



# Pottership

The Newspaper of the Royal Lyminster Yacht Club

Number 10 Spring 1994

## Richard Finds Gold in Western Australia



The Fremantle Sailing Club hosted the second Blind Sailing World Championships in January this year. Their decision to hold the event during the Whitbread Race stop-over probably seemed a good idea at the time, owing to the enormous media attention. In practice, I am not entirely sure they were right, but it certainly made an interesting regatta.

The boats were a matched fleet of ten engineless Bruce Farr designed 36 footers without guardrails, and normally sailed on the sheltered Swan River with a crew of seven. We sailed them on the Indian Ocean during the only seriously windy month in W.A. with two blind, two sighted, and an

owner's representative who sat in the middle. The attraction of the Whitbread also caused a serious reduction in the availability of helpers, but the weather was wonderful!

Club Member helmsman Richard Horton-Fawkes assisted by myself as tactician, David Whithead from Accrington as blind mainsail trimmer, and Graeme Love, my regular trimmer as sighted crew, sailed consistently during the series of eight races, scoring four wins, three seconds and a third, against teams from Western Australia, Victoria, New Zealand, Sweden, South Africa, Northern Ireland, and the U.S.A.

The racing was surprisingly close,

and extremely exciting - from mid morning the 25 knot "Fremantle Doctor" sea breeze was normally firmly established. Each leg of the course was only about a mile, and the start line usually had about 20 degrees of port bias (I suspect to protect the Committee Boat!). This meant that to stand any real chance you had to start at the left hand end of the course, and within less than eight minutes, had to tack onto port and take your chance at crossing the fleet, which was usually weaving an unpredictable path across the ocean. This task was made more difficult owing to the huge mainsails and tiny rudders. Unless you were very accurate, the boat would "bite you", and involuntarily tack, the results of which were sometimes dramatic. It is rumoured that there were guided tours through one boat using the alternative entrance created in a spectacular port-starboard contact. The downwind legs were very exciting, surfing at over 10 knots (without spinnakers of course) on the big ocean swell.

Another problem not anticipated by the organisers was the difficulty encountered by some of the less experienced teams while trying to park on a small and heavily congested dock. At least two boats were converted to Farr 35.5s when the skipper realised too late that there



were no brakes!

Apart from the administrative difficulties, the regatta was a success, particularly from the British point of view. Great appreciation must go to the RYA Seamanship Foundation for their efforts in the organisation and majority funding of the project, which included intensive crew selection trials.

The next World Championships will be on the South Coast of the UK where it is hoped that the British Team, which also scored a second and a fourth in the other two categories, will build on their great performance.

If I learned a lesson, it was that you should never underestimate the determination of the blind, or hand your expensive camera to someone who can't see too well, he'll probably drop it in the water!

Tony Blachford

The second Junior Quiz took place just before Christmas, with sixteen teams competing to become The Brains of the RLYmYC. Teams were divided into 'Under 17s' and 'Mixed', which allowed parental support for some of the less sure (not that it was a great deal of help in most cases).

Although the dining room was officially closed for the week, Michael very kindly laid on the suitable high calibre cuisine demanded by Junior members - chips, chips, and more chips!

The winners in the 'Mixed' category for the second year running were *The Borrowers*, who consisted of Vince, Chris and Chris Sutherland with, I'm told, a lot of help from Vince's Mum. The 'Under 17s' winning team was made up of Patrick

### JUNIOR QUIZ

cartoon by Joanna Burchell



"But why can't we sail"

O'Kelly, Robby Watson, Simon Collyer and Dan Smith. Well done to these eight as also well done to everyone who took part.

Thanks must also go to the helpers with Annie Littlejohn as Question master and Chief Whip-cracker, Gordon Stredwick aided by Chris and Carol Canning as financial wizards and markers and Rob Humphries for doing the score board, assisted by too many helpers to mention every time his back was turned.

Next year we hope to get more teams on this fun evening, booked for Monday 19th December, when there will also be a short prize giving for the Junior Autumn sailing events, as before.

Peter Moore





## McKeag elected Rear Commodore Sailing

Malcolm McKeag, our new Rear Commodore (Sailing), first became associated with the club in 1981 as a yachting writer and sailor reporting on and competing in the Royal Lymington Cup of that year. In his professional capacity he quickly became a regular visitor to and participant in club events,

racing inshore and offshore in club members' yachts as well as reporting. He was among the first when the club pioneered the use of official observers at match racing, later becoming an on-the-water judge and later still an umpire. He is one of our band of IYRU-appointed International Umpires.

