ▶ Keelboat and dinghy racing from March to November
- ▶ Organised racing for J/80s, XODs, Cruiser Racers, Nordic Folkboats, Lymington Scows and dinghies
- ▶ Team racing for all abilities
- ▶ Crewing opportunities for beginners and experienced sailors
- ▶ Weekly junior racing and annual Youth Regatta week

### **Exceptional training and coaching**

A respected RYA training centre for power and sail, children and adults.

Outstanding coaching for Junior and Youth sailors in Optimist, RS Tera, RS Aero, ILCA (Laser), RS Feva, 29er and 420, led by a dedicated Head Coach. Discounted rates for members.

### **Enticing social programme**

Social events and activities for all ages throughout the year. Choose from cycling, rowing, walks, book club, art, photography, yoga, pilates, dance, language classes, wine tasting, winter talks, suppers, quiz nights, kids movie nights and more!

### **Exciting adventures**

- ▶ Shipmates' adventures for under 8s and their families
- ▶ Mariners' adventures for competent young sailors
- ▶ Club dinghies and paddle boards for members to hire
- ▶ Regular yacht and motor cruises in the Solent and beyond
- ▶ Comprehensive chart room for members to use

### **Enjoy our fabulous bar and restaurant**

Affordable and family-friendly bar and restaurant with discounts for members. Experience first class cuisine and service in our restaurant. Relax and enjoy our all-day menu in our bar and sun terraces, with stunning riverside and Solent views.



# Just Champion!

Flo Brellisford and I qualified as the female 29er class representatives for the Youth Sailing World Championships in Oman by placing 1st Ladies at the RYA Youth Nationals in Plymouth last summer.

After many months of anticipation for Youth Worlds and all the uncertainty due to Covid, we were so excited when we finally made it onto the plane to Oman in December along with the 14 other sailors and 3 coaches representing British Youth Sailing. The event started with the most special opening ceremony of any sailing event I have attended, with a very warm welcome from the organisers and locals, camel rides, a souk, traditional music and food, and mixing of water from each country competing into a big Omani urn.

We sailed 13 races over the 5 day event, against 17 other international female 29er teams, so had to stay calm and focused throughout. As is typical at Youth Worlds, we shared our boat with the British 29er boys team, Leo and Sam, so we either raced in the morning or afternoon. Whilst not sailing, we watched the boys' racing from sun loungers on the beach, which was a lovely way to spend the week before Christmas! We sailed consistently well all week, relying on our boat speed, tactical decision making, and the teamwork dynamic we developed over 3 years, and finished all races within the top 6 boats in a fleet of 18. We had a very



© Sander van der Borch

close battle with the USA girls, but by fighting for every place possible in each race, we had built up enough of a points gap to guarantee winning going into the last day. This meant there was little pressure and we could just race for fun, but we still went out to prove that we deserved the overall win. We won this final race and jumped into the water as we crossed the finish line (carefully avoiding the sea snakes!) to celebrate the amazing week.

Winning was a huge surprise because we had not been able to race internationally over the past few years, and were unsure of how we would compare to the other boats. Although I sail almost every day with my US university team, this is in FJs and Z420s, not 29ers. I came back to the UK a few weeks before heading to Oman and Flo and I fitted in lots of 29er training then with our RYA Youth Squad coach, Tom Walker. However, it was the many years of hard work beforehand and support by our coaches

in Oppies and 29ers that had put us in a strong position.

As one of the most prestigious events in Youth Sailing, I definitely felt the pressure going into each day of racing, but I managed to deal with it well by sticking to my routines both on and off the water and not overthinking anything. Our amazing British Youth Sailing coaches at the event really helped us to assess each day of racing, and we were able to decompress by chilling with the other sailors on the British team.

Standing on the top of the podium at the Youth Worlds after the most incredible week and 3 and a half years sailing together was the perfect way to end our journey in 29ers. We were really proud and a bit emotional to have ended on such a high. A big thank you to everyone at RLYMyc for all the messages of support we received during and after the event.

**EMILY MUELLER**



© Lloyd Images



© Lloyd Images



**The best of it:** we maintained our numbers and on the water we held all our trophy and feature races plus well attended Potters.

**The worst of it:** Covid restrictions and staffing difficulties virtually destroyed the oh so important social side of the division.

On the water we were slightly down on numbers but still maintained a very strong presence. The Gold Fleet averaged 12 Scows and the Silver Fleet 10 for Monday evening racing. The Scows greatest Monday evening turnout was an impressive 33.

Once again this year the Club Pursuit race was held. It's got to be said that it is not the most popular race amongst Scow sailors but they took part under protest. The Law of Perpetual Cussedness (or Sod's Law as it's sometimes known) produced a Scow winner. It would have been a Scow 1-2 if Gordon Stredwick had remembered to sign on!

Our trophy races usually happened on the scheduled days; only the Alexina requiring the reserve day and some very close fought races were enjoyed. One very gratifying aspect was the number of young sailors these events attracted and the success they achieved which provides confidence that the division will flourish in years

to come. The winners of those events this year were:

**Hinxman:**

Oliver McGill and Alex Breese.

**Alexina:**

Catherine and Olivia Maguire.

**Captains Trophy:**

Emma Breese and Izzy Russell.

A rather lovely thing happened at the Alexina. Alexina's family attended and her granddaughter (also Alexina) presented the Alexina Trophy. Naturally we would be delighted if that can be repeated.

The figure of eight race was interesting. The combination of wind and tide dictate the optimum direction to set off for this event. You can probably imagine the Race Officer's anguish when the wind swung the "wrong way" a couple of minutes after the second start got under way. This meant that the fleet had to beat through Pylewell against an ebb tide. Oh the joy of sailing!

Nevertheless, the cream still came to the top with the single-handed winner being Sarah Richards, with Rory and Alex Paton winning the double-hander.

Sadly, none of these events enjoyed the usual social get together afterwards.



“ *It was the best of times; it was the worst of times* ”

Covid and catering difficulties putting paid to that. Covid and other uncertainties also meant that we also didn't have enough entries to make the Inter-Club Challenge viable. It's in the diary for the 2022 season so let's hope we can run it successfully this year.

On the subject of racing and coaching, Catherine Maguire is stepping down from that role in order to concentrate on her family. She will be missed in this important task. We are looking for somebody with racing knowledge to fill the vacancy.

Support for the Scow Potters has held firm and included a Potter to Keyhaven where we were met by the KYC Scow section who piloted the fleet through the shallow creeks behind Hurst Spit and thence to the club where a warm welcome and a pleasant lunch were provided.

During the Keyhaven potter Graham Neal, so long our glorious leader realised his troublesome hip had got too bad for him to continue in the role so he reluctantly decided to stand down. So far I have taken his place

and feel very much the novice. The only thing I am confident of is being able to hand out the Werthers (...other geriatric confectionary is available!).

We have been trying to broaden our selection of support boat crews and are currently undertaking Power Boat Level 2 Plus training to remind and refresh the crews of rescue techniques. Typical of the Scow Division there has been a very good and enthusiastic response.

Our winter 2020/21 walks were also affected by Covid and the associated restrictions but we did manage three in December and two in April walking in the regulation groups of 5 or 6. In common with the sailing the social side of the walks was hit, there were no pub lunches!

It has been all change on the walks as well. Many thanks to Frances Evans (walks organiser for so long) who has retired from the task. Doug Rogerson was 'volunteered' and has hit the ground walking. He produced his 2021/22 program very quickly so that the walks continued without breaking stride.

A Division like ours requires a lot of support, so some years ago the Christine Sutherland Cup was presented to reward the most supportive Scow sailor, with race results merely a tie breaker. This year's very deserving winner was John Evans. The most difficult aspect was keeping the result from him as he is the Division's statistician.

The Vince Sutherland trophy for the year's most supportive helper went to Gil Lapsley, our ever present, ever cheerful safety boat helm.

The Town Club has withdrawn from the Troika that has organised the Scow Nationals over the years. This means the honour belongs to the RLymYC Scow Division in 2022. I'm sure we will host an excellent sailing event and if the new catering arrangements live up to expectations the après sail should be good too.



To mark the Club's Centenary, rather than join the regatta on the Solent we will be doing a "Potter Parade" in the river to provide a showcase for the division, this will culminate in a time trial down the river and back to the club to provide an element of competition for those who crave it.

The opportunity didn't present itself last year but this year we intend to thread the Needles again and look forward to good support from the division for this adventurous Potter

The talks and suppers we had planned for 2021 suffered from Covid and staffing issues and had to be cancelled. We did however manage the AGM

and Scow Christmas Cheer. This year we have been restricted to three lectures because of the club closure on Mondays and Tuesdays. The 2022 AGM and Scow cheer are set to go ahead as normal.

Now that a new caterer has been appointed there will be a resumption of a seven day service. Fingers crossed that this will allow our social side to flourish as before with the restoration of Scow suppers and après sail meals. We may even see the return of the Scow table.

**VINCE SUTHERLAND  
CAPTAIN OF SCOWS**



# Thursday Evening Keelboats

The Thursday Evening Keelboats raced eighteen times between 6<sup>th</sup> May and 26<sup>th</sup> August. As if this was not enough, a respectable mix of IRC and one-design boats continued to race in September in the Late Late Series.

Despite the Coronavirus restrictions affecting crew numbers on the water as well as the much enjoyed aftermath in the Clubhouse, some 100 boats and crews registered for all or parts of the series with the number of boats coming to the starting line on any single night often surpassing seventy. Experienced race officers marvel at our management of such a complex weekly regatta and all the sailors owe Roger and Jenny Wilson, our PROs for the event, as well as Mary McGough and the entire race team, a major vote of thanks for making such a success of the whole series.

Simon van der Byl and his assistants, Peter Schofield and Chris Knox, start the season off with the Open event, our Spring Series on four Sundays in April, which serves as a very useful shake-down regatta for the longer Thursday Evenings marathon.

The flagship IRC 1 class saw some tight racing with William Newton and crew on *Jelly Baby* winning the early series and Andy Roberts and *Jin Tonic* cleaning up in the Late Series. In IRC 2, the H-Boat *Huckleberry Finn* (Simon



Rossier) with an astonishing handicap of 0.829, won both the early and the late series hands down but in close pursuit was the peloton led by Allan Hill and the crew of *Colleen* with very few points separating the leading boats.

The success of the J/80 and the Nordic Folkboat fleets are fully described elsewhere but again the turnout in these fleets (often 15 J/80s and 20 or so Folkboats) is remarkable and makes for tight and exciting racing in all weathers.

In the Lymington Area Handicap (LAH) fleets, we saw 25 or so boats racing in all three fleets with the lead changing from week to week. Richard Newsom on *Crystal* poses a serious threat in LAH 1 but *Jungle* (Geoff and Mandy Stock) sailed some remarkable races in the Late series. The two J-Boats in LAH 2 (John Turner in *Dynamic* and Dick Young in *Charlotte* tussled it out in both series with some close racing amongst a very

varied set of boats. Richard Truscott in *Unity* wins consistently in LAH 3 sailing slowly but steadily throughout both series although in the Late series, Rene Chenery in *Temptation* narrowly pulled ahead with a notable series of firsts.

John Turner guards the secrets of the dark arts of the handicapping system and we are indebted to him for this dangerous work as well as his management of the popular duo series. The Racing sub-Committee is discussing variants to the LAH 'golf handicap' model and all will be revealed in the new season.

Despite all the excitement on the water, particularly on the often crowded start lines, we missed the post-race 'discussions' and prize-givings in the bar afterwards and all hope for a return to normal fun in 2022.

**ALLAN HILL  
CAPTAIN OF RACING**



# RORC Class 1 Victory

**TIM KNIGHT SHARES HIS PLEASURE IN MEETING ROSS APPLEBY, CLUB MEMBER, AND SCARLET OYSTER, HAVING WON CLASS 1 IN THE RORC TRANSATLANTIC RACE IN 2021.**

75 minutes of real time after 15 days of sailing off an overall IRC win taken by *Comanche*, a 100ft super maxi...

(Read all about the sailing on the RORC websites or in magazines if you are interested.)

I happened to be at the finish, passing beers boat to boat on behalf of Team Lymo and wanted to find out a little more about this loud, or very quiet, reserved gentle man I had seen in Lymington, using the pretence of a very amateur interview that I promised to share with you.

Ross moved to Lymington and joined RLymYC in 2016 with the objective of getting married in the Clubhouse and after much deliberations, and a few objections including, "we don't do weddings, only funerals" his request was granted opening the doors for many others since.

Ross joined Town club in the same year, parked a RS400 in the compound with a desire to get some dinghy fun time but, having failed miserably, is now passing the boat from the weeds in the far corner to the Greig City Academy and his friend John Holt.

Ross has been involved with the Greig City Academy since continuing to race them to a Round The Island Race finish after the time had expired in 2016 creating a bond. Since then he has stayed in contact, mentoring and making places available to students on *Scarlet Oyster* in past ARC rallies.

The last week of the RORC transatlantic race was touch and go. Who would win from seven yachts overall? Having come second by just 75 minutes and 2 minutes ahead of third Ross summed it up:

**Heavy stuff.**

Ross paid great credit to his right-hand man Jules White, who was also off the watch rotation, and to the rest of the team who just kept punching their time sheets and pushing *Scarlet* on. Having been primed by his crew I asked about his favourite tool and he confessed to his love of the Ryobi angle grinder with lithium battery "you can fix anything". There followed a list of things that should not be discussed with the manufacturers of sailing equipment or angle grinders.

***I asked the crew before I spoke with Ross 'what does he do on the boat?'***

Their answer was to change the question to what does he never do, "he never sleeps". Ross expected the answer to be "he's always asleep..."

