



Pottership

THE ROYAL LYNGBY YACHT CLUB MAGAZINE

H35

GBR

RS177

GBR

7712R

Zanafa

Club's Experts
Build Prada
and Leopard 2000

Young Sailor of The Year
- Nick Thompson

Club Information
- centre pull out section

COMMODORE'S LETTER



TWO DOWN - ONE TO GO

I have found the last two years most rewarding having been so ably helped, or lead, by a very enthusiastic and competent committee and hard working Flag Officers, in ensuring that the ever changing nature of the Club continues to meet with the approval of most of our members.

It is perhaps pertinent to remember that our Rules charge the General Committee with the responsibility to manage the affairs of the Club and I hope that the members of that committee, the large majority of whom were new to it when they joined two years ago, have come to feel how important their influence is in Club affairs.

Where are we going in the 21st century? Our membership continues to flourish as, although inevitably we lose our more elderly members, they are rapidly replaced by younger ones. We must, I believe, continue to ensure that we limit our intake to those who are not only actively involved in yachting but who are also prepared to respect the way of club life, where all members should be amenable to reasonable behaviour both in the club and on the water. We are not a Society or Association that happily takes in anyone provided they are willing to pay. Our constant limitation in the club house is space available for all the activities that go on, be it race briefings, lectures, tuition sessions, committee meetings or social occasions; at which latter events we are presently limited by space to less than 5% of our membership. If we can reach agreement over the expansion of our premises we will be able to accommodate our members more satisfactorily and easily fit in the social side of our many sailing events.

May I wish all members a happy and successful year.

Gordon Simpson Commodore

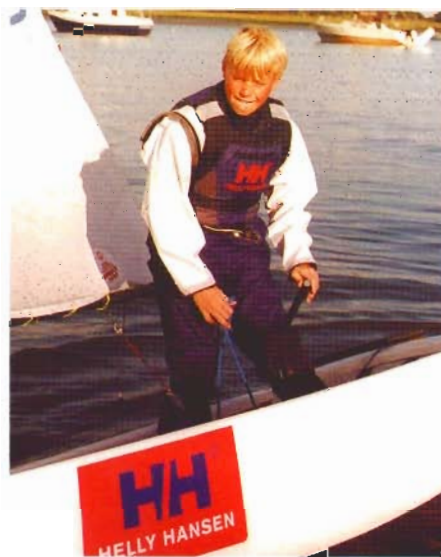
CLUB MEMBERS

Nick Thompson Junior Yachtsman of the Year

He writes.. 'On Friday 7th January 2000 my Dad and I drove from Lymington to the Millennium London Boat Show at Earls Court. When we arrived we found our way to the press office, where I met up with some of the other finalists. Then we were taken down stairs to the main stage in the middle of the huge pool full of luxury yachts, for the first of many photo shoots with the other finalists. After this I had another photo taken in - guess what - an oppie!

It was now time for the evening festivities to commence! Hailing a London taxicab, it was off to the Park Lane Hilton where the great names in the boating world were gathering for B.T./M.D.L. British Nautical awards. In the grand ballroom, the people on our table were all rooting for me, and that gave me some confidence. Then started the awards ceremony. It was a bit like how you'd imagine the Oscars to be - They showed a short video clip of each of the finalists and then the envelope was opened and the winner announced.

Now it was time for the sailors. First up was the WS Atkins Inshore Yachtsman of the Year which went to Ben Ainslie. Then, the Challenge Business Offshore Yachtsman of the Year went to Adrian Stead for his outstanding performance in



the Admiral's Cup.

After a long nervous wait it was time for the Young Sailor of the Year. I did not know who would win as I had such great competition from Bonnie Holt and Andrew Walsh, both great Laser sailors and Robby Swift whose video clip of freestyle wave jumping put me to shame. Pete Goss announced the overall winner to be me - a complete shock, but I pulled myself together and went up to receive my award; Pete Goss handed me the trophy and I turned and faced the crowd. It seemed as though I was standing there for ages but just before I left the stage they handed me a large cheque for £1000.

A NEW REAR COMMODORE SAILING AND FOUR NEW GENERAL COMMITTEE MEMBERS WERE ELECTED AT THE AGM

Rear Commodore Sailing
JOHN BENCE

John sails Box Clever and Chatterbox



JANE BRETT

Jane sails Cygnet of Lymington

RORY PATON

Rory helms Fireflies, XODs and South Haze



HIT THE HEADLINES ♦ ♦ ♦

Olympic 2000 - Sydney

John Doerr has been selected as Chairman of the Rules Committee.

Nick Rogers is tipped to qualify for the 470 class.

Heavy Weather Sailing

Peter Bruce updates Heavy Weather Sailing



Lord Mayor

Clive Martin, an active club member, is Lord Mayor of the City of London

America's Cup 2000

Prada - Club expertise The Italian Yacht Prada won the Louis Vuitton Cup to become a challenger for the America's Cup, sailed against New Zealand. The Prada challenge mounted by Patrizio Bertelli, head of the Prada fashion house, chose the Lymington firm of Green Marine to build the yacht. Green Marine, founded by Club Members Bill Green and Ian King, had to set up a boat yard at Grosseto, midway between Pisa and Rome, to comply with the America's Cup rule that yachts have to be built in the challenging country. Two boats were completed in May last year, giving time for crew preparation and the selection of the fastest boat. Green



The Italian Yacht Prada built by Green Marine won the Louis Vuitton Cup

Marine's 30 Lymington employees have since returned to work on Ocean 2000 at Green Marine's boat yard at Spitfire Quay on the River Itchen. May she also enjoy such successful racing.

International Jury and Umpire team

Two club members, Bill Edgerton and Gordon Stredwick, were selected for the International Jury and Umpire team for the Louis Vuitton Cup and America's Cup, held in Auckland, New Zealand, from October 1999 to February 2000. They were members of a team of 18 from 9 countries, led by Briton Bryan Willis; who formed the onshore juries and umpired the matches on the water. Gordon was there for the first two rounds and then Bill went out for the third and subsequent rounds. Eleven challengers sailed over 200 races for the Louis Vuitton Cup to decide who would challenge Team New Zealand for the America's Cup itself.



Gordon Stredwick and Bill Edgerton (below) - selected for the Jury and Umpire team for the Louis Vuitton Cup and America's Cup,



ADRIAN (ADO) JARDINE
Ado sails Lucrezia & is British J24 Champion

ROD PERRY Rod sails Silver Dawn



Beyond 2000

Since the last issue of Pottership the Annual Sailing and Club Review and the AGM have taken place. At both meetings there was an opportunity to discuss the possible development of the clubhouse and in what direction we should be going to project us successfully into the 21st century.

At the AGM there was a consensus that although some years ago a clubhouse development project was carried out it was time to take another look to the future. Whilst a five year plan has been envisaged it was suggested at the meeting, and quite rightly so, that we should be looking further ahead than five years. This will be taken into account.

The Strategy Sub Committees next task is to progress the feasibility study based on the input of ideas that have been submitted so far. A fair number of valuable suggestions have been received but it is, never the less, disappointing that the response has been thin.

Now that the age for Full Membership has been reduced to 18, with a reduced subscription for the 21 to 24 full membership category, and the Family Unit can continue until 25 it is hoped that our younger membership, as well as the more established, will feel that they have an important part to play in the Club's future.

Comments, criticisms and ideas are always welcome, particularly where changes or modernisation, such as the dress code experiment are being put to the proof.

Andrew Tyrell
Vice Commodore



The Club presently supports four sections of Junior Sailing: The Optimist Class, Cadet Class, Youth Classes (Laser and 420) and Wednesday Sailing. The first three provide race training and support up to the level where Intermediate National Squad training takes over.

Wednesday Sailing is the starting point for many youngsters, (members and non-members), in their grounding for our sport. The Cadet membership scheme helps to broaden the opportunities further.

Latterly, Juniors have achieved measurable success in Team Racing, and this is another aspect of racing that will give sailors enjoyment and tactical challenge throughout their sailing careers. Any support to develop this side will be welcome.

All is not directed to racing, however. The various cruises, barbecues and passage races are important social elements that any Club Section requires.

Our Juniors enjoy first class facilities and infrastructure in which to learn. Enthusiastic and well organised Class sections, are supported by parents at all levels. Our appointment as a RYA Champion Club, last summer, justly reflects this and our aim must be for excellence. I hope to pursue the development of the infrastructure, facilities and opportunities that we are able to offer our Junior Section, including those, such as Team Racing that will offer continuity for the Juniors beyond the age of 18.

Finally, when you see a group of Oppies or Cadets, training near the mouth of the River in twenty knots of wind (against tide), or a nervous beginner going single handed for the first time on a Wednesday afternoon - pause for a moment to think of the challenges facing those helms and crews at that time. They range from exhilaration in some, to terror in others - it's not all fun for all of them all of the time. But they have the opportunity and the support, and they all achieve.

Be proud of them!