He moved to live in Lymington at the end of 1984, and was elected a Full Member early in 1985. He quickly became involved in the Wednesday afternoon junior sailing, bringing himself and his RIB for two seasons before work interfered with Wednesday afternoon boating.

Currently, he owns a RIB (*Blueprint*), a Sharpie (*Adventurer*) and a 23 foot cruising boat (*Spellbound*) which he prefers to describe as a Solent creek-crawler rather than dignify with the title cruising yacht.

His wife, Susan, is a family member and has served on the Macnamara's Bowl committee; their four year-old daughter Ellen is already besotted with boats. He is a Lieutenant-Commander in the Royal Naval Reserve, presently on the retired list, and took office as Rear Commodore (Sailing) just two months before his fiftieth birthday.

It is a honour to be thought fit to take on such an important role in such an important club - and it is a task I take on with not a little trepidation, not least because the outgoing incumbent will be such a very hard act to follow. The good news for me is that I take over a ship which is in fine heart and purring along very sweetly. My first priority must surely be to make sure I do nothing to interrupt the steady beat of those hard-working engines.

Sally Potter, my highly respected predecessor, is one of a number of truly imaginative, innovative and above all capable Rear Commodores (Sailing) our club has been lucky enough to have over the years. They have collectively left a legacy of which, as an ordinary club member entitled to no credit for what has been achieved, I have always been immensely proud: I truly believe our club has a programme and a position in both national and international yachting which is second to none, and which should be the envy of many. I know of no club, in this or

any country I have visited (and that's a few), with such a broadly-based spectrum of yachting activity.

The Junior Sailing programme is a true community service of which we can be justly proud (I recall bending Colin Moynihan's ear on the subject while giving him a bumpy if high-speed lift from Cowes to Lymington one day, when he was Minister for Sport. I brought him to the club - which he had never visited - and introduced him to Jonathan Rogers and to Tom McEwen both of whom then did an even better ear-bending job than I. The result was an official ministerial visit to endorse our programme. I'm still not sure who did whom the greater service: the Minister in endorsing the Club - or the Club in giving the Minister a splendid photo-opportunity.

Our racing programme, from the

XOD fleet and the Thursday evening racing to the esoteric heights of international competition in the Royal Lymington Cup, is panoramic. We are enormously respected at international level, particularly for race organisation and management.

Equally, our cruising activities both under sail and under power would for many another club be an enviable complete programme in their own right. There can scarcely be a day when our burgee is not afloat somewhere on The Solent, while our more far ranging members fly our burgee literally on the other side of the world. The fame of our cruising section's winter lecture programme has spread so far that it is frequently cited by prospective members as a principal reason for wishing to join the club.

One of the most satisfactory developments in the club recently, particularly under the stewardship of Sally Potter, has been the growing together of what were once in our club - and still are in too many clubs - two distinct groups, nay sides: the so-called racers and the so-called cruisers.

Happily in the present-day Royal Lymington it is often impossible to see the join as umpires and observers clamber wetly over cruising members' yachts for a warming cup of soup, as racing boats and cruising boats lie fender-to-fender alongside the pontoon, as the recent Captain of Racing (wearing enough radio handsets to co-ordinate the running of World War Three) stands nobly aloof from the hub-bub around him on the quarter-deck of *Blue Ranger*. It is a happy co-operation which I hope I do nothing to disturb. No less happy is the genuine lack of distinction between those who yacht under sail and those who yacht under power: not for us the rag-and-string versus stinkpot feud.

Long may it remain so.

Malcolm McKeag

## Junior Sailing



The Junior Sailing programme has been in operation for many years, but in 1984 Jonathan Rogers decided to run it in a slightly different way. He went round the local schools, saw local community members and generally drummed up interest. Since then Junior Sailing has been a means of introducing young people of the local community, as well as the children of Members, to sailing on the river; it is intended to provide a 'sailing experience' rather than to be a sailing school. So far nearly 2000 young people have been introduced to sailing in this way. It is a valuable social service to the community.

The aim of Junior Sailing is to provide encouragement and facilities for young people between the ages of 8 and 18 to learn how to sail and to race in a regulated and safe environment. The Club is recognised as an RYA Training Establishment and all training is under the direction of an RYA appointed Principal.