***Perhaps there is the hidden secret to the Scarlet Oyster Team?***

There were crew mutterings about the lack of tea and Ross, though admitting he was partial himself, was firm on the importance of watch discipline without the constant boiling of the kettle and the heat it generates within the boat for the off-watch crew.



“ I would rather come second by an hour than win by a day and a half. ”

***Asked what was the biggest surprise of the race?***

Ross: how close the racing was from the first days to the final hours. The crew: finding a lost yacht two days out from the Canaries with its mast hanging over the side. They went alongside to check for casualties, finding no one aboard, the sails stowed and the anchor out in 4000 metres of water. A 20 minute detour.

It was obvious how proud all the crew were to be sailing with Ross on *Scarlet Oyster*.

Ross will be back in the summer hoping to complete his set of Roman Bowls with wife Sarah on her Contessa 26 '*High Potential*' in the RTIR. Gold, Silver but never a bronze. I suspect he would accept not winning the bronze for one of the other two again.

**TIM KNIGHT**



# Nordic Folkboats

JOHN WHYTE - FLEET CAPTAIN 2021



The dreaded Covid once again appeared initially to cast a sense of déjà vu over the season which many had hoped would all be back to normal. However, with the restrictions of 2020 lifted or shelved altogether things got off to a flying start with the Spring Series under the most welcome sponsorship of Spencers Estate Agents.

There was a relatively small turnout for this Series and a limited number of races (2) to count due to the inclement weather. Nevertheless the early birds were out and the series was won by team Sowry.

The only hangover from the Covid restrictions of 2020, if one can call it that, was to leave "white sails" only in place on Wednesdays for the dual purpose of encouraging two-up sailing and preparation for the prestigious Sessan Cup (no spinnakers) which will be held next September hosted by the Club. In preparation for this it is intended that certain events/series will be designated "white sail" in the forthcoming season and information about this will be given in good time.

Next came the regular Club Thursday Evening Keelboat racing the early series of which was won by *Tak* (Jeremy Austin, Ado Jardine and Bill Dunsdon) followed by newcomers *Fuzzy Duck V111* (Jeremy Baker and Paul Woodman), with *Jen* (John Cooper and Becci Wigley) in third place. *Jen* took the honours for the late series followed by *Mistral* and then *Freedom* guided in by Ray Elliot and *Charlie Darley* (also newcomers to the fleet) to third place. The average Folkboat turnout for the combined series was a very encouraging 16 or so boats.

The Wednesday Nordic Summer Series commenced on 24<sup>th</sup> of April. The overall turnout was somewhat disappointing with an average of 4-6 boats on the starting line. Nevertheless there was keen competition by those that did compete with *Fritha* (Nigel Campling and Gill Thomas) coming out on top followed by *Tak* and *Paloma* (Jim Tennant)

The Saturday Summer Series kicked off on 1<sup>st</sup> May with a much improved turnout (9/10 boats) competing. The series was won by *Mistral* closely followed by *Tak* and *Jen*.

Honours for the combined Summer

Series went to *Fritha* followed by *Tak* and *Otter* (Nick Ingram) with a newly introduced trophy, the "Karen" Cup kindly donated by Bill Dunsdon who won it many years ago (1986) in the old Solent Circuit piloting an eponymous Folkboat of that name, with the owners Peter and Rachel Nuding who graciously gave the trophy to Bill. Not many people know that!

The race to Cowes, which is part of the West Solent Series, took place on 15<sup>th</sup> May was a great success with some 15 boats participating followed by a splendid BBQ at the Royal London, who kindly made their pontoon facilities freely available to the participants. At the finish it was *Aurora* (Bill Parsons) followed by *Njord* (Patrick Farrell) and *Mistral* (Claire and Julian Sowry).

The main event on the Folkboat calendar, "Folkboat Week", ably hosted by the Royal Solent Yacht Club was a great success both socially and on the water, with some 30 entries in the Nordic class. The racing was very varied due as usual to the day on day fickleness of the wind which generally came out of the North/North East combined with the challenging tidal conditions so prevalent in the Solent. The first race on the Sunday

produced a Black Flag which brought matters under control and laid down a marker for the series! The remainder of the week followed the usual pattern and provided some mixed but enjoyable racing. In the event all nine scheduled races were successfully completed with the resultant metalware going to *Madelaine* (Ed Donald), *Tortoise* (Jonathan Clark) and *Fuzzy Duck V111* (Paul Woodman) in that order followed by *The Otter* (Claire Locke) and *Crackerjack* (Stuart /Caroline Watson and Matthew Jones).

The Nationals were held over the weekend of 4<sup>th</sup> and 5<sup>th</sup> September under the able guidance of principal race officer Simon van der Byl and his support team with Robin Taunt's "*Mock Knot*" as committee boat. The event (with pre-race drinks and buffet) were very generously supported by Walcon Marine in the person of James Walters who sailed over from the Hamble to compete in *Cidron Too*.

There was some preliminary debate as to whether the racing should be within or without the Western Solent i.e. Christchurch Bay, the rationale for the latter influenced by the 2022 Sessan Cup and Nationals which it is intended will be held there. The outcome was a good old compromise with a bit of each! Hence the decision to hold three races in Christchurch Bay on the Saturday and two within the Western Solent on the Sunday.

As it transpired, after the first race held in a light NE wind and adverse tide the remaining two races were moved to friendlier conditions inside Hurst. Sunday's races were held off the Sowley shore and both races were successfully completed despite very light N/Easterlies and a strong ebb tide.

Overall, *Crackerjack* came out on top followed by *Madelaine* and *Njord* with *Freedom* taking a well earned 4<sup>th</sup> place. Worth a mention is the fact that in the Saturday race held in Christchurch Bay the seabed looked alarmingly close, possibly indicating the need to move the race area further to the West for the Sessan Cup.

Saturday and Wednesday racing continued into October, the last race taking place on Saturday 16<sup>th</sup>. The honours for each of these series going respectively to *Bonnie* (Chris Baldwick) and *Riot* (Chris Fox).

In the meantime planning for the Sessan Cup is proceeding apace and plans will be reported from time to time. In order to provide a full week's racing for the competitors the Cup will be preceded by next year's Nationals to be held on 17<sup>th</sup> and 18<sup>th</sup> September followed by the Cup itself from 19<sup>th</sup> to 22<sup>nd</sup> September. To achieve as far as possible a level playing field for all competitors, particularly those from overseas, it is the present intention to hold all of these races in the more open waters of Christchurch Bay.



Overall therefore a most encouraging return to normality and good to see some fresh blood joining the fleet which can only bode well for the future.

In conclusion, on behalf of the fleet and from me personally we offer a big thank you to Malcom McKeag and his team of volunteers for their unstinting efforts and patience, without which we would not be racing at the level we enjoy.

I have now completed my term of office and the baton has passed into the more than capable hands of Claire and Julian Sowry as joint fleet captains.



# J80s

JIM WHITE - FLEET CAPTAIN 2021



The Lymington J80 fleet size remained just over 20. We raced as much as possible, mindful of Government rules / guidelines, so ended up having a fairly normal season.

There was a good turnout, up to 12 on Thursdays and 6/7 each Spring and Autumn weekend with close and interesting racing all year.

The Nationals at our club were cancelled due to Covid inhibiting

visitors from coming, plus shortage of local (and expensive) accommodation. But we still raced locally – short races on Day 1, round the cans on Day 2 and Round the Island from Lymington on the 3rd day with invited Cruiser-Racers. Despite the adverse tide on the last leg from Cowes to Lymington – which probably added 30-45 mins – the quickest group went round in 7 to 7 ½ hours. It was very blowy/bumpy and everyone was battered and bruised!

**Looking forward to more of it in 2022!**





# XODs

The start of the 2021 season for XODs saw the return of nearly all of our fleet as Covid restrictions gradually diminished and we started to believe we were nearing the end of the pandemic.

The Spring Series trophy was scooped up by XL (Rory Paton) but there were a number of serious contenders emerging for his Cock Boat crown! We would need to wait until the end of the summer season to see who would finally emerge with the overall combined Saturday and Wednesday title.

A few boats changed hands in the transfer season, a process that appears quite secretive and certainly more closely guarded than news from Downing Street. Numbers at Lymington have remained fairly stable and healthy. We're delighted to have Andy Oddie, with *Magic Dragon*, starting to race more frequently at Lymington and performing well at Cowes Week. Fred Stone acquired *Southwind* last year and has become a regular racer and social stimulus. *Fury* was acquired by John Fitzsimons, Chris Hawes took a share in *Dolce Vita* and they are now joining in the fun. We look forward to seeing them on a regular basis.

Lymington XOD Week was held in late June and brought thirty boats to the start line, including seven visiting crews, which was great to see. Conditions proved quite tricky with big fluctuations in wind strength and direction, often mid race, compounded by fairly strong tides. Malcolm McKeag and his faithful race team with David da Cunha 'on the bridge' of his Targa 27 committee boat somehow managed to get at least one race completed every day. Racing was very competitive, resulting in six different race winners but Monday's brace for Jolyon Hutchinson's *Condor* with Nick Rogers on the tiller gave him the overall title,



beating *Lone Star* on countback. The return of socialising, albeit just on the balcony, provided a very welcome boost to all involved!

*Lone Star* (Paul Woodman, Oliver James and Phil Lawrence) began to become a regular podium fixture and took this form to Cowes Week where they finished second overall in another difficult regatta of variable conditions. Their consistency with five race wins secured top spot in the Saturday series ahead of *Venus* (Nik and Roy Froud) who bagged three good wins themselves.

The Wednesday points series was won by XL ahead of *Lone Star*, five and four race wins respectively, with *Zest* (Phil and Jo Brewer) and *Mersa* (Eric Williams with Tim Blackwell) each winning three races but accepting that you have to stay right at the top of your game to win the series overall!

So, in a tight contest, the Cock Boat crown shifted over to *Lone Star*, many congratulations to them on a successful season.

This year saw the reworking of the handicap system becoming open to all boats and rebranded as the 'Club Series'. *Crumpet* (Barry Dunning) took the Saturday Club Series, while *Helena* (Ray Mitchell) won the Wednesday series with *Diana* (Ian Burr) second in both.

Autumn brought some great racing with an empty Solent and often near perfect conditions as a bonus. The Saturday series was again won by *Lone Star*, but the Wednesday and Overall title went to *Clair de Lune* (Jeremy Baker with Simon McCarthy and Phil Brewer taking turns in the back of the boat). *Crumpet* again took the Overall Club Series also winning Wednesday's while *Red Coral* (Robert Young) took the Saturday title.

In total we managed 44 days of racing in 2021 and look forward to even more sailing - and more social engagement - in 2022!

Covid still had an impact on our social activities but we were lucky enough to have a well-attended and enjoyable prize giving dinner at the end of November. We used this opportunity to pay homage to the legendary Jardine twins, Stuart and Ado, who have both retired from XOD racing after more than a century of combined years associated with XODs. These Olympians have managed to remain at the top of the game for so many years which is truly remarkable, and their generosity in sharing their knowledge is quite humbling - we salute them both.

**PHIL BREWER**  
CAPTAIN XOD DIVISION

# Meet New Friends And Make A Difference

Although RLymYC is managed by a team of professional staff, the success of the club would not be possible without the Members who volunteer their time and talents to help organise and support a wide range of activities.

We run a varied programme on the water and ashore throughout the year and could not achieve this without the support of our fantastic volunteers. Whether you'd like to be a part of our race management team, help with our Wednesday Junior Sailing community programme or get involved in another way, we'd love you to join our friendly team!

Volunteers make a huge difference for their fellow members by being part of a team to run events and activities. They enjoy also the chance to socialise, make new friends and get involved in the RLymYC community. Many volunteers have the opportunity to gain new skills, knowledge and expertise whilst others are able to make use of their professional skills and knowledge to the benefit of others.



*Whatever their motivation, what unites our volunteers is that they find it both challenging and rewarding.*

### **Join our team of friendly volunteers!**

There are many opportunities for adults and young people to volunteer at Royal Lymington Yacht Club. Some tasks, such as sitting on committees, require regular commitment, but others are more ad hoc and cost little in the way of time. Whatever your area of expertise or interest, we welcome newcomers to our volunteer-led groups. It will without doubt be time well spent!



### **Officers of the Club**

The roles and responsibilities of Trustees, elected Flag Officers and Committees are outlined in our Member's Handbook. Entry point is to offer to serve as an elected representative, or in a co-opted role.

### **Sailing Event Team**

There are many volunteer roles and duties associated with running our sailing events and race series. Whether you are relatively inexperienced or fully qualified, we would be delighted to hear from you!

We offer regular training and support for those who would like to develop their race management skills. Ashore, afloat, race official, record keeper, safety crew or mark layer, it's your choice. We aim to offer the best race management teams for our competitors, whilst having some fun along the way.

### **Other opportunities**

There are a variety of other volunteering opportunities, including coaching and safety crewing for Junior and Youth sailing; club working parties (e.g. maintaining the dinghy park, gardening...); planning and organising social events and activities; flower arranging and helping our club archivist.

### **How to get involved**

Speak to the office team who will point you in the right direction and forward your details to the relevant volunteer organiser, ask other Members involved and keep an eye on the weekly Members' Update email!