Robert Weguelin

OARSOME PERFORMANCE WINS PETER ANDREA TROPHY FOR RUPERT STOCK



Full story in the frostbite section on next page



YOUTH FLEET LASER RADIALS AND 420s

1999 The First Year - A great success with up to 12 registered Laser Radial sailors. Disappointing on the 420 front with only one boat for the first half of the season - come on all you 420 sailors - where are you?

Our youth sailors, in open meetings and championships at other clubs, achieved great success. Special mention should be made of Dominic Hutton & Luke Cross in Lasers and Jemima Marshall in 420s. Jemima sailed in the 420 Worlds in Finland. Dominic currently lies first and Luke third on the Laser Radial Junior Ladder.

Sunday afternoon Laser training was well attended with Simon Wergan being a real star in running the Sunday training sessions. All the children, at whatever level, appreciated his expertise, which led to them all improving over the season.



The season ahead - 2000 - looks very exciting with numbers expected to increase with a number of children moving out of both the Cadet and Oppie fleets. Saturday afternoon racing will be tightened up and will be far more competitive.

We will be organising training sessions, in association with the RYA and capitalise on our status as a Championship Club.

What for the future - once the numbers have increased to an acceptable level we should look to running our own open meetings and qualifiers. We have already been asked by the Laser Association but have rejected it for year 2000 as we are currently not able to support the expected number of attendees.

Encourage friends to come and join us - let's aim to double our numbers.

Wishing you all well for the coming season - good weather and lots of fun.

Miles Butler

Wednesday Sailing Matters

Jenny Wilson writes: Time rolls on and the planning has started for the coming season which commences on April 12th - before Easter this year as Easter is so late. We are always pleased to welcome new volunteers to Wednesday Junior Sailing, and we need more assistance.

Rowing - It is hard work teaching rowing all afternoon and we could really do with a few more rowers to swell the ranks and make these sessions shorter. You would not have to row all the time, there would also be opportunities to go sailing to try crewing a safety boat or to help on the pontoons with rigging, knot tying etc.

Dinghy sailors - We have a beautiful Wayfarer World, which doesn't get sailed very often, because of insufficient experienced helms.

Safety boats - Come along and go out as an observer with the other crews for a few weeks and learn how to assist our young sailors.



Helpers onshore - introduce a friend. Parents of children who sail, come along when your children do and get involved.

If you think you would like to join us or know someone else who might, please give me a ring on 01590 679877 or drop a note in my pigeon hole at the club. The Safety Briefing in the Library is on Wednesday 5th April at 2.00 pm. Come along and listen in to see if it appeals to you, with no obligation.

Grandparents - your grandchildren are very welcome to join in WJS even if they have only come to stay for a week or two. As long as they are between the ages of 8 and 18, we will provide buoyancy aids and do our best to give them a good time from 2-4 pm and 4-6 pm most Wednesdays during the summer and early autumn.

Jenny Wilson
Head of Wednesday Junior Sailing

OPPI'S



In June the Club ran a very successful combined Optimist training and Open Meeting weekend. We had 104 boats at the training day on the Saturday, and 111 boats raced on Sunday; sailing on open tidal water it is very good practice for the National Championships. The Club owned Optimist *Outlaw* has proved a very useful introduction for several sailors, before buying their own boats. The Sunday morning training sessions, Wednesday evenings for the Gold Fleet sailors and the Saturday afternoon points series, all proved very popular with the Optimist fleet (34 sailors).

For the 1999 season there were three Lymington sailors in the Squads, Nick Thompson, Jonathan Marshall and Jonathan Clegg. After the selection trials Jonathan Marshall qualified for the World Team, and Nick Thompson for the European Team.

At the Optimist World Championships in Martinique Jonathan Marshall won two of the races, finishing 14th overall, which is the third best ever GBR result.

At the European Championships held in Greece Nick Thompson won the European title, which is the first time it has been won by a British competitor.

Nieuwpoort Youth Regatta Week: was won by Nick Thompson with Jonathan Marshall coming 17th. At the Irish National Championships Nick Thompson was first and Jonathan Marshall was 5th.

In recognition of his outstanding successes Nick Thompson was awarded The RYA/MDL Young Sailor of the Year Award at the British Nautical Awards 99.

For the 2000 season Nick Thompson is in the National Squad; Bethan Carden, Richard Mason and Melanie Clegg are all in the Intermediate Squad.

During the winter, to keep fit, most of the sailors have been attending circuit training on Saturday afternoons and swim training on Thursday evenings.

Martin Clegg
Head of Optimists



PENGUIN TROPHY RESURRECTED



This Trophy, a silver penguin sitting on a rock, had lain dormant in a loft, having been put away for the war, and only came to light early last year.

The proposal was made that it should be sailed for again over the Christmas period when the Club had no adult dinghy sailing laid on. As a result Wednesday 29th December was chosen.

Roger and Jenny Wilson were unwise enough to show enthusiasm when the event was discussed, which promptly resulted in their being volunteered to both Co-Ordinate and be the Race Officers for the event. They decided upon a very novel plan. They called it Random Pair Two-Boat

Team Racing, as complex and as confusing as the title implies, particularly to sailors recovering from Christmas! However it all worked flawlessly and they must be congratulated on a masterly performance.

Twenty teams turned up at 9 a.m. on an ideal winters day with an adequate breeze from the North. Most of the adults arrived without their glasses to be confronted by pages of complicated rules and instructions. I must admit though we all had a great fun day, remaining happily bewildered and confused throughout the event, topped up by copius quantities of mulled wine and mince pies courtesy of Mary Ann Jardine.

A few were overheard saying, "What fun but I only wish that some of our more prominent members (Sailors and International Judges alike) could learn to obey the rules". Some sailors even tried luffing the Ferry which was not popular and, on a serious note, will need to be heeded next year.

Jane Clegg and Clare Carden were left with the unenviable task of sorting out who was sailing against who and accumulating the points. Well done Nick and Jo Ryley who were 1st overall and Pippa Wilson with Lauren Morrison 2nd, saving the rest of us from a re-sail. I don't suppose we will ever discover what bribe Jane and Clare exacted from them.

Finally, thanks Jenny and Roger, a super way to wash away the cobwebs. One problem; you did so well you have already been volunteered to run it again next Christmas.

Stuart Jardine

Nick & Jo Ryley, the winners comment

As the days shortened and the temperature dropped and the winter winds started to blow and the list of names grew longer one wondered. However once Jo, my daughter, had decide to crew for me there could be no turning back.

We appeared the Michelin like figures on the morning happy to race, but too Christmas stuffed to have a hope of understanding the rules or the sailing order.

A buoy change here, a gear change there and an adjustment for wind and all ran smoothly; I am talking personally here.

This two-boat team racing all comes down to making sure neither, you or your team mate is last. If either one of you is last the other has to attack the competition to make one of them last. Simple really, as long as the others are not too good, the ferry does not get in the way, you do not sail into the club induced wind hole, the tide isn't peeing out, you don't go aground on the start line and you don't get mixed up in another race.

The only way to succeed was lots of luck, a good understanding crew and everybody else to decide they have had enough sailing for one day while one was ahead.

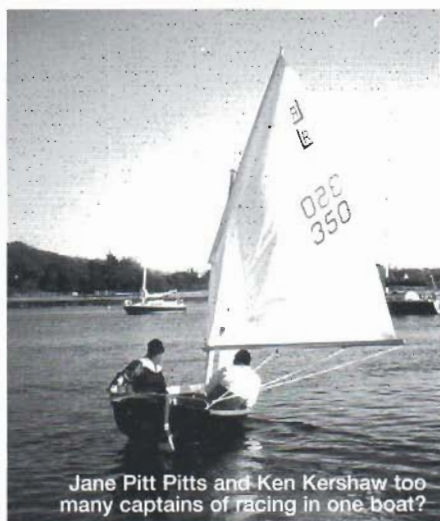
So Jo and I pppppicked up a ppppenguin.

A note from the crew...

I don't know how many of you have experienced sailing in a confined space (e.g. a scow) with a member of your family - but my advice is avoid it. Some of the language floating across the water from the family crewed boats was quite astonishing, inbound not outbound from this boat! Anyway that being said it was a great day and we are looking forward to the battle for the trophy next year.

...and a note from the helm

The language was inbound not outbound from this boat.



Jane Pitt Pitts and Ken Kershaw too many captains of racing in one boat?



Nick & Jo Ryley winners of the trophy

EIGHTEEN JUNIORS SAILED FOR PETER ANDREA TROPHY

Unfortunately Monday 27th December was blessed with not a breath of wind. The race committee postponed as long as was prudent but inevitably were forced into a radical change of format. Rowing races in the Club's red dinghies was hurriedly set up. What an eye opener! It very quickly became obvious that there was likely to be some major upsets to the form book. Many of the hot favourites were showing a complete lack of talent in their rowing abilities. Oh Dear, Oh Dear, the senior fleet were definitely slower than both the junior and middle fleet, despite their size and strength. The seniors were looking decidedly resigned to their fate as the finals approached. What a final; Rupert Stock (junior) and James Thompson (middle) were locked together for most of the race, one never more than a few inches ahead of the other, Rupert finishing a whisker in front at the end, with Ben Paton (middle) and Robyn Stock (junior) very close behind in 3rd and 4th.