Junior Sailing is organised in three sections. Wednesday sailing for beginners (be they Members of the Club or not) takes place in two 2-hour sessions, each of which is run by an RYA Senior Dinghy Instructor. Up to 60 juniors may be on the river at one time in each session. Training follows the RYA syllabus, and is in Optimists, Lymington Scows and Wayfarers, depending on progress.

The Cadet Squadron, under the Captain of Cadets, is for junior Members who have their own boats; it provides sailing and race training in International Cadets, mostly at weekends. Similarly the Optimist fleet, under the Captain of Optimists, provides sailing and race training for junior Club Members in International Optimists, again usually at weekends. For both, the opportunity is taken to travel to other venues to give our young sailors experience of sailing in various conditions.

Normally those who start in Wednesday sailing graduate in due course either to the Cadet Squadron or to the Optimist Fleet, and many who have done so have gone on to excel in National and other championships.

In fact, Club junior Members took part in over twenty open meetings in 1993. We also had one of the largest groups at the Cadet National Championships where more than twenty Lymington boats participated. We have had Club junior Members in the National UK Squad for the last six years and there were Club boats in the Cadet International Championships in Argentina, Hungary, and last year in Belgium. We hope to be represented at this year's International Championship which will be held in Tasmania.

Peter Kilgour



# First Aid

*This Winter James Beattie organised three first aid courses at the Club, attended by over thirty Members*

Presented by Tom McEwen, with the assistance of staff from St John Ambulance and 'Resuscit Annie', they were essentially practical and particular to the needs of yachtsman.

Working from the principle that common problems occur most often, Dr McEwen stressed the need for common sense precautions before leaving (has the diabetic/asthmatic on board brought two sets of medication, and where are they?). He produced a buying list for a comprehensive first aid kit, and gave valuable guidance on when fast action is necessary, when to take your time and be thorough, and when to radio for assistance.

It is hoped that more such lectures can be arranged for Members next Winter.

## Moorings

The Club has been looking into moorings for racing day boats in the River. In recent years, the numbers of Etchells and J24 entrants in Lymington events has fallen and though price increases in the late '80s followed by the recession may be the main causes, the availability and suitability of moorings has had an impact. While the prices charged for commercial moorings in the late '80's will have discouraged some owners, prices are now much more competitive and both marinas have announced new prices and new dry sailing facilities.

The Club's interest is to encourage boat owners and commercial interests to come together to increase competitive sailing in the River. Meetings last year between the Etchells class and Berthon led to the creation of Lymington Marina's dry sailing facility and the Yacht Haven has also announced that it will be offering dry sailing. X boat moorings have a special place in the River but are limited in space with a long waiting list. The Club has approached the Harbour Commissioners to open up a dialogue on how we can co-operate with them in the management and use of the limited resources available.

Members views on this subject will be most welcome: write to Geoff Holmes - a member of the General Committee and the Planning Subcommittee - at the Club. It would be very useful to know whether Members have considered dry sailing their boats and if so, what comments they have on dry sailing facilities in the River.

## Mickey Mouse lives in Lymington

One of the perhaps lesser known chores performed by the Vice Commodore is to go through the Visitor's Books when they have been filled. This may strike you as being at best a useless waste of time and at worst an unconscionable bore. However, it does provide some sort of check on the extent of the misuse of the Club by visitors (but none at all, of course, on those who do not sign the book), and it does sometimes enliven the dark evenings; it is also extremely (and unexpectedly) educational.

For example, who amongst you would have known, any more than I did, that Mickey Mouse lives in Lymington, or that Christopher Columbus not only discovered the New World but also the old (in Lymington), or that if you live in New Zealand, Lymington is in the antipodes. None of these things had occurred to me before.

Some of us, when we visit the Club, on looking around at other occupants, cannot recognise anyone, and are consequently convinced that we are surrounded by people who have just walked in off the street. Some of you express your disquiet in writing, that the Club exists purely to provide provender to passers-by and even, it sometimes seems, to the homeless.

Well, we have now separated the Guests from the Visitors, by having different signing-in books for each Guests and Visitors (be they from

Reciprocal Clubs or visiting yachtsmen from recognised Yacht Clubs, in their boats) have a different status in law. Members' guests are not allowed to buy drinks or food, but Visitors can, and it is important for the bar staff to know who these people are. The Visitors' Book is kept in the bar and signed by the Visitor on reporting to the Steward on duty. Itinerant visitors from the street, of course, have no status at all and, if inadvertently served, could place our bar registration in jeopardy. All Solent clubs have some difficulty with the Reciprocal Club arrangement when there is misuse by people arriving by car rather

more frequently than is regarded as reasonable, and it is hoped to hold a meeting shortly to try to tighten this up. It must be borne in mind that many clubs welcome the extra trade, whereas we are in no great need of additional attention of this kind, especially at weekends.