### **Find out more about volunteering at RLymYC on our website:**

[rlymyc.org.uk/volunteer](http://rlymyc.org.uk/volunteer)

## **WEDNESDAY JUNIOR SAILING**

Our award-winning community programme, Wednesday Junior Sailing (WJS), enables 8-17 year olds to learn seamanship as well as sailing and rowing skills under the supervision of Club volunteers. WJS takes place on Wednesday afternoons from April until September. There are many different ways you can help, both on and off the water. The greater the number of volunteers, the greater the number of local children able to participate in this exceptional programme, offering fun on the water whilst they learn valuable skills. You don't need to have any experience. Anyone with any level of sailing ability is more than welcome, and there are a number of jobs ashore for non-sailing helpers (such as registration and serving the highly popular hot chocolate and doughnuts!) If you would like to volunteer for WJS, please contact Ali Husband via the Club Office.

# Our Race Team - *A hobby in itself...*

It can hardly have escaped attention that to the Club's regular range of merchandise and memorabilia has this year been added a myriad souvenirs, from cravats to drinks coasters, from pennants to polo shirts, all to mark our centenary. In addition to this ephemeral range are some items that money simply cannot buy. They are the polo shirts and the smart and eye-catching gilets embroidered with the club's regular burgee and underneath the legend "Race Team". These exclusive items are not for sale and cannot be purchased. They can only be earned.

Our Club has one of the busiest racing calendars of any club in the country, a seven-days-a-week programme that stretches from Oppies and Scows to IRC and Classics. It starts on Monday and goes on until Saturday every week of the season and many a Sunday too. And to complete that programme there are two sides to the coin: people to sail the race – and people to manage the race. Equal partners in the same hobby. It's like that old song says: you can't have one without the other. The balance is uncanny. This season past Monday Evening Dinghies saw 121 Members competing in the racing – and 91 involved in running it; Friday Evening dinghy racing 74 and 64; Thursday Evening Keelboats 125 and 63 and Wednesday and Saturday One-Designs (our XODs and Nordic Folkboats) provides entertainment and satisfaction for some 100+ racers and some 40 in the race team (though not at the same time, of course: our committee boats aren't that big). A typical race team for an ODK outing is between 4 and 8 people, operating either from a committee boat or the Platform and using a RIB or We're Here; Monday and Friday evenings 4, maybe 5, on the Club balcony plus 8 or 10 afloat, TEK about 10 12 – all afloat.

And that's just the regular programme. Special events can involve much bigger teams: last year's Youth Week,



for example, saw 124 young Members afloat in 100 dinghies – and 90 adults enjoying the satisfaction of making it all work.

2022, our centenary year, will be no less action packed: a rough-and-ready count for a recent race team get-together concluded that this coming season we shall have at least 300 races to run.

Of whom is the race team comprised? Well, there's the Race Officer, of course, in overall charge of the day and responsible for all aspects of the conduct of the race from the safety of the competitors to the fairness and challenge of the course and all things in between. The Timekeeper is the

conductor of our orchestra, making sure we're out on the course in good time, running the start sequence, timing the laps and finishes. The Signallers display and remove the flags and shapes that tell the competitors what is going on. The Recorders write it all down for posterity. The RIB teams drive and crew the race support craft, lay and lift marks and provide – especially for dinghy races – vital safety cover. Without any of them the race just doesn't happen.

If you are not already part of this absorbing hobby and would like to be, Vicky, our Sailing Manager, will be delighted to tell you how.

**MALCOLM MCKEAG**



# Cruising Notes

No point in grumbling: cruising was bound to be restricted in the second Covid year, and we had learnt a few rules from 2020, like – stay alert, follow rumours to their source, listen to Harbour Masters, have some cruising plans that can be activated at a few days' notice...

And so it was: our first winter cruises of 2021 were postponed under the regs., along with the Cruising Dinner, and even a plan to cruise to Warsash in mid-March was not permitted.

But the word from our sources was that Monday 29 March was the first chance to cruise, so the sailors devised a trip to the Hamble mid-river pontoons on that date (4 boats attending, brilliant weather all day, self-catering, social distancing), followed the next day by the motorboaters, who took 6 boats to Pottery Pier in Poole Harbour with a similar result: great pleasure in perfect weather. The cruising season was under way, and the weather was co-operating.

The last days of March also set a pattern: cruising at RLYMVC has become something of a double-helix. An interesting cruise primarily for sailboats is now matched by another cruise



mostly for motorboats. The calendar lists both types of events side by side, events happen at roughly twice the rate they used to, and the Division's activities reach more members than they did before.

The success of the new model has led to organisational change too: a separate Motorboat Sub Committee now exists to plan the events for motorboats, and reports through a new Captain (Nick Ryley) to Sailing Committee. The original Cruising Committee breathes a sigh of relief: used to organising around 12 events in a year the combined calendar for 2022 contains over 20, and more hands are needed to organise these. A good

understanding of how motorboats handle on a cruise helps too!

This doesn't mean that sail and motor will never cruise together. Day cruises and weekends have always welcomed a mix, and on the Mayday Bank Holiday 2021 we organised a cruise to Seaview that was intended to stretch both groups with an early start going westabout 'back o'the island'. We had takers amongst sailors and motorboats, but when the wind was clearly going to be light all day, five of the six sailboats voted to carry the flood within the Solent and reached Seaview a couple of hours after starting. The three motorboats mostly got there earlier, but they had rounded the



Needles, St Catherine's and Bembridge on the way: so had the largest sailboat - Ian Hunter and Peter Bell on Senior Moments. Lunch on the terrace at the Seaview YC was a delight. The Solent-based cruises are not the core activity in most seasons: just the most visible. But many cruisers in 2021 found the restrictions on their access to distant cruising grounds too hard to fit into their schedules, so the main focus was on the West Country.

Bobbie King organised a cruise to Portland which attracted 12 boats, and many went on westward. Roger and Jenny Garlick on their motorboat Wings spent 4 weeks cruising the West Country during May and June, including 4 days in the Isles of Scilly.

They 'enjoyed' some mixed weather but managed to visit both lots of old haunts, as well as some new ones. On their travels they occasionally met up with other Club members who were cruising the same waters.

One feature of Summer 2021 was the stream of mouth-watering accounts of passages made, beaches visited, meals eaten by the enterprising crews which did get away, and took time to post on the Connected Cruisers WhatsApp group. Many from the practised hands, but Hamish Macnamara, Robin James, Olivia Roberts amongst the new contributors.

Some did penetrate French waters and found a good welcome. Graham Clarke speaks for quite a few who boat out of the South Biscay shoreline and drive to their boats.

'Having put Moon Haze (Westerly Renown) to bed at La Roche Bernard, in September 2019, we didn't expect she would have to survive two winters and almost two summers, without us seeing her. Relief came in early August 2021, when we were able to visit and live aboard for two months. It was a strange season ... starting with extreme cleaning and recommissioning, which, in the highly sociable location of LRB



took several weeks. During this time of toil, having the car handy meant we were able to do quite a bit of catching up in the area, including a very convivial stopover with Ian and Jane Gawn (former RLymYC Secretary).

More harbour trials followed ...trying to remember where cabling went, how some kit worked and even how familiar bits of running rigging actually ran! One highlight was the attendance at the Morbihan Préfecture,



to complete formalities for obtaining our French Residency (which many others obtained).

The time came at last for a short cruise, at least, with calls at La Trinité sur Mer, the modernised Port Haliguen and the familiar, nearby Piriac. This included exit and return through the Arzal Lock ...again, absence challenging the memory over ropes and routines, after the two-year break.

Rendezvous with other RLymYC "foreigners" also featured: notably with Neil and Bron Eccles, and Alan and Bernie Marsh. Sadly, calls on George and Gaynor Johnson, and on Sue and Andrew Sutherland, were to be for the last time, as their boats were on the market. An evening ashore was also managed with Derek and Anna Barnard, all in all making it something of an extended RLymYC Meet, though spread over some days and venues. Happily, the warmth of the Breton welcome had not diminished, under the strictures of Covid.'

One pair of far-away sailors who keep in touch are Tim and Mayumi Knight who crossed the Atlantic in 2020 and earned our Seamanship Award in the process.

**GEORGE TREVELYAN  
CAPTAIN OF CRUISING**



## THE ADVENTURES OF DOFESABA II

# The Costa del Muerte Adventure

FROM LAGOS TO ROYAN: 7<sup>TH</sup> JUNE – 9<sup>TH</sup> SEPTEMBER 2021

### Porto to Vianna – not nicely

We decided to leave Porto early and try to catch what little tide there was, so with a glad heart, stratus cloud, a light swell and light winds off the starboard quarter we headed out of Porto.



Once we had left the breakwater, we tried to get the sails out in five knots of wind to help us along a bit and not burn quite so much diesel. However somehow the sail jammed as I was pulling it out and it became stuck fast. I shrugged my shoulders and contented myself that once in Vianna de Costello, our destination for the day, I could easily go and look at the problem and find help sorting it out, and if not there, well Vigo was our next stop and that was bound to have someone that could help me as Vigo is a major ship building city with a good reputation for boat repairs of

any type and size. How I was going to regret this decision later and realise how right I was about Vigo.

The boat ploughed on and on. We were three hours into the voyage when I thought “Well, if this keeps up we can easily make Bayona and we can miss out Vianna de Costello” There was nothing special about Vianna, it was just there to break up what would otherwise be a long trudge, and looking at the book, it was a small marina with few facilities.

I shouted down to Mary - “How about we stay sailing a bit longer but end up in Bayona?, as we are making good time and it would be a pity to waste it”.

Well Mary being pragmatic thought this was a good idea and asked how much longer etc. To answer this very reasonable question I had to go play with the chartplotter (AKA the MFD – Multi Function Display mounted between the wheels) and do some looking ahead and measuring, all in an electronic way.

This is where it all gets confusing, terrifying and horrible, so trying to



“ Just at that moment we hit another rock and were twisted to the starboard and listed at 25 degrees ”

put this down in a sequence of events is very difficult and even writing this three months later, makes my breath quicken, makes adrenaline leak into the blood stream and a slight tear to the eyes, even though as you read this, you will realise that we are both all right physically and the boat is fine, as it is in Royan.

We were proceeding north at Revs 2.0kts on autopilot about one Mile from the coast on the same bearing we had been on for a while. I sat down and pulled the MFD towards me (it is on a swivel so both wheels can have the screen facing them) I checked ahead visually – nothing in view, I checked on the chart plotter to see if all was clear ahead, even remembering to zoom in as advised in all Yachtmaster texts. I noticed that the sea floor had become more geographical and there

were odd circles of contours, I checked the one ahead, it read eleven metres I looked at the depth gauge and it was reading about sixteen metres, so feeling confident and safe I started to look at Bayona, this involved moving the cursor to Bayona and laying down a measure tool marker. The next thing I knew there was an almighty bang and the boat listed to port – “Bloody hell what was that” was all I managed to get out before there was another smash and a crack that sounded like a hull breach. We started to slow down but before I could get to the throttle there was all sorts of grinding noises as our propellor smashed itself against the rocks. Both Mary and I were terrified “Make it stop” I remember her shouting. Just at that moment we hit another rock and were twisted to the starboard and listed at 25 degrees, as I tried desperately to get to the throttle, to have some effect on our destiny. I banged it into neutral but we continued to go forward. All this time my lovely wife is making noises that twist my heart out, and I really thought we were not going to make it. I grabbed the VHF radio and started to make a MAYDAY call as I was convinced we were sinking (Although at this time I had not checked downstairs to see if water was coming in). I soon realised that the radio was not transmitting, so while picking up a handheld that we always keep spare, I tried to back the boat away from the land; this turned out to be very unwise. We had gone over a rocky patch into deeper water and all I did was move us back onto the rocks again. I have to admit I was probably a bit shocked and not thinking very straight. Bear in mind I am trying to steer the boat in reverse, make a MAYDAY call and calm Mary down, while still worrying about the water coming in. More bumping noises from downstairs, when there was a big crash and again the boat twisted, I think it was then that one of my two rudders was split in two.

I somehow managed to get a MAYDAY call out in the prescribed form, but

when I had finished, I could hardly hear the coast guard on the other end, but I heard him ask me to repeat my position and were there any casualties, which of course I did.

By now the machinery downstairs is making some horrible noises and all the while I am trying to steer with the bow thruster and trying to ignore all the battery warning alarms going off, I mean with beeping, grinding, bumping, screeching and crying it was difficult to think. At this point I felt it wise to give my crew a cuddle and try to reassure her that our MAYDAY call had been heard.

After what seemed like half an hour but was probably five minutes, we had got into deeper water (or just got out of “rock land”) and I had put us on a course for Bayona and we were limping along at four knots with all sorts of funny noises coming from downstairs. By now I had checked that there wasn't any water ingress – well none that I could see, which just went to show what a jolly tough boat a Southerly is, when I saw coming towards us a little orange dinghy, smashing through the waves. It turned out to be the rescue boat from the little fishing village we had just passed, crewed by two volunteer fishermen. They pulled alongside and asked if we had called a MAYDAY, which as we were the only vessel within a six mile radius was purely an introductory question. They asked us if we were alright I replied that I thought so and I wanted to limp to Bayona as Vianna did not have any repair facilities. They very nicely told us that they were happy to accompany us to ensure all was well.

All was not well, as the machinery downstairs was still making strange gnurdling noises but we were proceeding north, albeit slowly.