Maybe, we should be running Junior Rowing as well as Junior Sailing!! Many thanks to all the volunteers who helped, in particular to Jenny Wilson for the Scows, Robin Markes driving the rescue/buoy laying RIB and Jane Clegg on the scoring and finances, without them the PRO, Stuart Jardine would have been in deep trouble

Stuart Jardine

LASER 4000



GRAND SLAM

Once again over the weekend of the 15th/16th April the Royal Lymington Yacht Club will be playing host to the Laser 4000 Class. The weekend forms part of the four stage *Grand Slam* series with the other events sailed at Stokes Bay, Weston and Draycote Water. The local fleet of Laser 4000s has grown over the past year. Six Royal Lymington boats and several boats from Lymington Town Sailing Club, should complement the fifty visiting boats expected.

COMING SOON



TEAM TALK

Spinnaker Sailing Club, Ringwood, played host to Southampton University's Wessex Winter Warmer team racing event, held in Fireflies and Larks, on February 12th & 13th. A strong entry of 20 teams competed and entries from Ireland and Holland

provided a truly international flavour.

Our team emerged from the initial league with a creditable 6 wins from 9 races to qualify for the quarter-finals against the finely tuned Cambridge University team. A needle match was assured as Luke and Jamie McEwen in the Royal Lymington Team are both Cambridge Old Boys!

Cambridge's practised teamwork proved the undoing of the newly formed Royal Lymington team. After Lymington dominated both of the starts, Cambridge jostled by to take the lead in both of the two races. More practice is required! Spinnaker B went on to win the event

Future events include the European Open at Ringwood in March and the Wilson Trophy, British Open, West Kirby in May.



The Royal Lymington Team
left to right Mark McCafferty, brothers
Jamie and Luke McEwen, Peter Barton,
Emma Evans and Amanda Barron

Below
Spinnaker Sailing Club, the perfect forum
for team racing



PEOPLE NEWS

Tom Horsfall (24) acquired his Yachtmaster Offshore Commercial, having attended UKSA at Cowes in 1996 and did his first Transatlantic delivery to Antigua the same year on Ocean Mermaid (Ocean 75). His second crossing was in 1997, also as a deckhand on *Splendid* (Swan 68), from Mallorca to Antigua. In early 1998, still on *Splendid*, he set off from the Caribbean, through the Panama Canal, across the Pacific to Auckland N. Z. In March 1999 he was promoted to First

Mate on *Splendid* and spent several months exploring the Great Barrier Reef and other Pacific Islands, before returning to Auckland for the Americas Cup. *Splendid* is due to leave Auckland in Mid March for Sardinia. He will only need to sail from Sardinia to Mallorca to have sailed round the World!

James Horsfall

Joanna Burchell writes

Admiral's Cup

Wolf Rock Race, Fastnet Race (two handed and female); as well as these, I've been sailing with Olympian Shirley Robertson on the British girls Match Race

team, and steadily climbing up the ladder of international success. The circuit took the four of us that made up the team to Dubai, Copenhagen, Antibes, Marblehead, St Petersburg in Florida, Annapolis and Italy - all had the pleasure of taking our beer money (and credit cards for the odd shopping spree) on our off days. Supported by RYA funding and BT we trained towards the world championships in Genoa, as number one team in the world; sadly we came fifth.

We are now setting our sights on the 2004 Olympics in Athens, as ISAF has accepted Women's keel boat as a new class.



X CLASS

Bright news mid-winter on the X-front! Two more boats will join us. X105, Blue Phantom is in the hands of Jon Harvey, the 1993 Dart National Champion. She was famous in the Club's fleet in the 50's and 60's and the autumn trophy bears her name. X33, Claire de Lune, has been bought by Ian Burr, well known as the regular crew of Xanthus and Ting How for several years. A list of X-boats for sale was posted in November. Fourteen copies have been taken from the notice board - an exciting indication of interest in the Club's main racing class; echoing the enthusiasm demonstrated by the 114 members who attended our November laying up dinner and prize-giving.

Whilst some regularly at the front of the fleet have numerous National and even Olympic medals at home, the wide range of experience means that there is competition throughout our fleet for all. X-boats themselves last for many decades, and so it seems does the interest and challenge in racing them in our Western Solent waters.

Lady Mary McDonalds' recent passing reminds us of her many years of shared interest with Sir Arthur. They were renowned for racing in the strongest winds, even in their eighties. Joan Braithwaite (a past captain of both our division and of the Class Association) will have all our best wishes for her ninetieth birthday on 27th March.

Our first pre-season event was John Doerrs' talk on the 18th February. Now the RYA's Rules supremo, we count him as one of us. He crowned three Cowes Weeks in X-boats by crewing the overall winning boat in 1985.

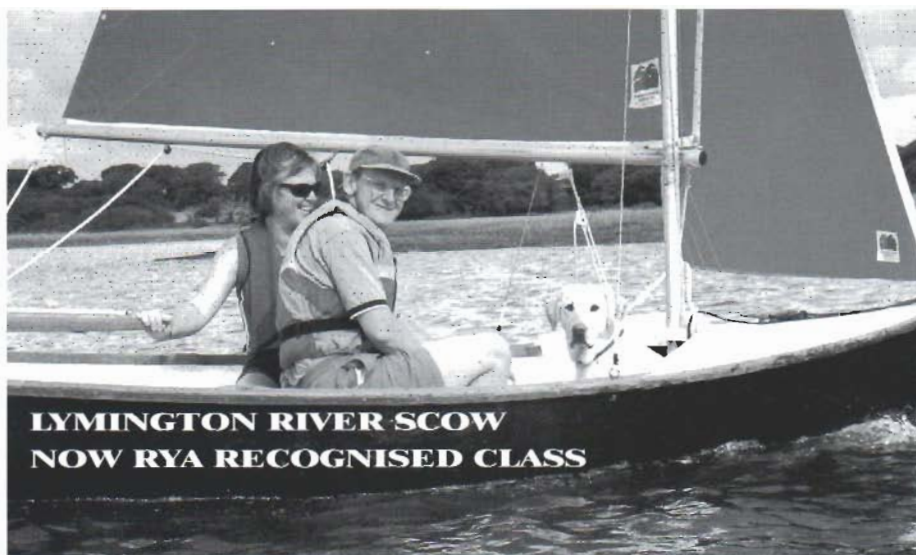
David Markby

RESULTS HIGHLIGHTS

Stuart and Mary Jardine won both the Wednesday and Saturday Points series.

"The backbone of the fleet is not necessarily at the front of it," said David Markby in presenting David Henriques (right) with the Mollymawk Trophy for the most deserving elder statesman in the fleet.

Brothers-in-law Bill Dunsdon and John May won eight cups after three years restoration work on Jewel



Did you sail a Scow as a child? Or perhaps sail a similar dinghy.

Are some of your first memories afloat those of a summer sail to perhaps Hurst; a bracing swim, a picnic in good company followed by a brisk sail home on a freshening breeze with tea and fruit cake on arrival?

Well some things never change. Rallies are just one of many joys on offer from the Club's Scow Division.

Our programme also offers weekly Monday evening racing from April to August; and Thursday morning potters through the lakes from May to September. The annual Scow figure of Eight Race Race round Pylewell and Oxeys Islands

held on a midsummer Saturday always draws a large fleet. In addition this year we will be running Team Race training, on two evenings, each with four short races and prize giving on the night and three evenings on the water workshops and an end of season competition.

All of this is supplemented by a series of winter lectures and winter walks.

If you have been tempted to try a Scow, and some of this programme appeals to you, then why not succumb and give me a call on 01590 622807.

Jayne Burchell
Scow Class Captain





00/2 March 2000

Information Sheet

The envelope which you have just opened should have contained the following papers:

- Summer 2000 Programme
- Pottership Spring 2000
- Minutes of the Annual General Meeting held on 12 February 2000
- Membership details as held on the Club computer for you and those for whom you pay the subscription

SAFETY - PROVISION OF SAFETY BOATS AND RESCUE FACILITIES

This is an annual reminder that members should be aware, for themselves and their dependants, that the Club is able to provide rescue facilities only during the hours of official club racing or training, and then only for those registered with and taking part in the activity. At other times, or when an event is cancelled, parents or guardians have sole responsibility for their children and wards and must appreciate that the Club, its officers and staff cannot be expected to exercise supervision or control. As always, adults are responsible for their safety and that of their boat and crew when taking part in an organised Club event, but should also be aware that rescue facilities are not available at other times. Outside planned Club activities there may be no-one in the Clubhouse in a position to be aware of impending or actual emergency on the water, and able to alert the emergency services.