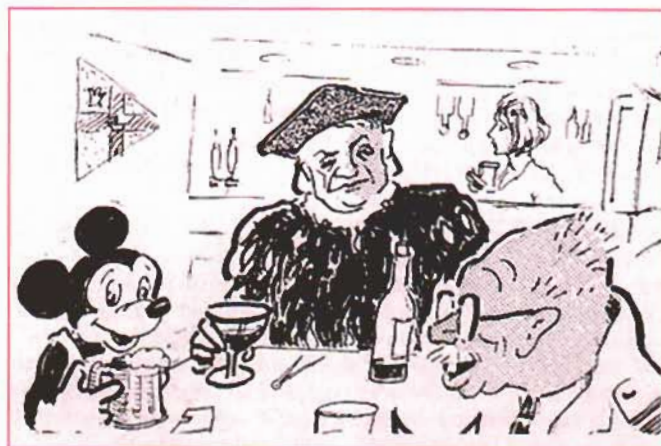
Our admirable bar staff have a very keen nose for interlopers. It is their opinion that the problem is not serious. Nevertheless, we do get some strange visitors from time to time, for example, Gp Capt Mahatma Gandhi from India; Mr & Mrs Brown from the Brown Sailing Association; the Wobbly Girlies from Everywhere, with an unsolicited comment 'we had a wonderful time'. We especially welcome visitors like Dennis Conner who kindly came to talk to the juniors and took up a full page of the book saying 'To all my friends at the Royal Lymington Yacht Club, thanks for all your friendship and hospitality. Good Luck in all your sailing'. And I am sure most of us could give helpful

advice to our visitors from Wyoming. John & J Wannamaker Jr, if only we had known about it at the time. ~

Most visitors come from the RSYC, without specifying which of the three local 'S' clubs it is. We surmise that most of these are from the R Southampton because R Southern members tend to make their origins clear, and relatively few come from the R Solent even though more of their members live on the mainland than on the Island. But I trust that when we visit other clubs and sign their Visitors' Books we make it clear that we are from the RLymYC. It is confusing, I know, but I hope I can reassure you that the place mats in the Dining Room were not captured during a raid on a senior club at Cowes, it was just some sort of unfortunate mistake which can happen, even to the best of us.

A final point: if we feel, when we visit the Club, that we are surrounded by strangers who, ipso facto, cannot be Members there is very little that can be done if you just go home and write a letter about it. It would be more helpful if you were to approach the people concerned, establish that they were neither members nor bona fide visitors and then inform the bar staff, who can take appropriate action. Let me forewarn you, however, of what is likely to happen, as I have found to my embarrassment. Almost certainly your selected quarry will turn haughtily to you and say that they have not only been a member a good deal longer than you have but also, once upon a time, happened to be a flag officer.

Desmond Dewhurst





Dear Madam,

Your contributor's 'contretemps' in her attempt at a 'tête à tête' with the Capitaine du Port should cause no surprises. The national press believes that vast numbers of our citizens are not understood by their own families let alone friends or strangers and as such qualify for a disability allowance.

Under the circumstances mentioned, it is the failure of the Mobile Marine Operators R/T permit to require an examination of candidates in their knowledge of the International/Continental telephone operators spelling code i.e. Amsterdam, Berlin, Constantinople, Danzig, Edembourg (all pronounced the French way) and so on, as demanded by the International Telecommunications Convention in Berne, which is the cause of misunderstandings.

An up-to-date version should be available from BT's headquarters in Holborn E.C., or failing this, the British Telephone museum, Queen Victoria Street, EC3.

You may wish to bring the existence of this 'lacune' to the notice of the RYA, who might do the necessary.

James Laming

Dear Editor,

The Commodore's decision to revive the 'Line Book' takes me back 45 years to when a good many wardrooms afloat kept a Line Book. This entertained their guests, and sometimes their wives (sometimes not, really!). In a Colony class cruiser in 1947/9 we had a wonderful Line Book. I have been trying to remember bits, and all I can remember now are three of the entries, as follows: First run ashore to the Elephant & Castle

Chief: (looking at a shelf of exotic pot-plants above a very large barmaid)

Do you think those are genuine?