At that moment I looked up to see a large vessel screaming towards us with a large bone in its teeth. It turned out to be a proper lifeboat and pulled in next to me on the other side from the

orange RIB. We tried a conversation, which started with – “We will tow you into Vianna” I tried to explain that Vianna was too small for us and I was trying to limp towards Bayona, forgetting that I was talking to Portuguese lifeboat personnel and Bayona is just across the border in Spain. “I think we should tow you to Vianna”

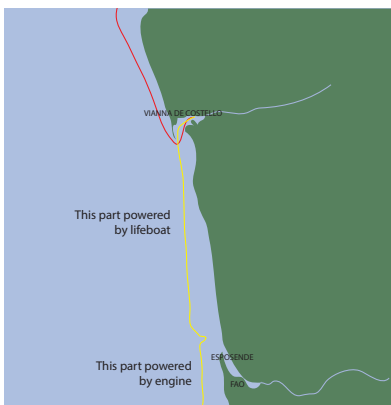


I said “thank you” but could he just accompany me to the border as I really didn't want to go to Vianna. At this point the orange RIB decided that as we were proceeding in a Northerly direction and big brother was handling the situation they would go back to their nets. The Captain of the lifeboat was getting a bit disgruntled at my refusal to be towed. I was also aware of the many stories I had heard about the exorbitant fees charged to many cruising sailors when they had requested help. I don't think we truly appreciate the RNLi and how it is actually a free service so you never have to worry about that sort of thing



“I will stay with you another five minutes and then I must get back” said the Captain. At that precise moment there was a special gnurdley sound and the engine stopped completely. I decided that after all a tow was necessary. Into Bayona?, not a chance, it was off to Vianna we were going. The Lifeboat screamed around to the other side and a crewman threw a ball attached to a light line which when pulled, brought over the main tow line.

For those of you who have never been in this situation, the heavy line is usual a stout rope of very stretchy 18 mm polypropylene, with a double eye splice on the end to put around your two forecleats, one either side of the pulpit. What I dragged over was 25mm hemp with two eye splices. I managed to get one of the eyes onto the port cleat and at that moment the helmsman stuck the lifeboat into full forward gear. This tightened the hemp rope and I clearly remember it zinging taut and loads of water being squirted out of it. I had just removed my hand or I would have lost it, or at least several fingers. I shouted at him to de-tension the tow so I could put the other eye over the starboard cleat, this was eventually communicated to the helmsman but there was still so much pull I had to ask Mary to come and help, so after five minutes we got our tow on properly, waved to tell the lifeboat that all was clear and then I saw his transom bury itself in the water as he put maximum power on as fast as possible, while we struggled to return to the cockpit. The boat thrashed from side to side as we tumbled into the cockpit and I regained some measure of control. Once we were up to six knots he eased back for a bit and after an hour we entered the river Lima.



*Route from Porto to Vianna de Castelo, showing site of crash*

### **We arrive in Vianna**

I thought we would be towed to the marina and at the last moment be ushered in with a RIB to help guide us to a berth, which would also be

there to stop us. Sadly it was not to be. The helmsman on the lifeboat was obviously on his first shout as he did not appear to know what to do. We moved along at a steady four knots to where the marina was on the chart, as we got closer, he veered over to the right as if to enter the port perpendicularly, which was a very good thing to do, except that the swing bridge guarding the marina entrance had not been opened yet.

Eventually this seemed to register with the helmsman and as we got to within 100 metres of the closed bridge, we veered away at a ninety degree angle thereby slewing my prow round. (Large yachts under tow are not designed to do hand brake turns). It appeared that as it was a Saturday and the marina was not manned, no-one had had the foresight to check if the bridge was open.

“We can’t get you into the Marina, so we will take you to the commercial port where there is a dock.” In my position, there was very little I could do except agree. I could see we could not batter down the bridge, and I could see it was closed. So I agreed.

So round we went, (another hand brake turn – we don’t do gradual turns in the river Lima) headed back down stream to my port side, and ahead there was a large caisson with four or five police looking people standing, watching, with several police cars with blue lights flashing away in the background. I assumed this was where we were headed. We got several lines ready to throw to those on shore, and I remembered wondering to myself “I wonder what the plan is to stop us”. I needn’t have worried as there wasn’t one. We hurtled towards the caisson at two to three knots, which does not sound fast but in a fourteen ton ship with no engine it really is. As we arrived at the caisson Mary threw a midships line to one of the policemen who caught it and held on. He then went “waterskiing” along the bank trying desperately to hold the momentum of

fourteen tons by two knots. He would have made it if the caisson was 100 m long but it wasn’t, being only twenty metres long and we had passed our berth. I shouted at him to throw the lines back on board so that Mary could prepare for another go.

“You will have to go round again and this time you have to go slower, I do not have an engine to stop us, and please ask someone on shore who knows what to do, to take the line” I said to the captain of the Lifeboat.

There was lots of Portuguese shouting and out stepped a figure to the fore who was not a policeman, (it turned out he was the Marina Manager – he DID know what to do)

So around again went the lifeboat, with another handbrake turn and we went off for try two. This time we approached the caisson at two knots and were allowed to drift in gently, Mary threw the line, it was caught and belayed around a bollard – and we were safe. Three hours after our accident. My first task was to release the lifeboat and wave a thanks. As soon as the bridle was off, they were away at top speed, maybe to help someone else.

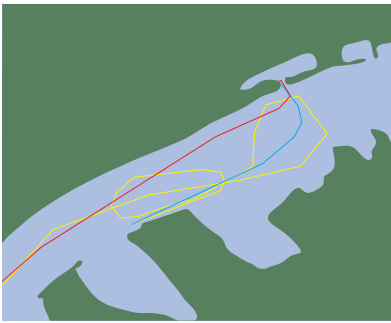


The Marina Manager called Augustine came on board and spoke perfect English, the first thing he said was “Do not worry, we can fix you” I told him what I thought was wrong “Do not worry senior we have many highly trained engineers in this port, I will come for you on Monday morning take you to the Marina and all will be fixed”. This sort of statement had a wonderful effect on a shocked and worried



skipper, and I could feel relief seeping into my bones. "But first Senor you will have to deal with these policemen" I sighed, I knew that this had to happen, I was still in a bit of shock and so was Mary, but it had to be done. After two hours of relating what I thought had happened and translating into Portuguese, including thanking every one profusely, the police left us alone. Then along came an official marine engineer, he had to be shown around too to make his report. After that the security manager of the commercial port we were attached to came to tell us what we could and could not do as we were only here because we were "shipwrecked" his term, and how to leave the port etc. so after three hrs from landing we became alone at last. We just held each other, grateful that we were alive, safe and together.

### ***It was a special moment.***



*Our route into safety, yellow is under tow by lifeboat, Cyan under tow by small dinghy, red is under our own power on the way out.*

### ***Surviving in Vianna***

On Monday morning early we were ready and looking out for Augustine. Just before lunchtime a small RIB came



out of the Marina and headed towards us. I noticed that the bridge was now fully open. 'That's an improvement' I thought. Augustine arrived. He had a five HP outboard motor on a four man dinghy.

"Is that going to be enough" is said "this boat is fourteen tons" "It will have to do, the RIB I was hoping to get from my friend is away on another job, it is this or nothing" "OK" I said "let's try". So we did.

The advantage of a tiny engine is that we could not build up more speed than about two knots which I was happy with. It was only a short distance to the Marina and this guy DID know what he was doing as after we got into the Marina, he cast off the tow, letting me drift towards my berth, he parked

on the pontoon and rushed around to where we were to be berthed. My momentum took me into the berth, there was only room for one try at this so I was careful to get it right. He arrived just in time to catch the pulpit and stop us hitting the pontoon, so that was very well judged. We tied up and were safe.

After 15 days the gearbox was repaired and we could make it to Vigo. We then stayed there in a boatyard for a month to be fixed and eventually after many more exciting(?) adventures made it to Royan and stayed there for the winter.

You can read the whole tale in *The Adventures of Dofesaba II – 2021 the Costa del Muerte Adventure* available from the author or the Club on request

**PETER J. BELL**



# Leo's Baltic Log

## Day minus 1

We arrived in Germany in Neustadt and picked up our new boat. We had shipped out a new tender, which we launched and then had a bit of a problem with it, the engine would only go in reverse. We went to a theme park which was super fun. After a day of unpacking and organising the adventure began.

## Day 1

We set off in the morning and arrived in Stubbekobing, a tiny Danish harbour just in time for the sun set. We had our first meal on board, Spaghetti Bolognese!



## Day 2

We left Danish waters and went to Sweden. We went under the Oresund Bridge which was amazing, it goes between Sweden and Denmark. We stopped in Malmo, we had a walk around the town and had ice creams then we had a burger in one of the cool marina restaurants. We met a German family on a Hanse, they had 6 children under 12.



## Day 3

We said goodbye to Sweden and went across to Copenhagen, it was a short trip and on the way we stopped at a really cool island called Flakfort. It was tiny and it had a moat all the way around it. We launched the tender and went around the moat. We then stayed on the tender and went across to Copenhagen on it. We moored right in the centre of the city. It was amazing, there were piers and steps into the water. So many people were sunbathing and swimming. We had a walk around the city, it was the coolest place ever. We had a very fancy supper in a Danish restaurant and had 7 courses.

## Day 4/5



It was so lovely we stayed. We did lots of jumping off the boat and swimming, rib adventures around the city, there were really cool house boats to look at, a ski slope built on the top of an enormous recycling plant, and an old fashioned Theme park which was brilliant. We saw the Royal Palace and guards and also discovered that Danish pastries are much better in Denmark.



## Day 6

It was a short journey up the coast to Helsingor. We met up with the German family again and they suggested all the best activities for us. There was a really amazing food court inside an enormous old fishing shed. It had lots of different foods and play areas.

## Day 7/8

There was so much to do in this tiny place we stayed for a few days. The Maritime Museum was brilliant for children, lots of stuff for us to play with and do. They had a really great craft area where you could make your own wooden boats or aquariums in glass jars.



The Kronborg castle was cool, there seemed to be a lot of castles in Denmark. It had spooky dungeons we could walk around, and it was also the home of Hamlet, and so there were actors doing scenes from Hamlet. The court Jester was very funny. The best thing we did was go on a Segway tour, Zoe was a bit young to go on it but she proved she could do it, so off we all went. It was so cool, we went around the castle, going up and down the hills was really fun.



### Day 9

We decided to go to Anholt with our new friends, it was a long day, luckily it was flat calm, so it was a very easy journey. Anholt is a small island in the middle of the Baltic, halfway between Malmo and Goteborg on the Swedish coast line and half way between Sweden and Denmark. Even though we got there on the 8th August which is after their main holidays the marina was packed. There was a lot of rafting but the harbour master laughed when we asked if it was full, he said there is always room, during peak weekends they have 400 boats packed in, you can walk across them. It was a lovely fishing port with cool restaurants.



### Day 10/11

We stayed here and went on a golf buggy and quad bike tour of the island, to some of the beaches. They were all amazing, empty and white sand. There were a few jelly fish but they didn't sting, Zoe caught a lot of crabs and starfish. We did a lot of wakeboarding, Paddle boarding, swimming and playing on the beaches. All the harbours we had stayed in had communal bbq's so we did that one

night. We caught a lot of crabs in the rocks around the harbour. There was a famous sunset bar on the beach so we went there one evening.

### Day 12

We left early, it was another flat calm day, we went to a tiny Island called Tuno, it took 8 hours. The Harbour was small so we had to tie up where the ferry goes as long as we promised to be out in the morning before the ferry arrived. We had heard stories in Anholt of people not moving their boats and the ferry's just smashing them into the wall. We had a short walk in the evening, there didn't seem to be any shops but they had carts with honesty boxes, some had fruit and vegetables, others were locally made honey and jams one was even a bar.



### Day 13

We left early and Zoe and I went with the Germans on their sailing boat, to Samsoe. Another small island. There was enough wind to start with so we had all the sails up, but slowly the wind died so we ended up motoring in the end.



### Day 14

We stayed in Samsoe. It was windy for the first time, we had breakfast and watched all the tiny yachts go round the harbour wall and come out into the big sea and wind. There was a lot of drama to watch and someone had to be rescued. As it was windy mummy rigged up our windsurfers, but by the time she had the wind died. So we paddle boarded to the beach and there was a great pier to jump off at the entrance to the harbour. There were a few really nice restaurants here too



### Day 15/16

Justus slept on board with us and then he came to Middlefart with us. We stopped on the way for a swim with dolphins, which was really cool. It was a new larger harbour and we had a walk around the town.



### Day 17/18

We spent a few days in Dyvig. The 12 meters were doing a regatta I had a tour of Vanity. It was so cool. We did a lot of swimming and we went to an amazing science park, there was an amazing virtual roller coaster. There was also a really cool crab racing track, I loved it, my crab won!

### Day 19

We left Dyvig and went to Sonderborg. We went shopping to the chandlery and to the beach.



### Day 20

We went to Horuphav. We saw lots of dolphins on the way. This marina had a great crabbing raft fully system. Justus stayed with us, Zoe stayed with our friends.

### Day 21

We went to an Island called Aero, and anchored in the bay for our first night at anchor. We used the tender to go into the village. Zoe caught 6 jelly fish in buckets from the back of the boat. We had a BBQ on board.



### Day 22

It was grey and windy for the first time. We went to the other end of the Island to see our friends again. There was another cool Maritime Museum where you could climb in the ships. This was our last night in Denmark and the last time we were going to see our friends but we made plans to see them next year.

### Day 23

The weather was a bit grey again and we went to Masholm in Germany. We had a walk around the village, every garden had something in it, statues or gnomes or animals it was quite cool. We went to supper by tender to a tiny island with a lighthouse.



### Day 24

It was an early start, and we went to Kiel, it was a little rough, we got there for lunch. We walked to a Submarine museum and went inside one. I would not like to live in one. We watched a lot of kitesurfer and had a chocolate Mr Whippy.



### Day 25

Daddy had boat jobs to do, so mummy hired a car and took us to the Theme park we went to on the first day, our friends were there so we were able to go on all the cool rides, I went on a 120m drop tower, it was amazing.