MEMBERSHIP RECORD

Included in this mailing is a separate sheet for you and for each person for whom you pay the subscription showing the record as held on the Club computer. Please make any corrections or additions and return the sheets to us as soon as possible. If all is correct there is no need for a response. However, silence will be taken as assent! This is also the notification required by the Data Protection Act 1998. Information held by the Club on computer or paper record may be used to manage your club member's card account, and to manage the affairs of the Club, including sailing events. It may also be used for the purposes of long-term planning. Personal information will not be disclosed outside the Club and may not be used by members or others for any unauthorised purpose. A copy of the Club's data protection policy is available from the Office.

INTERPRETATION OF RULE 31

It has come to light that some members believe that Rule 31 prohibits a member from entertaining a business acquaintance in the Club. The General Committee accepted that members might not fully appreciate the flexibility afforded by Rule 31, and confirmed the view that the Club is a leisure rather than a business club. However, sensible application of the Rule as currently published does not preclude a member from bringing any guest to the Club, subject to the constraints in Regulation 10. Brief cases and other business impedimenta may be left with Reception or the Steward.

SPONSORSHIP OPPORTUNITIES

Members may not be aware that the Club will always consider proposals for the sponsorship of Club sailing events, and especially the Royal Lymington Cup. Any member with a sponsorship proposal, or who knows of a non-member contact who may be interested in sponsorship, is invited to contact the Secretary

DINGHY PARK

If you have a dinghy park space for 2000 please display clearly both the Harbour Commissioners' and the Club dinghy park stickers. **If you have a dinghy in either dinghy park and have not paid for a space this year please remove the boat IMMEDIATELY.** For regattas we will again be keeping down the cost to competitors by utilising the dinghy parks as much as possible, in part by re-arranging the dinghies there. **If you are not taking part in the Easter Regatta, and you have a dinghy park space, but have wintered your boat elsewhere, we would be grateful if you did not return your boat to the dinghy park until after the Easter Regatta.**

Finally, please ensure that your trolley is not left across the footpath whilst you are afloat. If someone trips over your trolley, you could be legally liable for the consequences of any injury suffered.

DATES TO NOTE

| | |
|-------------|---|
| 25 March | Fitting Out Party: Group 'Trouble in Mind'. Ticket £15.00. (under 18s £10.00) |
| 26 March | Spring Series begins (So does BST!) |
| 3 April | Lecture on the America's Cup Series by Chris Law: list on the Notice Board |
| 12 April | Wednesday Junior Sailing begins. |
| 15-16 April | Spring Cruising Meet Laser 4000 Regatta |
| 17 April. | Monday evening dinghy racing begins |
| 23-25 April | Easter Dinghy Regatta |
| 27 April | Thursday evening keel-boat racing begins. |

Helpers: If you have yet to return your pink 'Helpers' slip (Jan mailing), please do so as soon as possible.

THE BAR - HAPPY HOUR AND SUNDAY BAR HOURS

The last Happy Hour of the Winter will be on Thursday 20 April 2000. Happy Hour will return on the first Thursday in September (7 September 2000). The Bar reopens on Sunday evenings from 1730 on Sunday 26 March.

CLUB TABLE(S)

In the Dining Room and River Room there are tables with 'Club Table' notices on them. These tables are to enable members, in small groups but particularly individuals, to sit together without being thought to encroach on another's space. On occasions, we also set up the Dining Room in 'Club' style, with continuous long tables. This is to give members the opportunity to become acquainted with members whom they may not have met before. The Secretary and Deputy Secretary, if sitting at the Club Table, are fair game if you want to bend the ear of either on some burning issue. Finally, and by way of explanation, you may sometimes see a table with the notice 'Staff'. This is to comply with tax rules which then exclude staff meals from liability to taxation.

NEW YEAR'S DAY BRUNCH

Did you attend the New Year's Day Family brunch? Did you enjoy it? Did you like the format? Would you like it repeated on 1 January 2001? Would you prefer to revert to a formal (or less formal) New Year's Eve function? Please let Rear Commodore House, Jenny Collyer, or any member of the House Committee know your views.

SAILING PUBLICITY OFFICER

The Club needs a volunteer to take on the job of publicity, especially to send out race results to the newspapers and yachting press, and to feed major stories to local radio and TV. If results are to be publicised on the web site, we also need a volunteer familiar with web authoring software, such as MS Frontpage. If you are interested in making a very valuable contribution to your Club in this way please contact Captain of Racing, Rear Commodore Sailing or the Secretary.

RULE CHANGES

Members will see from the minutes of the AGM that the Rule changes proposed by the General Committee were approved. In addition a number of, mainly consequential, changes to the Regulations have also come into effect. The effects on existing members are as follows:

Minimum age for Full membership reduced to 18, but an existing Family member can elect to remain so until the 25th birthday

A Family member seeking election to the General Committee must apply for Full membership no later than close of nominations for the election. (28 days before the AGM)

An applicant for Overseas membership to have been a UK member for at least two full membership years

Except for those currently paying half-yearly, to remove the option of half-yearly payment of subscriptions

Cadet membership (8-16) has been brought within the Rules: Junior membership (12-17) remains.

Copies of the Rules as amended will not be circulated until the Members List is reprinted in Spring 2001. However, if in the meantime a member wishes to have a copy of the Rules or Regulations as amended, please ask the Office.