Pay: (looking at very large barmaid)

No, they can't be. She must blow them up and strap them on each morning.

Compassionate leave

A man put in to see the Captain to apply for compassionate leave. He

explained 'My wife is 5'6" high, and where she lives is flooded to a depth of over 6' of water'. The Captain picked up an empty soap box and said 'Look, send her this. And because I am sorry for you I will pay the postage'.

Brass monkeys

Do you know what a 'monkey' was? Not a powder monkey, but an ordinary monkey, which was a cast iron triangle with holes, which parked cannon balls in a neat pyramid. But on the holy quarter-deck, where everything had to sparkle, the monkeys were made of burnished brass. Generally the gun decks were protected from



frost, but the quarter-deck was wide open to it. Exposed to a hard frost each cold missile would encase itself in a shell of ice and slip away from its fellows to roll around all over the deck. On a very frosty morning the shivering old Gunner would do his rounds and report to the Captain, enjoying a full english breakfast in his snug cabin, who would say 'Hello, Guns! How's the weather?'. And the Gunner would reply 'Werry cold, Sir! Enough to freeze the balls on a brass monkey'. Which is not what you thought it meant. Is it?

Brian Butterworth

Note: Genuine entries from the Club's Line Book may be included in future issues of Pottership, if the editor thinks they are printable. Ed.

Dear Editor,

Could I please use your columns to give publicity to an idea which I am sure would greatly improve the usefulness of the Members' Handbook. My request is that a

member's Christian name and that of their spouse be included in the book.

At present the only Christian names included are those of our Knights of the Realm, but of course if any were to be promoted to the House of Lords they would become anonymous. For those of us with short memories it is most embarrassing, having been introduced to fellow members, to forget their Christian names before your next meeting. For instance, having met some members whilst cruising abroad it would be nice to be able to telephone them some months later and say 'Hello Betty, how are you, can I have a word with Jim', rather than 'Hello, Er....how are you, can I have a word with your husband'

My preliminary enquiries to those in charge suggested that the cost would be too great and the work involved too much. I accept there would be a small increase in costs (but well worthwhile), but some of this could be offset by the omission of the word 'Mr' throughout the book. I fully appreciate it would take some additional work in getting the records altered, but I and some like minded would readily give our time to help our hard worked secretariat. Once set up, the additional work would be marginal. I would stress that I feel the inclusion of Christian names should be entirely voluntary. The information would be obtained by members returning a form in a newsletter, indicating how they wish to be entered in the book. It would also be useful if those with names such as, say, Elizabeth, indicated whether they wish to be entered as Elizabeth, Betty, Liz, Lizzie etc.

Finally, I would like to add that at a club for which I was the Hon. Secretary for eight years until recently, and which has a membership of 700, we introduced this facility ten years ago. It has proved to be a boon to members, and particularly so for officers of the club.

How nice it would be if we could have our March 1995 book made that much more user friendly.

Christopher Buckley

## Seamanship Foundation Adopted

I am delighted to report that the General Committee has endorsed the Club's official support for the Seamanship Foundation. For many years the Club has held firmly to the policy of concentrating all its charitable activities on the RNLI. The General Committee has now decided to set aside the 'single charity' principle and add the RYA Seamanship Foundation as an additional supported charity. The Club does not make direct donations to any charity, but there are many ways in which we can and do lend both moral and active support. The Club's commitment will help to heighten our awareness of those with disabilities.

Thousands of sailors of all ages, levels of experience and abilities have benefited from the Foundation's work since it was established in 1973 by the Royal Yachting Association. Set up to promote good seamanship and to encourage access to the sport for those who are disadvantaged in some way, its specific aims are:

- to provide opportunities for young people, particularly those from deprived areas, to benefit from activities directly connected with sailing and the sea

- to arrange training and to provide special equipment to enable handicapped people to learn to sail and take part on equal terms with the able bodied.

The Foundation's work is only made possible by the vital contribution of volunteer help, and its income is derived entirely from donations from the general public, companies and trusts. Your Sailing Committee is committed to working towards integrated sailing opportunities for the disadvantaged, the blind and the disabled, in any way possible. I hope that many more of you will seek to help the Club whenever you can to assist in getting people afloat; for them the experience of sailing is a joy beyond your imagination. Sharon Roberts has joined the Sailing Committee this year; she will be working to achieve this aim and liaising with the Foundation.

I made an appeal in the last Pottership for funds to help the Foundation and Members generously contributed over £1100. As well as your practical help, your donations will always be welcome; they can be sent direct or given via the RLymYC.