### Day 26

We got up really early and went to the start of the Kiel Canal. It was a lovely morning but when we got there they said we had to wait for fog in the canal. It was quite a long wait then finally we were allowed in. Daddy got up pole position so we were out of the first lock first. Some parts were really narrow, it was a bit scary when the large ships went by. It took all day and when we got out at the other end we went up to Hamburg. It was a massive river with really big ships everywhere.



### Day 27

Mummy, Zoe and I flew home and Daddy stayed in Hamburg and brought the boat home to Lymington. It was the most amazing holiday, we did about 780 miles!

## AWARD WINNER

Leo and Zoe Gosling were awarded the Junior Brownlow Cup at the Club Awards Evening for this log of their cruise.

# Motorboating Into Our 100<sup>th</sup> Year



Though Motorboats and Motor yachts have been in the Club for years, a move to bring their owners' interest under a Club umbrella has gathered pace in the last year or so.

A motorboat calendar is now running for its second year with an event every month through the year. Sometimes it is with our sailing friends who also use engines (they seem to forget this) and sometime just Motorboats when the venue is farther afield.

In fact, these are not an excuse to race and consume fuel at a rate of knots! On our trip around the Isle of Wight we averaged 8 knots. Some speed for the boring bits and dawdling to take in the sights.

This year apart from exploring the Solent we plan to go to Poole, Lulworth and across to Cherbourg.

We are looking at the feasibility next year of going up the Seine to Paris. Who

knows, maybe in five years' time we might try around Britain, but through the Great Glen? David Ridout's lecture opened the motorboaters eyes to the fact that one can cover distance in powerboats even if the boat is quite small. The lecture on "Places to go aground in the Solent" showed how much locally there is to experience.

A by-product of the Club's increased involvement with Motorboaters is that we have new Members joining as they can see a welcome for their boats. This

also means more boats to help with Sailing and Racing events!

This picture taken during the cruise to Keyhaven shows one of the newest boats to join the club, a Nimbus 9m alongside. Also a Merryfisher 855, a design that is becoming popular on the river.

So, the Royal Lymington Yacht Club is throttle open in 2022.

**NICK RILEY**  
**CAPTAIN OF MOTORBOATS**



# Youth and Junior Roundup

With a growing part of the Club made up of Family and Junior Members, we have seen the junior fleets growing in numbers and making the most of all the opportunities over the course of 2021.

Despite Covid 19 and all the challenges it has presented, sailing has been able to go on – with sensible restrictions and the help of all our Club and parent volunteers – the children have had a great year!

It has been wonderful to see that Wednesday Junior Sailing has been able to make a come-back – albeit in a different form. This year more and more children were able to go sailing, hot chocolate and donuts were back and smiles were a plenty.

Friday Evening Racing has been a tremendous success – a firm fixture in everyone’s calendar during the spring and summer. Parents were able to meet and have a drink whilst the children went out sailing. Steve Green and his team inspired a wonderful turnout with record number of boats on the start line, 25 on one evening, and great to see so many children ‘having a go’. One of the highlights for the children were the basket meals to fuel them before hitting the water! Our thanks go again to Dunford Construction Ltd. for kindly sponsoring the series.



Youth & Junior Race Week was held at the end of the school summer holidays and was such fun – children from near and far came to do some pretty competitive racing and finishing the day with a fun social event. It was a great opportunity for the children to make new friends and was hailed as one of the most successful Youth & Junior Weeks the Club has put on. Of course, none of these events happen without the sterling support from all the volunteer helpers and staff at the Club.

Across the fleets, we’ve seen many successes, including at the 29er Worlds with our sailors taking 12th overall and at the Optimist Nationals we stole the show with the podium places in each fleet going to team Lymington. The

Juniors have been boosted by the presence and drive from our Head Coach Hugh Styles who has brought his coaching success fresh from the Tokyo Olympics to bear across all of the fleets and the Juniors have been fortunate to have had his dedicated time on the water in the summer and during this winter season to hone their skills.

The younger Juniors were able to really make the most of some fun with the Shipmates and, for those more keen to enjoy the cruising side of dinghies, the Mariners took in some expeditions to Yarmouth and Buckler’s Hard in Beaulieu. The Fevas also had a three day trip to Beaulieu with the Fevadventure! There is a lot more programmed in 2022 so make sure you join in with the fun.

In September, I took over the role of Captain of Juniors from Andrew and Sarah Richards, who did a terrific job and to whom I thank for their contribution to the Juniors program. With winter coaching in full swing across all the fleets and the promise of another sailing season just around the corner, I’m looking forward to a packed 2022 programme – with the support of the Fleet Captains and all the parent volunteers, I’m certain it will be another great year.

Looking forward to seeing you all out on the water!

**PAUL MCSTAY  
CAPTAIN OF JUNIORS**



# Fevas

The enthusiasm for Fevas went into overdrive this year, culminating with an entry of twenty two boats for Junior Race Week.

The enthusiasm for RS Fevas went into overdrive this year, culminating with an entry of twenty two boats for Junior Race Week.

Club training sessions twice a month in the summer, mainly on Sunday afternoons, were very popular. Our thanks must go to Fleet Coach Will Taylor and to the many parents who were JSOODs or manning the support RIBs.

Friday Evening Racing is seen as a great way to introduce Oppie and Tera sailors to two handers, and to find partnerships. The result was that Feva turnout reached double figures on many occasions.

For the 2020-21 winter training season the RYA moved away from having a National Squad and Class Development Squad. Instead we saw the start of Regional Training Groups (RTGs) with the objective of providing coaching for squads at clubs within each region, reducing the travel (and hotel expenses) required for training weekends.

Four RLymYC boats qualified for the 2020-21 South RTG at the RYA Junior Championships held at WPNSA in September 2020: Harry Baddeley/Will Bracey-Davis, Nia Mecklenburgh/Toby Sherrington, Daniel Vaughan/Harry West and Samuel Pontefract/Max Tait. A number of the training weekends were affected by lockdowns and two took place on home turf at RLymYC.

Following the winter lockdowns, the National Championship at HISC from 29th May to 1st June gave Feva sailors an opportunity to put their training into practice. Three Royal Lymington boats entered and great fun was had



by all, in spite of light winds, Covid restrictions and the daily commute!

Later in June, Baddeley/Bracey-Davis finished 13th overall at the National Inland Championship at Chew Valley SC.

After the summer holidays, the next round of Grand Prix started for the 2021-22 season, kicking off with GP1 at Draycote Sailing Club on 18th-19th September. The new RLymYC pairing Harry Baddeley/Nia Mecklenburgh finished 10th.

GP2 took place at RLymYC on 23rd-24th October and although turnout was low due to families making the most of being able to go away on holiday for half term, it gave a number of local boats the opportunity to compete in familiar waters. Notably new RLymYC member Mark Jenkins Jauma/Alex Sydenham HISC) finished 3rd, Will Bracey-Davis/Agnes Bracey-Davis finished 4th and Robbie Hudson/Angus McEwen finished 8th.



GP3 took place at WPNSA on 21st-22nd November and was the qualifier for the 2021-22 RYA Regional Training Groups. Three Royal Lymington boats were selected for the 2021-22 RTG: Harry Baddeley/Nia Mecklenburgh, Will Bracey-Davis/James Kennedy and Mark Jenkins Jauma (with crew Alex Sydenham from HISC).

In October, three two-boat teams representing RLymYC, Durlston Court and Embley schools took part in the RYA Eric Twiname Team Racing event at Oxford SC. The RLymYC duo (Nia Mecklenburgh/Harry Baddeley and Dirk Rogers/Jonny Rogers) did best, finishing sixth, and narrowly missing the knock-out final.

Thanks to the Bridgeworks sponsorship, topped up by donations from Club Members, our four Club Fevas all have XL sails, and are in good shape. They are a precious asset and seem to be almost indestructible. The Fevas are popular, and have been launched a total of 137 times between Octobers 2020 and 2021.

Fleet leadership has moved on to Mathew Pontefract and Simon Cameron, and with many rock star Oppie and Tera sailors considering doubling up or even moving on, we look forward to an exciting 2022.

**FEVA FLEET CAPTAIN  
JEREMY VINES**



# ‘Fevadventure’, July 2021

## MATTHEW PONTEFRACT AND SAILOR SAMUEL PONTEFRACT REMINISCE UPON THE SUMMER’S FEVA DINGHY CRUISE.

[Note: Samuel’s content is italicised and indented to emphasise the second ‘voice’]

As we basked in July’s heatwave, the Feva fleet were eyeing up some potentially unpleasant weather just when we were due to leave for our three day “Fevadventure” up the Beaulieu River. Come the day, however, the forecast was a little grey but we saw our chance to go and start the expedition dreamed up by Fleet Captain Jeremy Vines many months before. With polar explorer and round the world race skipper Manly Hopkinson, Jeremy conceived of an adventure in which the children would take charge and manage their own trip with parents firmly taking a back seat.

Eighteen sailors, three RIBs and a mothership yacht made for the Beaulieu River and our camp at Inchmery House near the mouth, the owners of which had very kindly allowed us to land on their beach and make camp in a field. After a lovely passage with fair wind under brooding skies we arrived as the sun broke through. The campsite is perfect, set a short walk away in a beautiful meadow just above the beach on which we had landed and hauled up the boats.

*The sail to Beaulieu was great - about 15 knots of wind on the beam made*

*for a fun sail. However, we needed to hurry as there was a suspected lightning storm coming in. We reached camp, identified by a couple of landmarks provided for us, in time and immediately got to work putting up our tents and setting up camp. We then worked out what rules we wanted for our stay. After deciding on these, we proceed to set up a fire on the beach - our means of cooking. Later on, we sat around the fire and shared our experiences and favourite places with each other. Tired, excited and happy, we headed to bed.*



The next day the tide allowed for a late start for the sail up the river right to Beaulieu village and Rope Makers field for a picnic and swimming.

*Day two was a fun day for all the sailors. After the sail of the previous day, when we had to race to get in, it was an opportunity for all of us to have fun together. When sailing up the river, we noticed lots of jellyfish in the water. These very quickly ended up being thrown at each other! Racing against each other and staying away from the mud flats (mostly!), we came to the picnic site. Everyone was immediately jumping off the pontoon and swimming in the river. We got back to camp relieved for the opportunity to have some great fun and mess around for a bit.*

The boats this time were left at Beaulieu River SC to provide options for the next day and its less clement forecast. With all sailors and support crew ferried back to camp, the fire could be lit and supper prepared. As with the night before, our congenial hosts joined us for a short while. A squall blew in just as we finished cooking but it passed soon enough and there was time for more fun in the mud before cleaning up in a freshwater pond, warming by the fire, enjoying hot chocolate and going to bed. Many of us slept so soundly that the incredible thunder storm in the night went by completely unnoticed!

Day three saw all sailors pretty tired! With a poor forecast for the return trip and the weather looking pretty grey





it was decided not to sail home. We broke camp and arrangements were made for everyone and their boats to return home by road. The RIBs and the mothership made their own way back by sea.

*Unfortunately, we could not finish the adventure as we had planned because of the weather, but after all, that is sailing. After the adventure, I think we were all slightly glad to be getting back to proper showers and toilets, but overall it was an experience that all of us would want to do again. I hope that this will become a regular fixture in the Club's diary. The whole idea, and then the experience was*

*worthy of Swallows and Amazons, and we all loved it. It was something that allowed us all to get away from the busy modern world for three amazing days.*

It really was an incredible weekend in a truly fabulous spot. The weather held when it needed to and the beach felt wild, beautiful and remote. All of us enjoyed a break worthy of Swallows and Amazons. The mix of sailing, wild camping, swimming and exploration was magical.

*I would like to thank Jeremy, Manly and all the other parents who helped out for enabling this incredible experience.*

So many parents worked very hard and gave up a great deal of time to make this expedition possible. We are hugely grateful to them all for doing so and for making the effort to take a back seat where possible during the trip! Particular thanks are due to Phillippa Vaughan whose experience in working with children ensured everyone was safe, and Charlotte Tait and Emma Weston who kept us all in food and supplies. Thank you to Manly Hopkinson for his leadership, to the Snow family for their generous hospitality and good company and to everyone who supported the expedition with equipment and logistics help.



# Optimist Review

Despite starting the year in another lockdown due to Covid, it has been a great year for the Optimist fleet, both at home and abroad, with nearly all events going ahead.

In addition to a number of local Open Optimist events, sailors from RLYMYC have participated in a full calendar of International Optimist Class Association events in the UK including (after a cancelled Spring Championship at Weymouth due to Covid) the Early Summers at Grafham Water, the Late Summers at Poole, the End of Seasons in sunny Torbay, and the Winter Championships at Rutland Water.

Sailors from the RLYMYC have featured prominently in all of these events in both main and regatta fleets: Angus McEwan, Noa Moskovitch, Will McEwan, Freya Hutchinson, Emma Breese, Dirk Rogers, Alex Breese and myself in Main Fleet and Leo Gosling, Jonny Rogers, Hector Davies, Felix Howe, Isla Hutchinson, Will Hutchinson, Ben McEwan, Oscar Wingate, Laszlo Drummond and Ruby Costner in Regatta Fleet.

In addition to all these, Royal Lyngton sailors have done really well securing places to represent Great Britain at various international events. Emma Breese, Noa Moskovitch and I competed at the European Championships in Cadiz. Dirk Rogers, Will McEwan and Freya Hutchinson were selected to represent Great Britain at the Irish Nationals which was sadly then closed to overseas sailors due to Covid - but well done them for getting selected!