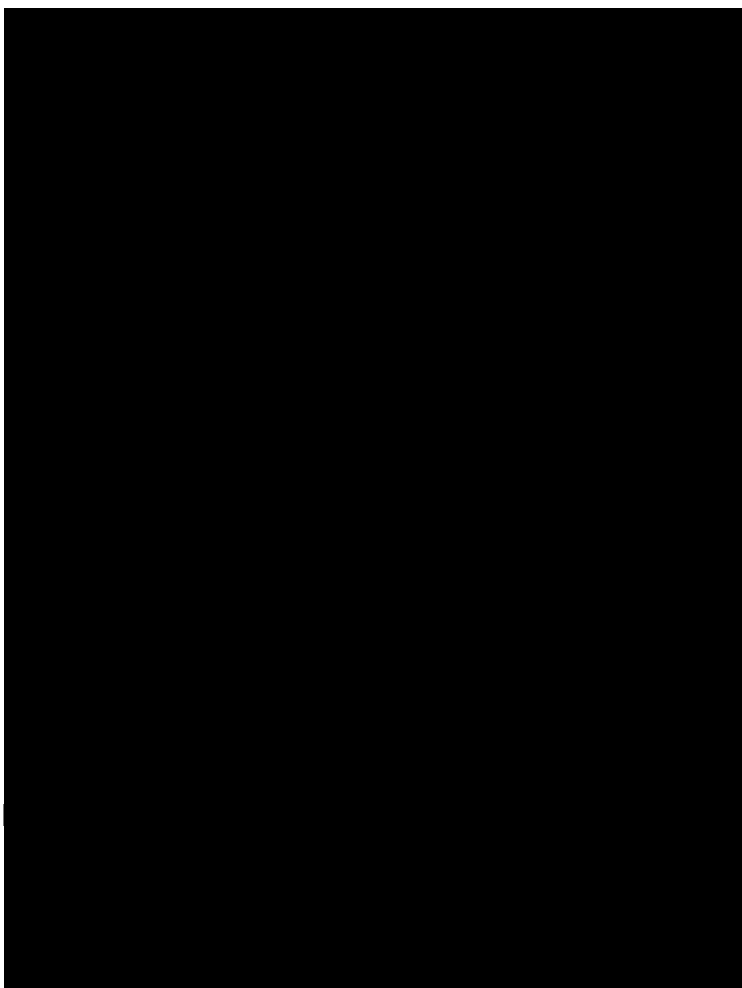
STOP PRESS

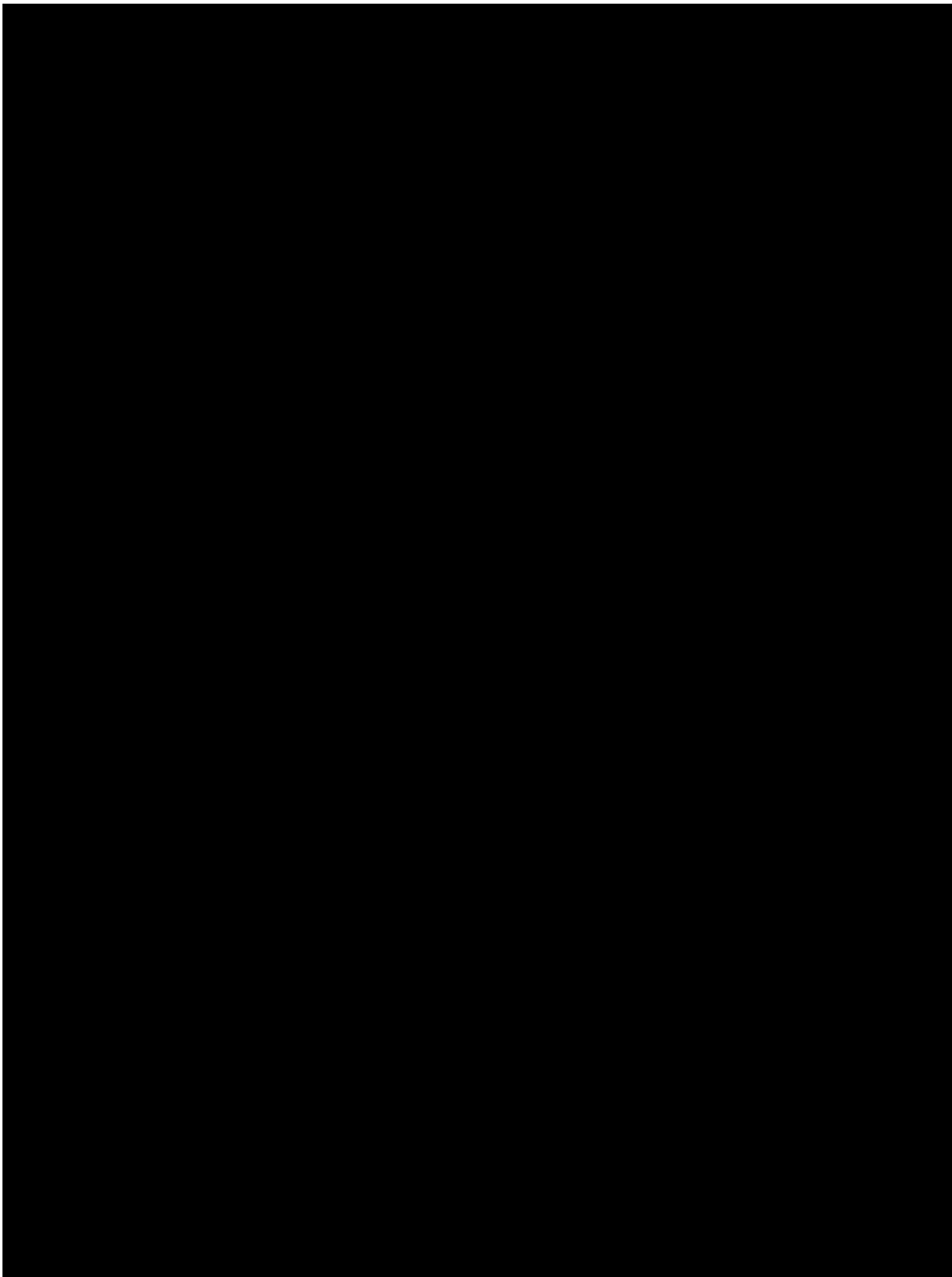
LECTURE ON THE AMERICA'S CUP SERIES

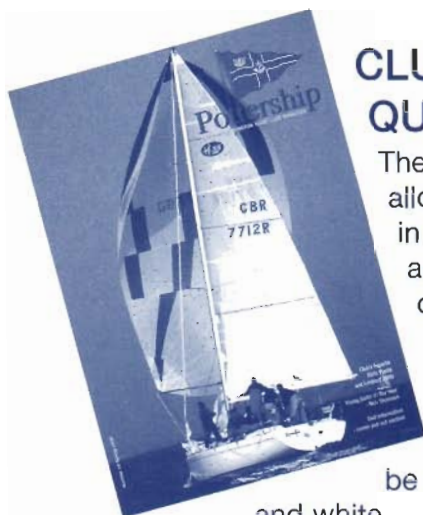
On Monday 3 April at 1830 Chris Law will give a presentation, including a video film, on the recent America's Cup Series sailed in New Zealand. The event was 'big news' in NZ - 3000 spectator craft, 7 hours a day TV coverage and 30,000,000 hits on the web site. Chris is keen that as many members as possible, especially some of our younger sailors, have the opportunity to hear about this exciting event. A restricted supper menu will be available on that evening. There are only about 170 places for the lecture

NEW MEMBERS

We welcome the following members who have joined the Club since 1 September 1999:







CLUB MAGAZINE QUESTIONNAIRE

The budget for Pottership allows for 16 pages, part in colour and part black and white. The wealth of material has meant curtailing some articles and excluding others, whilst colour photographs have to be reproduced in black

and white.

As your new Editor, I would like your comments and guidance. Please take a few minutes to fill in this questionnaire, *tick answers as appropriate and return this sheet to the Club. Thank You*

1 How many years have you been and member of the Club?

Full Member

Family Member

0 - 5

5 - 10

10 - 20

over 20

2 Age group?

0 - 20

20 - 40

40 - 60

over 60

3 Which of the following do you own or sail?

Dinghy

Keelboat

Racer/Cruiser

Sailing cruiser

Motor cruiser

4 How much of Pottership do you read?

All

Some

None

5 Would larger print and use of more space make reading easier?

Yes

No

6 Would you like larger pictures?

Yes

No

7 Would you like to see all pictures in colour?

Yes

No

8 Should the Club allocate more of the Club Funds to produce the magazine?

Yes

No

9 Would you be happy to see advertising in the magazine?

Yes

No

10 Do you think the new members and the nautical world understand the title Pottership?

Yes

No

11 Is the title Pottership, which includes the word 'Potter', the correct name for a dynamic, prestigious Club in this new century. (NB. Major Cyril Potter was a founder member and first Commodore)

Yes

No

12 Please list other items you would like included

13 What are views on this edition of Pottership overall -

Like it

Content/happy with it

Don't like it, why not?

Please return the completed questionnaire to the Club. It can be included with your personal data check sheet.

Trish Saunders
Editor Pottership

CRUISER RACING

In 1998 Peter Scholfield suggested that I was still useful on the back end of a boat for the winter series and so that started my come-back. The boat was an HOD 35 (Humphreys One Design) with which we won the winter series. This may not have been serious racing but there was no doubt as to the potential of the boat and the talent of the skipper. Early in 1999 the owner decided to sell the older Sweden Yacht 38 and purchase a HOD 35. Put it down to male menopause. *Zarafa*, her new name in Arabic meaning the 'lovely one', duly won the spring series and a racing programme was sketched out. The first principle was that the only professional would be Peter Scholfield and be seconded by Simon Oatley of Yacht Solutions for all maintenance and technical work.

One event has to be recalled which gives a feel for the team spirit and the 'ebrouillardise' of those involved. Tuesday morning of Cowes Week, we were lying second in class, sailing close hauled across the Solent opposite Beaulieu River, minding our own business on starboard tack. We had sighted a 44 Class One on

port tack which should have crossed us without trouble but having changed course belatedly, the bow went down the side of *Zarafa*, bringing the rig with it. Imagine the situation - August and therefore all Continental rig makers are closed! As the crew were more or less prepared to go to the Fastnet under jury rig, the Skipper and his minions pulled out all the stops and thanks to the great co-operation of the Rig Shop, a new mast was manufactured and stepped on Friday evening. The electricians managed to refit the instruments whilst North Sails did their bit. Two hours of tuning and a high tea later and the boat took the start for the Fastnet race to win Class Two.

The boat is as outstanding yacht which Rob Humphreys has designed and won the RORC Grenada Goblet, the Championship Trophy

Jaques Delacave

UPDATE Peter Bruce is having an HOD35 built and hopes to have his new Owl up and running for this season



ETCHELLS

The 2001 Etchells World Championships at Lymington are only just over a year away! In case anyone is not already aware the Club will be running the Etchells Worlds in 2001 from 24th August to 3rd September with the racing being held out in Christchurch Bay. This will be an extremely high profile event with many famous yachtsmen attending; names such as Denis Conner, John Bertrand, Peter Gilmour, Dave Curtis, Judd Smith, Ken Read and many other well-known names normally found in an Etchells Worlds entry list. This is an event not to be missed! Entry is through Qualification Series run by the local fleets. It is expected that Lymington will have five or six places and the Lymington Qualification Series does not commence until September this year. There is still, therefore, plenty of time to get an Etchells and have a go !!

Interested? Like to try an Etchells?

Trial sails are available here in Lymington - please contact Fleet Captain, Paul Woodman, on 01590 645055.



FOLKBOATS



- the club's fastest growing class

Maybe you have noticed the growing numbers of the one-design Folkboat class on the start line last year, and are curious as to why they are becoming a popular choice amongst club members, even attracting sailors from other classes. It's probably because the Folkboat provides one-design class racing with good friendly competition at our Club and throughout the Solent. The National and Southern Championships are sailed locally; they are easily crewed by the family, safe in all weathers (almost all!! several Club members did try a destruction test in the Winter Series), easy and economic to maintain and generally a pleasure to own and sail.

The fleet has increased within three years from a mere half a dozen to well over twenty, and two more are expected to join the fleet this season. Apart from the usual club racing the Folkboats have a separate racing programme throughout the season with afternoon races from May to September and a full social programme, including cruising rallies. What more could you want from your sailing at Lymington.

The Class Captain is Rachel Nuding, contact her on 01590 673212 or for the national view contact the Class Association secretary Peter Ament on 01672 841247 or take a look at the Website: www.rvworld.com/folkboats for a taste of the Folkboat way of life.