Finally, RLYMYC sailors were out in force at the National Championships in both main and regatta fleet. In Regatta Fleet, Lyngton scored a hat-trick with Leo Gosling, Felix Howe and Hector Davies finishing 1st, 2nd and 3rd for a podium finish with Jonny Rogers in fifth and Will Hutchinson, Laszlo Drummond,



Ben McEwan and Oscar Wingate in 10th to 14th position. In Junior Main, Dirk Rogers finished 4th, Will McEwan 13th, Freya Hutchinson 14th, Sienna Mordaunt 25th and Alex Breese 29th. In Senior Main, I finished 1st National and International girl (7th overall and 2nd U14 competitor), Emma Breese finished 2nd girl (9th overall) and Noa Moskovitch 3rd girl (16th overall) with Angus McEwan in 20th, Henry May in 39th, and Robbie Hudson in 40th.

As a result of my place in the Nationals, I was lucky enough to be invited to compete at the Gold Cup in Bermuda (which was sadly cancelled due to Covid) and the Endeavour Cup in Burnham-on-Crouch (the Champion of Champion events)

where I raced an RS200 with the National Boys Champion, Patrick Bromilow from West Kirby Sailing Club. We came third in our first two races and finished 12th overall after two days of racing (ahead of Gold medal winner in the 49ers in Tokyo, Stuart Bithell), the highest placing the Optimists have ever achieved at the event.

As ever, these events are only available to us to enjoy throughout the year thanks to the hard work of all of the parents and other volunteers who drive us around the country at weekends, help out on the water and on shore and who coach us at home and abroad.

**TABITHA DAVIES**



# Shipmates Review

With Covid restrictions changing through 2021, it was another season of new rules but still a busy one for the Shipmates with a regular weekly turnout at the Salterns for both existing and new Members, and some well-attended events.

At the Salterns, a regular cohort found their rhythm in the Optimists. With a couple of instructor-led sessions and five of them attending their RYA Stage 1 course over the summer, it was great to see them progress in both confidence and competence. Under the Salterns' Covid protocols, the RLymYC sailed alongside Keyhaven YC which worked well and kept the lake busy.

July saw the first camping trip for the Shipmates. The weather played its part and with various approaches to the Isle of Wight via boat, ferry then car, it made for a great adventure, camping on the beach in Newtown Creek. As ever, the organisation skills of Jo Elliot and Maria Shannon were excellent and it is certainly an event to be repeated in 2022.

The Scow Potter to Tanners Lane in September was a sell-out, but unfortunately the wind didn't show up on the day. Battling against a strong ebbing tide, the fleet sailed out in to the channel but ultimately the tide was too much; it was time to put Nick Ryley's towing skills to the test! One-by-one, the fleet were picked up and connected to the towline before being safely deposited to Tanners beach - thank

you Nick for avoiding the hunger mutiny! A little ferrying back and forth as well as some jumping in and swimming ashore, picnics were consumed before a much more rapid sail back through the marshes to the Club's pontoons.

The Shipmates played their part in the annual 'Sailathon' for Children in Need in November, both on the Friday evening and early Saturday morning. Again, fine weather helped proceedings, as a number of boats made it out on to the lake with helms and crews engaging in some ad hoc racing, spurred on by snacks and sweets!

Finally, we would like to thank Jo Elliot for the creative thinking, organisation and leadership she has given the Shipmates over the past three years. Jo has taken it from an initial idea to the established entry point for junior sailors within the Club. Jo has put in countless hours behind the scenes, at the Salterns and at all of the events. 2022 is set to be another bumper year for the Shipmates with a number of events already planned - the pressure is now on to maintain the standard!

**PHIL BROWN**  
**FLEET CAPTAIN SHIPMATES**



## HEAD COACH REPORT

It has been fantastic to see the amount of enthusiasm for activity as we came out of Covid's influence in 2021. From the regular Optimist Tuesday night training, Wednesday Junior sailing / Shipmates, Tera Thursday training, Friday night racing and in particular the Junior Regatta in the Summer. Well done to all that got involved and a big thanks to the volunteers who make this happen.

Now in the midst of winter training I've had the privilege to get out on the water and do some coaching for the Tera, Feva, Laser and Oppie fleets prior to Christmas. The focus was on boat handling and starting skills, to create a set of skills and techniques that can be refined through the rest of the winter. I was impressed with the sailors' energy and enthusiasm, which as a result saw them make impressive gains.

### ***Oppie Christmas training - Starting reverse practice***

This autumn, helping coach development has also been a priority. Supporting them with learning on session planning, communication techniques and developing their learning journey. The highlight was that RLymYC hosted an RYA Race Coach Level 2 course, which produced a whole new crop of coaching talent, who will go on to inspire the next generation of talent in the Junior Section.

A final well done to our 29er and Oppie's who gained a great spread of results at the end of 2021. As we embark on 2022 my focus will be supporting, with coaching time for fleets, and developing our fresh crop of coaches.

Lastly a big thanks to the fleet captains / coaches working tirelessly in organising training sessions and facilitating the sailors enjoying their sailing.

**HUGH STYLES**  
**HEAD COACH**

# 29ers

This year has been triumphant for the 29er fleet in Lymington. Although take-off was delayed by Covid, the team were back in training early April, ably led by Head 29er Coach Hattie Rogers, supported by Ross Banham.

The fleet were on the Solent nearly every other weekend, making up for lost time on the water with 8-10 boats producing some great action.

The first event of the season saw the 29ers attend some sprint racing at Weymouth, 1st place went to Emily Mueller and her crew Florence Brellisford.

Next up in June was Grafham, where the sailors enjoyed wind speeds of 3 gusting 5kts! 34 boats drifted the best they could, completing three races on the Saturday, with Sam Webb and Nick Evans claiming first place. Top girls (3rd) went to Emily Mueller and Florence Brellisford. Sunday was a write-off with 2kts, so an early drive home.

Late June was GP4 in Hayling Island. The weather was like something out of a horror movie, a typical summers day with lots of liquid sunshine! 55 boats on the water with a huge range of conditions. The event was won by Emily Mueller and her crew Florence Brellisford.

After another two weekends training at RLymYC with great turnouts in various conditions, the team headed



to 'Weybiza' (Weymouth & Portland National Sailing Academy) for GP5!

Forty-seven boats landed in Weymouth with 10kts of breeze, 9 sailors representing RLymYC. A great performance from all with Nick Evans and Sam Webb winning top juniors!

At the end of July, the fleet (54 boats) set sail for the tropical climate in Scotland where they took part in the UK Nationals in Largs. The conditions were pretty light but still provided some great racing. Seven RLymYC representatives competed and at the halfway stage all made it into Gold Fleet. 'You know who' won the event out right and became the first girls to do so in the Nationals' history – girl power! The last day saw fancy dress on the water, below Ben Mueller and Freddie Lonsdale.

Next up in August, the team travelled to Plymouth for the Youth Nationals. This event helped determine national

training squads for the sailors for the coming season and determined the UK representation at the Youth Worlds.

The racing was over five days and had all weather conditions and big seas! Some races within the Bay, some exposed to the worst the English Channel could produce.

Fifty-eight 29ers sailed in 17 races across the 5 days. Top RLymYC representation were Emily Mueller and Florence Brellisford finishing 5th after a very shaky start. They won their place at ISAFs World Sailing's event in December 2021, racing against the best-of-the-best the world could muster.

In the later summer months, some of the RLymYC sailors travelled to Valencia -World Championships and European Champions in Lake Garda. Both were amazing events. In Valencia we were supported by Hattie in conditions which could only be described as hot.



The event was 10 days and saw the fleet split into various colours. Sam Webb now sailing with Ben Mueller did extremely well claiming 12th position overall allowing them to sail with no.12 on their main sail! Congratulations to the other RLymYC Sailors: Santi Sesto-Cosby, George May, Ella Lightbody and Felicity Brellisford.

In September we had our first GP of the new season held at Weybiza! The weather did not fail us with 2 days of great racing for 46 boats. This was a great representation of how far our local sailors have come.

**The overall results saw:**

B. Mueller & S. Webb	1st
A. Vines & R. Berry	3rd
E. Lightbody & F. Brellisford	1st Girls
A. Vines & R. Berry	1st Mixed

Early October we had the unfortunate situation of our GP in Hartlepool being too windy. Such a shame for the many sailors who made the long journey to the northeast. That aside, the karaoke session was a big hit on Saturday night!

Mid October saw the long-awaited return of GP3 held at RLymYC! As a special treat we arranged international supremo David Campbell-James as PRO. The weather was kind, SW 8-9kts Saturday with a slow ebb tide. The

sun was out and we managed four races. Sunday saw another four races in the Western end of the Solent in more sunshine with 10-11kts. Local Lymington Sailors Ben Mueller and Sam Webb won at a canter with four bullets.

**Other Lymington Sailors:**

Santi Sesto Cosby/George May	9th
Annabelle Vines/Raulf Berry	12th
Kuba Staite/Ollie Vines	13th
Olivia Bracey Davis/Jake Stokes	23rd
Agnus Bracy Davis/Oliver Baddeley	28th
Freddie May/Hugo Anderson	37th
Ella Lightbody / Felicity Brellisford	DNC

The Europeans in Lake Garda, apart from being the idyllic setting, created a range of conditions every day from too much wind and then not enough. Early starts to late finishes with pizza and ice cream in between. What was not to like...

Ben Mueller and Sam Webb won top brits finishing 22nd overall. Santi Sesto Cosby and George May also sailed well finishing 42nd in gold fleet.

Back on UK waters the fleet travelled back to trusty Weymouth for the Ovington Champs. The event was again pretty light 8-10kts and chilly. Local heroes Ben and Sam were untouchable discarding a 4th after 8 races.

The year was rounded off by a trip to Rutland for some frost bite sailing. Due to the conditions only 5 races were sailed with 4 RLymYC pairings finishing in the top 10:

Ben Mueller/Sam Webb	3rd
Kuba Staite/Ollie Vines	7th
Santi Sesto Cosby/George May	9th
Sam Cox/Ollie Baddeley	10th

Further congratulations to the below Lymington sailors who qualified and train within the following squads;

**British Youth Squad:**

- Felicity Brellisford
- Ella Lightbody
- Annabelle Vines
- Ben Mueller
- Sam Webb

**Class National Squad:**

- Santi Sesto Cosby
- George May
- Ollie Vines

It has been a very enjoyable busy season for the sailors in between dealing with covid. They have made exceptional progress which offers a very exciting 2022!

**PHIL LIGHTBODY  
29ER FLEET CAPTAIN**



# Aeros

Whilst the Lymington Aero Fleet has always achieved great results, this year they put the icing on their cake.

Yes, this was his year – he’s already 2019 RS Aero 7 European Youth Champion and 2020 RS Aero 7 Youth National Champion but, this year, Tim Hire won the UK Nationals outright and was crowned 2021 RS Aero 7 UK Champion. It was close and it all hinged on the last race but eventually Tim won on countback, sealing the championship as his.

But it wasn’t just Tim who had a good regatta – many Lymington Aero sailors, including Abby Hire, Sasha Tydeman, Kate Wharmby, Tom Wharmby, and Iona Willows (as well as the still youthful Emma McEwen) scored one or more top ten finishes in the 55 strong Aero 5 fleet.

Abby Hire took the RS Aero first lady prize – a welcome addition to her RS Aero 5 Southern Champion accolade earlier in the season, beating Tom Wharmby in 4th and

Kate Wharmby in 5th – and the Hires also took the family prize too, even with the Wharmby family hedging their bets with 3 in the team!

Abby also took the first lady prize at the Youth Nationals in Torbay in October, coming 7th overall, just behind other Lymington Sailors William Homewood and Euan Etheridge in 5th and 6th respectively, but ahead of Iona Willows in 8th.

Many in the fleet have now started university, but we are looking forward to the new generation of youthful Aero sailors – the RLymYC fleet has been busy passing on their skills at Youth Week and at the Salterns, so we can expect a few more champions to emerge shortly!

**NEIL WHARMBY  
AERO YOUTH FLEET CAPTAIN**



# 420s

**The 2021 420 year might have been late to start, but was a bumper year nonetheless.**



Lymington sailors enjoyed training in Lymington, time nationally with the class association and a burgeoning race calendar at home and abroad. In a topsy turvy year the Youth Nationals were in August, but saw a large 420 entry, and some lucky Lymington sailors navigated various Covid measures to compete at the Worlds in San Remo.

The class is on the up, with 30+ at the major events, and RLymYC remains well represented in the fleet. Some new faces from the Club are joining seasoned (but still young) veterans of the class like Harry George (LTSC) and standout performers Henry Heathcote and Hector Bennett.



Many thanks to Gareth Griffiths, lead Coach, and all the other coaches and volunteers who have supported him.

**JOFF MCGILL  
420 FLEET CAPTAIN**

# Wednesday Junior Sailing

This has been a very difficult and challenging year for WJS due to the Covid 19 restrictions. We managed to start on June 1<sup>st</sup> with 20 sailors per session and Instructors only helping. The sailors were delighted to be back on the water again, many of them not having sailed since September 2019; we were all thrilled to have them back sailing again.

In July, as restrictions relaxed a little, we increased the number to 30 sailors per session. This worked well and we had extra help from other volunteers. The sailors all booked on-line prior to the session, which made the contact between the Office staff and sailors much less. We may continue this in the future.

We have managed a few expeditions past the wave barrier which has opened the sailor's eyes to stronger winds and tides. These adventures are enjoyed by both the sailors and volunteers as they present different challenges to deal with.

This year we have been very fortunate to have two RIB instructors who have



given taster RIB sessions to many sailors. They enjoy these immensely as something completely different, and some find RIB driving much easier than sailing!

This was Sue Seddon's last year as Head of the WJS Office, a position she has held for many years with amazing commitment and efficiency. We will miss her greatly but look forward to her continuing to help in the future. Gilly Blatchford will be a great successor and we all look forward to working with her.