Tony Blachford



Here we are at the beginning of February (as I write), the sun is shining on the water, and I have already seen members collecting outboards from the shed and youngsters launching dinghies from the slipway. Clearly a new sailing season is approaching. The burning issue of the moment seems to be that some members are not sure what support they can look for from the Club's team of Boatmen. We will soon have available, a note which members can collect from the reception area in the Clubhouse which will give a lot more detail. However, in summary the boatmen, like all the staff are here to support both formal and informal club activities, in their case the sailing. They are always willing to help, be it a lift in a RIB to a boat on a river mooring, to leave a red dinghy (subject to availability) on a river mooring for a member returning

FROM THE QUARTERDECK

late, or to advise on a minor running repair to a member's boat. However,

please remember that on occasions they may have a prior commitment to support an event on the Club calendar, or to meet a deadline for the maintenance of club boats or waterfront equipment. And if two maroons (or the bleepers on their belts) go off, then stand well clear, because they are all Lifeboatmen as well!

Part 1 Registration - Port of Choice

Following a query by a member we have, with the help of the RYA, confirmed with the Registry of Shipping and Seamen that the Royal Lymington Yacht Club is an exempted club. Consequently a member is exempt from displaying the name of a port of choice on the stern of his boat; however he must display Royal Lymington Yacht Club (or RLymYC)

Ian Gawn Secretary

LONG SERVICE AWARDS TO STAFF

Long service awards were presented to Peter Lowe, thirty years, Margaret Harvey (left), twenty years, Doris Gibbs twenty years, Christine Woolford twenty years.

Michael Webb for technical reasons did not qualify for the long service awards scheme, so was presented with a water feature to mark his long service as Club Catering Contractor and Catering Manager.



SNIPPETS

River Room and Dining Room - Club Tables

An opportunity to meet other members - those not in a group are encouraged to eat at the Club Table.

Beaulieu Boat Jumble Sunday 16 April

Please donate out of date charts and pilot books, less than 10 years old for sale in aid of the RNLI

Contact Jean Whipp-Goode 01590 674764

Club Boatmen tel: 01590 671799

This is a direct line to the boatmans office during normal working hours 0800-1630. If the boatmen are unavailable the call is automatically transferred to the Club office.

Club Wine

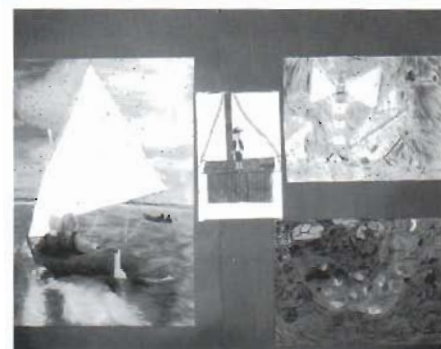
It has been agreed by the House Committee that Members may now purchase Club Wine (only), for consumption away from the Club. Purchases may be made by the case (minimum order 12 bottles) and Members will receive a discount of 10%

Members Art Exhibition

Junior Members had their own theme, Drama at Sea, and pictures were entered by Hannah Snellgrove, Hannah Kemlo, Ben Beach, William Gawn and Alex Ryley.

Mary Follet who has run the exhibition for ten years is handing over to Christina Young. However, Mary and Pam Boxer will be actively involved. Members are invited to exhibit pictures in October 2000. If items are offered for sale a percentage goes to the RNLI.

Last year we raised over £850.



Above. Drama at Sea from the junior entry. Below Walking at Keyhaven by Rachel Long





From the archives

In The Solent 1929

Lymington Regatta on the Western Solent, on July 26th was a very old fixture revived. I enjoyed it as did, I am sure, all visiting yachtsmen. It was here the first of the English cutters were built at Inman's Yard, a hundred years ago. No regatta for first-class yachts has been held at Lymington in modern times, but Major Cyril Potter, the Commodore of the comparatively new Lymington Yacht Club, arranged this fixture with complete success. There is but little water on the river at low tide, but some eighty yachts were anchored in the stream, the big vessels lying off the Lymington Spit Buoy. I believe the club thrives so well now that it has over 400 members. The Berthon Boat Company, or Lymington Shipyard, is close at hand to provide for all the necessities of yachtsmen building, fitting out, repairing, and laying up.

I went up the pretty little tidal river in the launch to the clubhouse when the flag officers entertained us at a charming dinner party in the club. I suppose fifty or sixty

men and women; a smart function, as they say, the beauty and fashion of this part of the county. Mr Herbert Weld, of Lulworth Castle, was dining with the Commodore, and he lent several of the interesting Cups recalling the story of yachting and yacht building in Lymington River.

donated by James Horsfall

Lymington 1932

Lymington is a pretty old town with red houses nudging one another as though in the enjoyment of a good joke. At the waterside the feature of the place is the Old Lymington Shipyard, owned by the Berthon Boat Co. This picturesque yard is equipped with all the latest appliances, including an electric winch which serves many purposes; a long wire leading through fair leads, often out of sight of the winch-man, is capable of hauling out the largest of yachts. This yard is responsible for the very fine West Solent One-Design boats, a large fleet of which race regularly

in the Solent throughout the season. Their cabin accommodation making them more than a racing yacht.

Moorings are unfortunately scarce at Lymington; the Berthon Boat Co. have a few on their frontage, and they have staiths and quays alongside which yachts can lie; but for yachts left for a week or so, berths in soft mud are found, the boats being laid off again ready for the return of their owners.

Mr Dan Brand who builds small boats is also available for repairs and caretaking of yachts. He is to be found near the yacht club where there are moorings laid at the edge of the channel. If moored or anchored in the river, care should be taken to lay-out an anchor and line to the shore as the suction of the ferry steamers is disturbing to yachts, especially at low tide.

The Lymington Yacht Club's premises have been recently enlarged, and the club is very progressive, giving a race for the big classes at the annual regatta, which brings all classes of yachts to Lymington

donated by Richard Head

The ketch Gráinne from the archives



White Heather and Shamrock luffing at the West Ryde Middle Buoy during Lymington Regatta

WEATHER IN SOUTHERN ENGLAND

It appears that, after all, the British climate has regular events that are predictable. This is the message from two researchers who covered a period from 1898 to 1969. Nothing about the British climate is certain. However, this information does seem to have a high degree of probability. If this is true, and the habits of Britain's weather turn out to be repetitive, then this is of great interest to the sailing man.

Here is a precis as it applies to the South of England

APRIL

- 1 - 9 Changeable and uneventful
- 10 - 15 Moderate storms peaking 14th. Wind W to NW. Very cold - particularly nights between 10th to 13th.
- 15 - 22 Sunny and warm with showers and even thunder.
- 22 - 30 Often cold and risk of snow between 23rd to 26th. Weather improves 27th to end of month.

MAY

- 1 - 4 Rising temperatures.
- 5 - 9 Cold period. Wind NW. Day time showers and night frost.
- 10 - 14 Rising temperatures.
- 15 - 19 Storms and cold N winds gusty and strong. Hail, sleet and occasional snow. End of period winds decrease. Severe night frost.
- 19 - 22 Uneventful
- 23 - 31 Fine and warm. Occasional thunder and flooding.

JUNE

- 1 - 7 Changeable 1st to 3rd. Thundery showers. Fresh NW winds 3rd to 5th and passing showers
- 8 - 21 Moderately fine.
- 22 - 30 Normally two to four very hot days but thunderstorms 27th - to 29th.

JULY

- 1 - 8 Unsettled, colder and showery. Some thunderstorms.
- 9 - 25 Sultry and humid. Risk of heavy thunderstorms. Winds S light of moderate.
- 26 - 31 Cooler and wet. SW wind.

AUGUST

- 1 - 8 Unsettled and cooler
- 9 - 14 High average sunshine. Hottest days on average 12th and 13th.
- 15 - 31 Cooler except for 3 hot days in 3rd or 4th weeks. Thunder especially 19th to 22nd and 28th to 29th. Thunder. Settled and warm 20th and 31st.

SEPTEMBER

- 1 - 17 Predominantly dry - particularly first week.
- 17 - 25 Equinoctial gales - peaking 20th. Temperature drops. Early frost.
- 26 - 30 Fine - the "old wives' summer".

OCTOBER

- 1 - 12 Wettest month - 8th being the worst. Stormy 5th to 12th - peaking 8th and 9th. Fall in temperature.
- 13 - 20 Sunny and dry. 'St Luke's Little Summer'. Nights cold and frosty.
- 21 - 30 Stormy and getting colder - peaking 29th - but mild SW wind.

NOVEMBER

- 1 - 4 Break in storm.
- 5 - 13 Stormy, SW wind - milder.
- 15 - 21 Dry but cold with frost and fog at night - peaking 18th to 20th.
- 22 - 29 Stormy and getting colder - peaking 24th to 26th. N to NW wind.

DECEMBER

- 1 - 17 Stormy - peaking 8th to 10th. Colder but few frosts.
- 18 - 24 Dry and cold - coldest 19th - 21st. Night frosts. Some fog.
- 26 - 31 'Post Christmas storm' - peaking 28th

The research ran up to the late 1960s and does not take into account any possible global warming. The last three years have given us late winter and early spring periods and bear no relationship to the above. As usual with weather forecasting it is the weather that has the last laugh.

Richard Head.

With acknowledgement to Mr R Grant & Mr R B M Levick.

Record this season

Will the year 2000 follow the same weather pattern up to 1969, or the differing conditions seen in the last three years. Please make notes in your log and take photographs, then please write your contribution for the follow up in the next issue.

The Needles Relief

Note the date - Saturday 11th December!!!!

Comparisons begin with the Needles Relief. For the yachts racers, a race to Yarmouth via the Needles and for the cruising fleet, RNLI and helicopter demonstrations before proceeding to Yarmouth; for lunch at the R. Solent Y.C. or merrymaking and carols at the various Yarmouth Hostels.

Mac MacDougall reports. The forecast conditions for Saturday's race gave very strong winds, south westerly to westerly from thirty knots to touching forty knots. Cancellation was seriously considered. It was wind with tide, hopefully a smoother sea, although the Solent was seen to be fairly lively. The starters, race proved yachts and crews, well reefed, tackled a shortened course with *Degree of Latitude* (Colin Rowley and his crew) the only yacht to finish. The cruising sailors wisely cancelled their activities, proceeding to Yarmouth by courtesy of Wight Link

ROUND THE WORLD CLIPPER RACE

Richard Horton-Fawkes has returned recently from crewing around the world on board *Ariel*, a Clipper 60, one of seven identical yachts that took part in the Clipper 98/99 Round The World Race, organized by Sir Robin Knox Johnson (first yachtsman to sail round the world alone).

Ariel, skippered by Alex Thomson aged 25 from Gosport in Hampshire, sailed 36,000 nM and won 13 of the 16 races into which the competition was divided, giving her first place overall. The route was west about via Panama, Hawaii, China, Singapore, South Africa and South America taking ten months to complete.

Helen Tew (below) will start Transatlantic 2000 on May 1st which leaves the Solent to cross the Great Circle Route to New York. Her father Cdr R D Graham was the first yachtsman to make an East West crossing via the Great Circle in 1934



photo Jo Mooring Aldridge



Ariel, Clipper number 2 leaving Plymouth

photo John Nash Photography

LUXURY CHARTER RACING

Leopard 2000

Club member, Mike Slade has a new exciting yacht, code-named Leopard 2000, being built for Ocean Marine, his yacht charter company. She will act as a charter super yacht for six guests spending her winters cruising the Caribbean, whilst being available for corporate day charters and sponsored racing (Scandia) in the UK and Europe during the summer season. Mike Slade and his crew already hold the Round the Isle of Wight record, having set it in, 1991 on his earlier charter yacht Ocean Leopard, and then again in 1997 with his 80ft maxi Longobarda. This new high tech 90ft sloop, to be called Leopard of London, is set to challenge the record in June, the Round Britain and Ireland Race in August, the Fastnet and Sydney Hobart classics in 2001.

The builder linked with Mike Slade's charter company Ocean Marine is Green Marine Ltd, the company of our well known members Bill Green and Ian King. She is a composite build of carbon /nomex, bonded and laminated with no screws. To reduce the weight (displacement 38 tonnes) every fitting possible has been remodelled in carbon, and her 90ft x 21ft 6in deck was light enough to be lifted out of the shed by 8 people! Her water ballast system allows 4.2 tonnes of water to be pumped into tanks positioned high in the topsides, the length of the boat, then transfer it from one side of the hull to the other within 90 seconds, each time she tacks. This is equivalent to 50 men sitting on the side of the yacht, which will allow her to maximise her 135 ft carbon fibre fractional rig carrying masthead symmetric spinnakers.

Only in very recent times have advances in technology allowed the build of an outright racing boat fitted out to a very high level for charter work. Owner Mike Slade says of Leopard 2000, "If she matches up to the performance predictions given to us by her designers, then she will soon be claiming a host of sailing records for Britain."



photo Barry Pickhall PPL

Leopard 2000 under construction at Green Marine

ARC

Atlantic Rally for Cruisers

Seven members of The Club left a crowd of 20,000 spectators as they lined the seafront at Las Palmas de Gran Canaria for the start of the annual Atlantic Rally for Cruisers (ARC), Sunday 21st November, as the fleet of 235 yachts set sail for St Lucia. The fleet was the largest ever in the ARC and has broken the existing record for the biggest number of yachts in a trans-ocean event.

A mass of sails filling the line marked the start; as keenly contested as a Club Race but with 2653nm to Rodney Bay Marina! Hurricane Lenny and La Nina combined to interrupt the normal trade winds, giving periods of variable winds sometimes on the nose, making the crossing for cruisers about 3½ weeks.

Mainframe, skippered by Geoff Holmes, included Phil Batten and David Brett in the crew. Geoff spent much time acting as an electrical engineer sorting out problems with the generating systems and the water maker and ordering umpteen spares by satellite phone from Marilyn (his wife) in England. Phil spent up to five hours a day helping to run the SSB radio-net, which kept track of yachts' positions for relay back to Cowes. David, when not shooting sun or stars with the sextant, acted as sailing master continually tweaking the rig to keep us moving.

Chris and Angela Coham shared watches aboard Fearless of Lymington only meeting occasionally in the galley (or so they said!). A highly successful two-handed crossing was marred somewhat by Chris falling on deck and cracking two ribs a few days before their arrival; although he still had a smile on his face as he drank the welcoming champagne! Bob Bell caught fish and baked bread daily aboard Shilling of Hamble whilst Mike Derrick used his Master Mariners' skills to whip and splice everything in sight on the foredeck of Chsalonina.

After a week of rum-punches and 'jump-ups' in St Lucia, joined by the ARC Widows, we returned to the grey prison of the UK, leaving Mainframe and Fearless to the delights of the West Indies.

Phil Batten



Above: Bob, Phil, Geoff, Angie, David, Mike and Chris in St Lucia celebrating their first Atlantic crossing during ARC1999 Left Mainframe arriving in St Lucia and below Mainframe's crew relaxing



ROYAL LYMINGTON CUP UNDER THREAT – NO SPONSOR TO DATE

The future of Britain's premier match racing event, the Royal Lymington Cup, is under threat unless a sponsor can be secured for this year. The Royal Lymington is a world class event, founded in 1974 and run every year since, where top international helmspersons match race over five days, in a fleet of identical First Class 8s.

Previous winning skippers include Britain's Laurie Smith in 1992 and Chris Law who has a hat trick of wins in the event, which this year takes place from the 24th July to 29th July.

If a sponsor can be found for a three year partnership, the opportunity exists for The Royal Lymington to bid for the World Championships in 2002 or 2003. However, funds are needed this year to meet the prize money pool and staging costs to ensure that the Royal Lymington Cup continues to promote Britain's credentials in match racing.

For further information please contact John Bence or Tony Blachford

THE 1999 CRUISING AWARDS WERE PRESENTED AT THE CRUISING DINNER

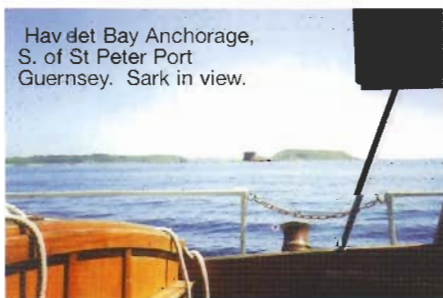


CADIZ CUP - cruise under sail of any length. Awarded to Ian Tew in Independent Freedom for the log of his 9,000 miles journey from Tahiti to Darwin via Tonga and a circumnavigation of North Island New Zealand.



Ian Tew on passage from Auckland to Noomea.

CHANNEL TROPHY - cruise under sail - Dover - Ushant - Scillies. Awarded to Tony Swain in Aeolus of Wannock for the record of his single-handed sail to the Channel Islands and Brittany.



Hav det Bay Anchorage, S. of St Peter Port Guernsey. Sark in view.

SEAMANSHIP TROPHY - for a feat of outstanding seamanship and navigation (donated by the late John Hines). Collected by Maggie Hines on behalf of Michael Thoys in Kinsa for completing a circumnavigation of the globe.