Some of the WJS sailors did Youth Week using the WJS Oppies, Hartleys, Visions and a few Scows. The sailors

had a wonderful week, especially as the weather was unusually kind.

We will be reviewing the fleet over the Winter, and hope to replace some of the older Scows and Visions.

Next year we hope it will be all back to normal, and we can then return to the increased numbers of sailors

The support from the Yacht Haven has been fantastic as usual and we feel very lucky to have such fantastic sponsorship. Just looking at the faces of the young sailors makes it all worthwhile.

**ALI HUSBAND**



# Mariners Report

## WHAT AN AMAZING START TO OUR NEW JUNIOR FLEET: THE MARINERS!

This new parent-led fleet has been on many adventures this year as well as huge amounts of social sailing fun, with the ongoing objective that Mariners is for competent junior sailors who are interested in cruising adventures and sailing fun, without the pressures of winning a race.

There have been two parts to the Mariners fleet, one being an after-school session which involved games and water skills, the other part has been our monthly weekend adventure days. Over 30 junior members have taken part in the Mariners which has been fantastic, as well as some great parent volunteers who have been essential as the fleet is solely parent led, we heavily rely on parents participating and getting involved for the adventures to happen.

Our monthly weekend adventures kicked off with a brilliant Easter scavenger hunt, this was set around the Club, pontoons and Town Quay. The Mariners were asked to buddy up in teams and given questions related to local features and land marks; some of the answers were only visible by the water! It was a very blowy day and the tide was against the trip up the river to the quay, but the determined sailors carried on and were able to complete all the questions! Spirits were high and lots of chocolate and sugary treats were consumed as we finished with an Easter Egg hunt around the dinghy park.

Our further afield adventures have taken us under the bridge at Yarmouth on the Isle of Wight, and up the River Yar where we had a lovely welcome from Yarmouth Sailing Club who very kindly let us park up the dinghies and use



their facilities for our picnic lunch. The Mariners showed amazing endurance during the crossing to Yarmouth when the wind decided to die half way across the Solent, luckily it picked up for the journey home where lots of sailing was needed. We have also been to Tanners beach for some marshmallows and mud fun, as well as Hurst Spit for a BBQ in September which was a lovely way to end the season.

Our after-school sessions on a Wednesday were very popular and were always fully booked, this was run by a group of parents and was a great hit for the Juniors especially after the restrictions of Covid rules from the months previously. Some of the activities consisted of 'blind'



rowing, balloon grabbing (from behind the dinghy), tennis ball fetch and other activities. Lots of the children started the after-school sessions a little anxiously after not being on the water for a long time and it was lovely to see the confidence growing throughout the sessions. The Mariners on occasion were lucky enough to end the session with a Dominos pizza delivered directly to the slipway, which was most welcome after a blowy session on the water with plenty of capsizing!

Having fun in a relaxed and safe environment has always been the number one priority for our junior sailors, and in every session there have been tons of smiles and plenty of laughter. I would like to say a huge thank you to all the parents who have been involved with the Mariners, without whom we wouldn't have been able to offer any of the experiences and fantastic opportunities to our junior sailors. We are looking forward to more adventures this year!

**FENELLA PUNTON**



# Teras

2021 had a slow start with another lockdown halting any plans for winter training. We came out fighting over Easter with four Tera sessions. A mix of coached and parent led got everyone back on the water with a bang.

The Tera fleet has grown from strength to strength with many new participants sailing for the first time on the river this year, as well as many experienced Tera sailors returning to the water.

Our first event was in Gurnard at the end of April, with 4 sailors from Lymington competing in what were very windy and wet conditions. Following on from that RLymYC hosted the RS Tera Start of Season Championships. With 65+ boats attending it was a big gathering with Sports and Pro sails both in abundance. A good first day saw some excellent



racing organised by PRO Peter Saxton and team. Unfortunately, the wind increased and meant that sailing was cancelled on the Sunday.

With lots of training continuing through the summer with Will Taylor and Tim Hire coaching the sailors for coached sessions and plenty of parent led sessions in between.

The Junior Regatta returned with a bang! What a week! A big Tera turn out in Silver Fleet and lots of Tera sailors moving into Fevas for the week too. It was fantastic to see so many sailors improving throughout the week, with the top three spots in Silver fleet won by RLymYC sailors.

A fantastic close to the season was in Weymouth for the RS Tera Southern Regional Championships with 10 competitors from Lymington attending. Medals were won for second and third place girls in the Main Fleet and second and third place girls in Regatta Fleet.

We're looking forward to a full year in 2022 with the Southern Championships being held at the RLymYC in June and the RS Tera Worlds being held in Weymouth at the end of July. Let's hope for kind weather to encourage more sailing.

**HELEN MACALISTER**  
**TERA FLEET CAPTAIN**

## A Mariner's Experience

*Clodagh Gredlish (11 years)*

**I have made lots of new friends and wonderful memories during my Mariners adventures this year.**

I learnt to sail at Salterns, and sailing in the river and beyond always daunted me, but the adventure sails were a great experience for me, as I got more confident sailing on the Solent. Mariners also helps you appreciate how lucky we are and how beautiful the Solent is!

The support crew were so helpful and always gave us top tips to sail faster! My most precious memories will be racing on the Yar River and going under Yarmouth Bridge (which was opened especially for us!). Joining the Mariners gives you great opportunities and adventures, and the pride of

completing an adventure sail will stay with you for life, I can't wait for the adventures in 2022! Thank you Nella and your helpers.



# Friday Evening Junior Racing

Friday Junior racing had its best year yet with more participation, and a faithful band of Club members to make it all happen.



Particular thanks to Stephen and Pauline Crates for organising the roster and fostering a great team spirit among the volunteers. Also to Steve Green for producing the results and to all those many members who filled the various roles ashore and on the water. Thanks again to Ollie Dunford of Dunford Construction Ltd. who has sponsored the prizes.

A grand total of 79 sailors took part, with a few brave parents turning out as crew - the best turnout being 25

boats. 22 races were scheduled starting in mid-April, with 5 cancelled due to a surfeit or dearth of wind. It was well supported by the Teras and Fevas and Bullet as well, as well as some Lasers and Aeros. In abundance were the Fevas with a dozen on the water some evenings.

Well done the winners and in particular Harry West and the Rogers Brothers who have been consistent in persistence and excellence.

**JEREMY VINES**

Fridays are a time to try out different boats and new partnerships, so results revolve around the person rather than the boat and it matters not if he/she be helm or crew. Racing was split into fast and not so fast fleets and into an early and a late series. Steve's magic machine then came up with these results:

### **Early Fast**

- ▶ 1. Harry West
- ▶ 2. Albert Barber
- ▶ 3. Max Tait.

### **Early Slow**

- ▶ 1. Dirk Rogers
- ▶ 2. William McEwen
- ▶ 3. Jonny Rogers
- ▶ 4. Leo Gosling
- ▶ 5. Raffy Seddon
- ▶ 6. Samuel Pontefract.

### **Late Fast**

- ▶ 1. Harry West
- ▶ 2. Max Tait
- ▶ 3. Albert Barber.

### **Late Slow**

- ▶ 1. Dirk Rogers
- ▶ 2. Raffy Seddon
- ▶ 3. Jonny Rogers
- ▶ 4. Joanna MacAlister
- ▶ 5. Emma Breese
- ▶ 6. Nia Mecklenburgh.





# Royal Lyminster Yacht Club

## A WORLD CLASS CHAMPIONSHIP VENUE

**Founded a century ago, Royal Lyminster Yacht Club has been welcoming sailors for major championships and regattas for decades.**

Situated in a stunning riverside location with easy access to the Solent and beyond to Christchurch Bay, the Royal Lyminster Yacht Club is one of the world's finest yacht clubs. Sailing is possible at all stages of the tide throughout the year.

The Club is highly experienced at hosting events, including International and National Championships, Open Regattas and Grand Prix. Our dedicated team of full time staff, supported by a team of experienced volunteers, will assist you in organising your event both on and off the water, ensuring every element of your event meets your exact requirements.

### ***Our excellent facilities include:***

- ▶ Our Clubhouse, including our popular bar and restaurant, is open seven days a week.
- ▶ A rooftop bar, with fantastic views across the Solent to the Isle of Wight
- ▶ Bar and restaurant within the club, which can accommodate up to 170 people
- ▶ Private rooms upstairs for social functions (catering available)
- ▶ Changing rooms and showers
- ▶ Large rooms next to the pontoon for race meetings, training and briefings

### ***We provide first-class race management:***

- ▶ Qualified Race Officers and on the water Race Management
- ▶ A variety of course types can be set - from conventional beat-run-beat to round-the-cans, using both laid and fixed marks
- ▶ Sail in West Solent waters or Christchurch Bay
- ▶ National and International Judges for protest hearings
- ▶ Online entry system, with the club taking payment and administering the race entries
- ▶ Race results posted online
- ▶ Race documentation provided
- ▶ Committee, support and safety boats provided (subject to availability)
- ▶ Support from RLYMYC Sailing Team and our resident boatmen
- ▶ Accommodation for you and your boat:
- ▶ Convenient berthing options near to the club and the slipway
- ▶ A large public car park in front of the building
- ▶ A wide range of local accommodation within walking distance from the Club, including boutique hotels, self catering accommodation, B&Bs & Camping.



**For more information, see [rlymyc.org.uk/sailingevent](http://rlymyc.org.uk/sailingevent) or contact our Sailing Manager on [sail@rlymyc.org.uk](mailto:sail@rlymyc.org.uk)**

SCAN TO FIND OUT MORE:



# RLymYC Social Report

The first half of 2021 seems a long way away now and while we may not recall that third lockdown with affection, what is worth remembering is that the Club made remarkable efforts during this time to keep their Club Members busy, fed, entertained and in contact with each other via different activities.

Many new members joined this year, which is very optimistic for the Club's future. One such is Mike - "Having left the Island a while ago, I was keen to join a local club and get involved in race management again. I was not disappointed and was quickly included within the race teams for the XODs and Nordic Folkboats. Great fun and a chance to meet some really nice, skilled and interesting Members. I'm looking forward to the start of the season!"

Fellow new Member Can agrees: "I joined the RLymYC with some reticence as "Yacht Club" sounds awfully stuffy. How wrong could I be? I could not have imagined a friendlier bunch of folks ... the care and empathy shown towards a novice was and continues to be greatly appreciated. The more experienced Members are very willing and able to imbue their experience of years on the water to a bumbling but keen sailor (PB2 level notwithstanding). I love the ambiance of the place and the staff are friendly and eager to please. It feels like folks are happy to be there and

who could blame anyone for feeling that way!"

Off the water the combination of Zoom and the Mosimann's takeaway and home delivery menu service enabled us to share some very welcome social occasions while the Club was temporarily closed and the weather horrible.

An early "date" was Valentines Night, with a record number of tickets sold. A delicious four course meal was supplied, with simple instructions for serving, giving us the excuse to spoil ourselves and tempt us out of leisure-wear. There were some beautifully dressed guests and tables, some candlelit and a live jazz singer accompanied our dining in experience.

Several Afternoon teas and Quizzes followed, including a mouth-watering Mother's Day lunch and a special Easter tea, which many folk collected and took with them for an impromptu picnic as the sun finally came out to play.

Zoom Coffee mornings and Happy Hour continued from January through till May.

Joy summed up the Friday ladies' yoga class with these words: "Katy, you have brought us comfort, fitness, friendship, humour and peace of mind over this last year". You can see a photo of some of the group as they "swapped Christmas Jumpers for Charity" at the end of the year.

Clive mentioned: "Mens' Friday morning yoga with Dawn Wade has



been enthusiastically supported by Members with a shared wish not to let advancing years limit mobility and to be able to continue to wind that winch. The star of the show

during lockdown Zoom classes was yoga organiser Mark Harris' dog Frankie who followed the "down dog" routine with particular interest. The yoga class has been a success and thanks are due to our yogi, Dawn, for her patience, good humour and great yoga knowledge". Dawn also runs a Monday morning class for all at the Club at 9.30.



We have two cycling groups, known as "Wheelies" with different levels of ability, referred to on our website as "Hardcore" and "Relaxed". The New Forest is a beautiful place to cycle In



and the routes vary so no-one gets bored. Why not join in at a pace to suit you, whether on leg power or electric power or a bit of both?

Jose Nieves continued to host Art Group sessions on Thursday afternoons, where people can work quietly on their art projects in company, followed by a drink in the bar. She organised the splendid Annual Art Exhibition with a Centenary theme and you can see the three winning entries here as voted by the membership, together with the Commodore's choice. All the pictures were available to view online for those unable to visit the Club.

Book Club continued to meet on the first Monday afternoon of the month, where Carolyn Trimming has again selected a varied list of books for reading. Amongst the titles chosen this year were *The Personal Librarian*, *The Last Bookshop*, *The Dictionary of Lost Words*, *The Lost Apothecary* and two classics; *The Tenant of Wildfell Hall* and *A Town Like Alice*, which prompted some lively discussions in a friendly atmosphere.

Our Club relies on and values Club Members giving up their time and talent to make the Club a richer place for all. It is one of our strengths.

Judy Ruffell has organised the very popular Bridge Supper Evenings on Monday Nights at the Club for many a year until lockdown and reduced opening times at the Club interrupted this so rudely in 2021. Marilyn and Geoff Holmes took up the challenge of bringing bridge competitions online so Monday nights could continue in a different format. A sharp learning curve for all and thoroughly enjoyable and sociable. Players could chat between rounds, plus review their bidding and playing separately later. Bridge lessons with Philippa Bateman are ongoing at the Club on Mondays for those wishing to start or improve their bridge.