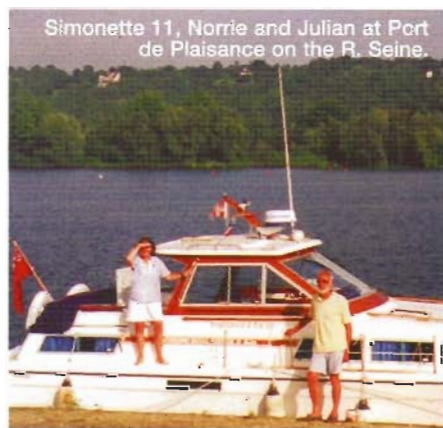
Kinsa closed the circle as Mike Thoys completed his circumnavigation (in stages) last November, when his Rustler 36 sailed into Chaguaramas, Trinidad. Maggie Hines crewed the last leg, from Cabedelo on the Eastern tip of Brazil; qualifying her for membership of the Ocean Cruising Club. She writes. There was much more phosphorescence than usual and in the morning the sea was bottle green, rather than the deep sapphire we'd become used to. At 4.40N 49.43W we were off the Amazon delta. The next day the sea colour had changed again, to the muddy brown of the Amazon, carried NW by the steady stream, which had given us a lift from the start. We lost the trade winds that afternoon and motor-sailed for the next two days. The NW current disappeared at 9.46N 57.14W, while the Inter-Tropical Convergence Zone remained to the north of Tobago throughout our passage. In the early hours

of 10th, I handed over to Mike after the middle watch. "There's a dipping light of some sort on the starboard bow - probably a fishing boat but I can't see her nav lights yet" I said. "Fine, I'll keep an eye on it." When I emerged for breakfast, Mike said, "Congratulations on making landfall!" My 'vessel of some sort' was the Fort George lighthouse on Tobago, and most of the island was now clearly visible - for a few minutes, until a squall blotted out the western end.



Mike Thoys

The hook went down at Scarborough at 1030 on Wednesday 10th November. We had logged 1995.7 miles at an average speed of 5.95kn and averaging 143 miles per day. Kinsa's circumnavigation totalled 35,629 miles of which 30,146 were sailed single handed.



Simonetta 11, Norrie and Julian at Port de Plaisance on the R. Seine.

FEN DAWN CUP - cruise of a motor yacht. Collected by Julian Crader in Simonetta 11 for the log of his journey to the St Vaast Eclipse Meet and Paris via Le Havre and Rouen.

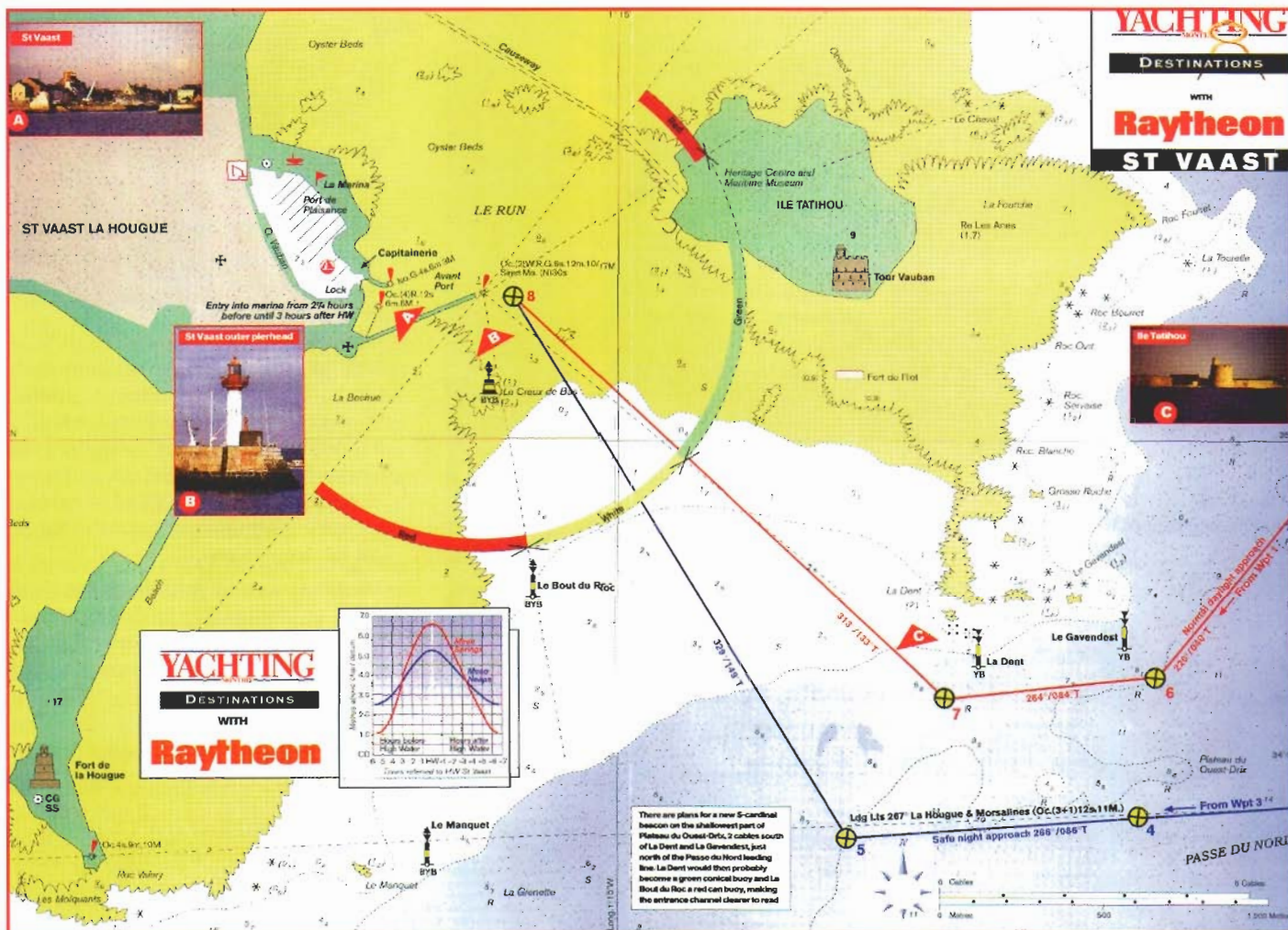
QUAINS CUP - cruise under sail - less than one month. Presented to Jonathon Hutchings in Zia Maria for his exemplary record of his cruise to and around the Dutch Delta and back.



The delightful small harbour at Veere, Zia Maria is in the centre

SENIOR BROWNLOW CUP - log of outstanding merit not receiving other award. Awarded to Bill Keatinge in Rafiki for the record of Rafiki's 2,400 mile cruise to Greece via the Balearics and Italy. Picture below shows Rafiki moored at Santa Marina Salina - locals helped to tie boards over the iron and steel obstructions.





The next time you go to St Vaast, why not enliven your approach by taking the short cut through Le Run to the north of Tatihou?

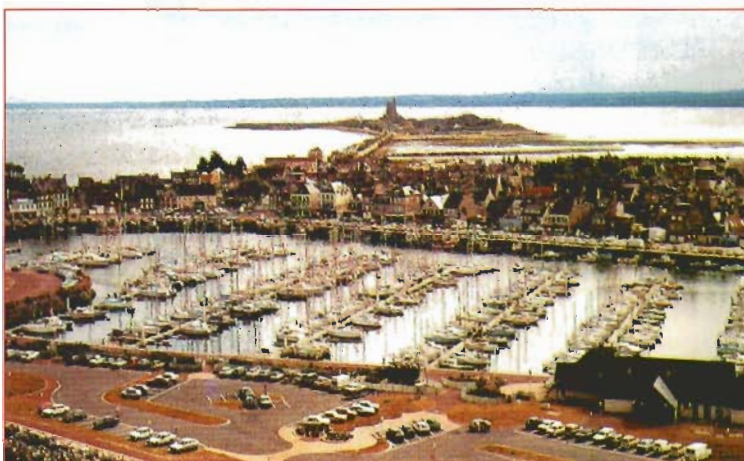
Quite simply, you pass south of the Viteque beacon, keeping clear of the nearby rocks; and proceed on a back bearing of it between 070° and 075° until the tower of La Hougue bears about 216° (all bearings True), when it will become visible in a gap in the houses just to the west of the harbour entrance. Follow that transit until within a couple of cables of the entrance.

But how can you be sure you have enough depth of water?

Well, if you keep carefully to the bearing and transit, the shallowest part of the passage dries 2.4m above datum, so if for instance you draw 1.7m and require an allowance of 1.0m under your keel, you will require a depth of water of 2.7m, which is equivalent to a height of tide of

LE RUN

5.1m above datum. Half tide at St Vaast is 3.7m, high water neaps 5.4m and high water springs 6.6m.



Too approximate, you think? But the joy of this passage is that you can positively check the depth on approaching. With Viteque bearing between 070° and 075° (T), when the tower on Tatihou bears 165° , check the depth of water. You now have 0.8m more water than you will have at the shallowest part. That is, in the example above, you should have 3.5m at that point.

CHANNEL CRUISING ST VAAST POPULAR HAUNT NEW APPROACH

Leaving St Vaast, you can check again by the tide gauge on the south side of the gate. This will indicate 1.0m more than the shallowest part. If the gauge is weeded up, the depth on the transit a mere cable or so from the entrance is about 0.8m less than on the hump.

And that is just about it.

Extract from Leonard Wesson's
Cruising Lecture