Shireen Crowe arranged for Lionel de Rothschild of Exbury Gardens to speak at our Annual Ladies lunch in October and arranged for guests to

receive a discount voucher for a future visit to the gardens. A popular choice as tickets sales were the highest for years. One new Member who joined "at a very strange time in the spring of 2021" had this to say: "I must admit to feeling a tad nervous at the prospect of rubbing shoulders with some of the very well-established lady Members, but if you don't give things a go you'll never know! Supplied with cuttings from Exbury Gardens provided by the guest speaker, we created simple flower arrangements, large and small, to adorn the tables and halls. Not only was it great fun but I really felt I'd contributed to the success of the event, and met some smashing people in the process. Here's to the next one!"



All agreed the tables were beautifully decorated. Lionel was a charming speaker who spoke about the history of the gardens with interesting anecdotes about his family, illustrating his talk with some magnificent photographs. We hope to organise a trip to the gardens next year.

The flower team, led by Elizabeth Andrews, again lifted our spirits by putting on the colourful and artistic floral arrangements displayed upstairs and downstairs in the Club each week. A delight to behold.

Our staff soldiered on valiantly in difficult circumstances, supporting the events we were able to put on, having to adapt swiftly to keep in line with ever changing regulations and their own circumstances. Thanks to the social committee too and though not all events planned for the year were possible, we have fingers crossed for

the return of a full programme in 2022.

The Laying Up Supper went ahead in October and resulted in record numbers yet again to see "Comedy Dining with Fools and Fawltly Towers" at the Club. Something different to the traditional supper and disco, but keeping the same element of fun, with actors providing live entertainment to fit the theme. This was accompanied by a first class three course dinner.

Vince Sutherland's popular quizzes continued at the Club and via Zoom, with Gillian Poole's help, when Covid rules changed. We discovered we could put teams into different breakout "rooms" where they could discuss answers and then be whisked back to the main "room" for more questions. It was just like being in *The Matrix* film. Peter Bell hosted and caused much merriment when he managed to temporarily lose the teams on the initial whisk. Vince declared this the best part of the quiz

Early December brought a favourite - the Christmas Party - with the usual mix of Vince's picture quiz and a rousing disco at the end, with everyone enjoying the first Christmas dinner of the season. Christmas goodies were available to purchase too.

The Christmas decorations went up and down as usual accompanied by the work and good cheer of a happy bunch of volunteers, who went up and down ladders and made the task a very sociable event. One such volunteer, Kate, who joined in December, made this comment: "I am delighted to join the Royal Lymington Yacht Club. I have visited the Club over the years but since moving to Lymington it is certainly the best place to get involved both on and off the water. I have signed up to the Race Team Training - after many years I may at long last acquire a bit of knowledge! The clubhouse is in such an excellent position and a great place to entertain friends. I have been made to feel very welcome despite being one of the newest members."

**MARY BELL**

# Burns Nicht at RLymYC

We had planned our annual Burns Night for the 22<sup>nd</sup> which fell on a Friday – ideal for partying and dancing into the weekend.

Unfortunately Covid interfered and all our plans were changed. We could not meet at the club so the Piper and the Ceilidh had to be cancelled, BUT surely we could provide the core of a Burns Night to the Members. No miserable “cancelling” with the Burns Night team. The catering team, which had only just started their contract in the preceding November, were happy to provide a cook-and-serve-your-own Burns Night meal and to deliver it to the sixty odd ticket holders that had signed up. So at 1900 hrs on 22<sup>nd</sup> we had a massive Zoom party with 40 households logged in, all with their dinner ready in front of them.



The Laird (Ian) massacred the Haggis with his Sgian Dhub in traditional style, we then had a small presentation on the joys of whisky, followed by the famous Burns poem “Tam O’Shanter” delivered in a very amusing manner by Emma and Stuart. This was reprised



with additions from the previous year. Ian recited the immortal memory and after dessert Peter and Mary Bell gave the toast to the “Laddies and Lassies”.



It can be very strange reciting to a camera unable to hear your audience laugh at the embedded jokes (we had feedback problems, my computer is not a recording studio) – but we gritted our Scottish teeth and powered on. The feedback from participants we received was very favourable, so after all of the Members went away, the Burns Night team shared a convivial whisky (or red wine) and went to bed – later.

We have no idea as we go to press whether we will be able to hold Burns Night at the Club this year as the Omicron variant runs rampant

through the population of Lymington, along with other towns in England (and Scotland), but we are planning to do so. If we cannot meet in person we have shown it can be done on Zoom, Watch this space and “Slainte Mhath”

PETER BELL





# Royal Lymington Yacht Club

VENUE FOR HIRE



## OUR CLUBHOUSE SITS ON THE BANK OF THE LYMINGTON RIVER, WITH STUNNING VIEWS TOWARDS THE SOLENT, MAKING IT THE PERFECT VENUE FOR YOUR EVENT.

An outstanding venue, RLYMyc has much to offer sailors and non-sailors alike. The stunning views from the clubhouse and versatile facilities make it the perfect location for a wedding reception, social gathering, fundraiser and corporate event, as well as family celebrations.

Our Island Room, Needles Room and Solent Room are available for exclusive hire, providing an intimate atmosphere for lunch or dinner. Our rooms are also well equipped for business meetings and conferences, with audio visual equipment and wifi. A number of room layouts are possible, including theatre style for conferences, classroom and cabaret style for workshops and seminars, boardroom and U-style for board meetings and expo style for exhibitions.

With fresh, locally sourced, homemade food, a reasonably priced bar and a friendly and professional team, RLYMyc is the ideal venue for your event. Choose from an array of catering choices, which include a wide selection of canapés, buffet packages and sit down menus to suit every function. If you would prefer to select your own bespoke menu, our head chef will happily accommodate your every need to ensure that your day is extra special.



**For more information, see [rlymyc.org.uk/venuehire](http://rlymyc.org.uk/venuehire) or contact Gillian Poole on [gillian@rlymyc.org.uk](mailto:gillian@rlymyc.org.uk)**

SCAN TO FIND OUT MORE:



# THE ROYAL LYMINGTON YACHT CLUB

# BULLETIN



## Extracts From Bulletin Spring 1947

### SUMMARY OF WINTER ACTIVITIES

A surprising degree of success has attended the efforts of the Flag Officers, Committee and Secretary to achieve the aims outlined in the previous Bulletin.

They have waded into a morass of controls and regulations, and have emerged triumphantly with armfuls of permits which have allowed of the following activities:-

- a) The Club is now open in the summer months until 10pm.
- b) A catering licence has been granted, a caterer has been obtained and teas lunches and snacks are now in supply.
- c) Permits have been obtained for the completion of repairs to the slipway, the erosion of the fore-court and the external panting of the Club.

Encouraged by this success a gang of local members headed by the Vice-Commodore and ably assisted by the Club Boatman, carried out a frontal attack on a walled partition which collapsed into a heap of rubble, and presently emerged as an up-to-date bar with all modern conveniences including a fluorescent lighting effect which is reputed to have caused the Club Steward to resort to the club make-up box.

Another benefactor found gin in modest but regular quantities, while yet another has promised to paint a fresco to complete the whole thing.

Two successful dances were held during the winter, and the highlight of the season was a series of lectures and discussions on sailing matters which proved to be very popular. People with distinguished names in the sailing world were kind enough to come and talk, and the measure of popularity lay in the steady increase of attendance as the series progressed.

### 1947 SEASON

The season opened with the Annual General Meeting which was well attended.

In the course of a comprehensive survey of the club the Commodore laid stress on points which he considered needed especial attention.

1. The Regatta Fund. The main object of a Yacht Club must always be to encourage all forms of sailing. Yacht Racing is a particularly important part of their activities and provides entertainment not only for those taking part but also for spectators. In the past only a small proportion of Members have subscribed to the Regatta Fund. If everyone gave something this fund would not be as it always has been, obliged to borrow from Club funds. The support of all Members is invited. Small donations are no less popular than large ones but the givers may not look at it that way. A box therefore, will be provided for the use of those who wish to give anonymously. It will be placed conveniently by the Bar.
2. The Club finances are healthy but the Club's commitments are not likely to be reduced in view of the progressive nature of its policy. A larger membership is therefore desirable. The present membership is 520 (compared to 456 last year.) A Target figure of 800 was suggested by the Commodore who emphasised the importance of getting Members of the right type in order that the present atmosphere of the club should not be changed.
3. The Commodore concluded with a tribute to the work and enthusiasm of the Secretary whose efforts have been so largely instrumental in putting the Club on its feet.

### RACING

A series of Handicap races for cruising yachts open to all comers has taken place. These races have proved to have been very popular.

### CLASS RACING

Regular Saturday races for the "L," "X," "C," and Handicap classes began on 24th May. It is hoped that owners will support these races as much as possible.

The River classes require no such encouragement. Races for Prams and Sharpies have been in full swing since Easter and the number of these vessels continues to increase and multiply.

The club has purchased three Lympington Prams and is hiring them to members. There is a steady demand for these boats.

Owing to the generous action of a Member a motor boat has been loaned to the Club for the purpose of providing additional amenities for all the yacht owners.

An additional Boatman has been engaged for the Summer months.

### REGATTAS

The Regatta will be held on Monday and Tuesday, August 18th-19th, and will be followed on Wednesday by the Lympington Town Regatta with which the Club is always closely associated. Three days racing at Yarmouth will follow, and the week will be concluded with the Round the Wight (Night) Race for cruising yachts.

A Grand Regatta Ball will be held on Friday, 22nd August. Superior attractions in the way of a Dance Orchestra with Mr Sim Grossman in personal attendance, and special catering arrangements justify this rather high sounding title. Of course the tickets will be a little more expensive for the same reason.

### OTHER ITEMS

"Cadet" Members. This is a very new category to allow young sailing enthusiasts whose parents are not Members to join without entrance fee.

Royal Solent Yacht Club, Yarmouth. This club enjoys full reciprocity with our own during the 1947 season.

Policy for the Future.

The erection of a third storey and the provision thereby of additional quarters has not been forgotten but must necessarily await the dawn of a new era.

A special Committee is investigating the possibility of providing additional mooring and landing facilities at the Club House by the provision of a pontoon at the end of the fore-court.

The Flag Officers and Committee are watching closely the negotiations between the Town River Committee and the Southern Railway on the subject of Steamer Traffic in the Lympington River.





Royal Lymington Yacht Club

1922 - 2022

PARTY LIKE IT'S 1922!



# CENTENARY PARTY

Saturday 3<sup>rd</sup> September

1900 to midnight

A late night full of  
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## CLUB SPONSORS

*The Royal Lyminster Yacht Club would like to thank these companies who have been proud to support us this year:*



## RECIPROCAL CLUBS

*The clubs shown below offer reciprocal facilities to members of the Royal Lyminster Yacht Club:*

- ▶ Parkstone Yacht Club
- ▶ Royal Cornwall Yacht Club
- ▶ Royal Dart Yacht Club
- ▶ Royal Dorset Yacht Club
- ▶ Royal Fowey Yacht Club
- ▶ Royal London Yacht Club
- ▶ Royal Motor Yacht Club
- ▶ Royal Naval and Royal Albert Yacht Club
- ▶ Royal Norfolk and Suffolk Yacht Club
- ▶ Royal Northern and Clyde Yacht Club
- ▶ Royal Solent Yacht Club
- ▶ Royal Southampton Yacht Club
- ▶ Royal Southern Yacht Club
- ▶ Royal Welsh Yacht Club
- ▶ Royal Western Yacht Club of England

- ▶ Royal Cruising Club (whilst cruising)
- ▶ Army Sailing Association (whilst sailing)
- ▶ Royal Air Force Sailing Association (whilst sailing)
- ▶ Royal Naval Sailing Association (whilst sailing)

### Europe:

- ▶ Club Nautique de la Hougue, France
- ▶ La Societe des Regates du Havre, France
- ▶ Royal Belgian Yacht Club
- ▶ Royal Netherlands Yacht Club
- ▶ Yacht Club de France
- ▶ Royal Malta Yacht Club
- ▶ Royal St George Yacht Club, Ireland

### Asia:

- ▶ Republic of Singapore Yacht Club
- ▶ Royal Bombay Yacht Club
- ▶ Royal Hong Kong Yacht Club
- ▶ Dubai Offshore Sailing Club
- ▶ Royal Varuna Yacht Club, Thailand

### America:

- ▶ Nassau Yacht Club, Bahamas
- ▶ Royal Bermuda Yacht Club
- ▶ Royal Victoria Yacht Club, Canada

### Oceania:

- ▶ Cruising Yacht Club of South Australia
- ▶ Royal New Zealand Yacht Squadron
- ▶ Royal Port Nicholson Yacht Club (New Zealand)
- ▶ Royal Yacht Club of Victoria, Australia

## MEMBER BENEFITS

*As a Member of Royal Lyminster Yacht Club you'll enjoy an exclusive range of benefits and discounts at a number of businesses. Discounts will be applied on presentation of your RLYMYC membership card.*

**Full details at [Rlymyc.org.uk/member-benefits](http://Rlymyc.org.uk/member-benefits)**

- ▶ BodyBest Chiropractic
- ▶ Buchanan's Jewellers of Lyminster
- ▶ Crew Clothing Lyminster
- ▶ EatPIZZA Lyminster
- ▶ Freedom Leisure
- ▶ Joules Clothing Lyminster
- ▶ Kew Electrical
- ▶ Port Chantereyne, Cherbourg
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- ▶ Yachtmail Chandlery Lyminster



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*We look forward to welcoming you in 2022*

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