Sally Potter  
Trustee RYA Seamanship Foundation

## Photographers we need you



Previous issues of Pottership have benefited by the inclusion of photographs taken by Members to illustrate many Club events. Sadly there are never enough, and both Pottership and the Club's archivists would like photographs taken of notable events, including prize givings, meets, race officers, parties etc. Would any amateur (or even professional) photographers with a little spare time to point the camera and click please contact the editor. No portfolio or record of published work required!



# Cruising Communications

More and more options are now available to the cruising yachtsman to enable him to keep in contact with the outside world. Most boats are equipped with a marine VHF transceiver which provides communication limited to about ten miles or so. This is fine for UK coastal cruising as you are never very far from someone to talk to - especially important in an emergency. When it comes to operating further afield high frequency (HF) 'single sideband' (SSB) radio transceivers are required. These are much more expensive to buy and install. They are also subject to more stringent licensing regulations. Because of this an increasing number of yachtsmen are combining the hobby of amateur radio with sailing. The setting up of an amateur radio station on board is comparatively easy and many of the accessories, such as antennas, can be home made.

The Club has several licensed radio amateurs amongst its members who regularly operate whilst cruising, usually at pre-arranged schedules, the most well known of which is the UK Maritime Mobile Network. The network has two sessions per day, at 0800 and 1800 GMT, with the evening session including a weather forecast at 1830. This forecast covers the area from the Bay of Biscay round

Iberia (including the Azores and Canaries) through the straits of Gibraltar to most of the Mediterranean.

Valuable sailing information can be obtained from these transmissions. To listen in you require a comparatively inexpensive general coverage high frequency receiver that has no special licensing requirements. You can of course only listen and not transmit unless you have a special licence.

The organisers of the Maritime Mobile Net have a good message logging system and the positions of yachts are recorded each session. Several Members keep in regular contact with local Lymington radio amateurs when cruising. Sometimes they have received messages for other Members in the area which they have been able to pass on using the marine VHF radio.

To become a licensed radio amateur takes time, effort and money and is not everyone's cup of tea. But should you have a reasonable amount of all three and you are interested in acquiring a licence, then contact the Sailing Secretary, who can put you in touch with someone who may be able to help.

**Barry Grainger**  
Sailing Secretary

## Ken Kershaw elected Captain of Racing



Ken Kershaw is our new Captain of Racing. Many of his contemporaries will know Ken from the three years he served on the general committee from 1989 to 1992, while the younger members will certainly know him from his management of the Easter Regattas, measuring for open meetings and his presence at Junior Regattas. Ken has played an active part in club affairs since he was elected a full member in 1980 and, in his other life, is the Technical Manager

of the RYA, immersed in the now international business of safety, measurement and training for the benefit of all those who go afloat. Ken is an experienced dinghy and keelboat sailor - Firefly, 420, International 14, Sonata, Folkboat, and Contessa 33 - an ex British team manager and he succeeds Tony Blachford with whom he sailed as a crew member on the Blachford/Strickland yacht Smokey 4, so expect a seamless transition.

### Don't miss the Ball!

There is still time - just - to obtain tickets for the RNLI Ball. Following the success of the RLymYC as a venue for the 1993 RNLI Ball, the 1994 event is about to be held again at the Clubhouse.

The date is Friday 25th March, so hurry!

Further information from

Annette Ridout on 675334, or Pamela Keen on 644628

## Commodore's notes

### Our Patron

I am pleased to announce that our Patron - Her Royal Highness The Princess Royal - will be visiting the RLymYC twice this year. The first visit will be on 2nd June during the National Sharpie Regatta, and the second visit will be on 29th June during the Club's Keelboat Regatta. More details will be posted on the notice board nearer the dates.

### Our Retiring Senior Trustee

We all know what the objectives are in our Club and many people have had a significant effect on the success in obtaining these objectives. One of these is most certainly General Bill Woods, who has served us all well and deserves our thanks. I personally served with him when he was Rear Commodore (Sailing), Commodore and lately as Trustee. Bill's depth of knowledge is not confined to the RLymYC; he is a past Commodore of the Royal Engineers Yacht Club (1966) and Rear Commodore RORC. Apart from holding these Flag ranks, Bill managed the British Admiral's Cup teams in 1971 and 1973 and then served on the selection committee. TULA is the yacht name associated with Bill & Angela Woods, in which they have sailed many miles together and will continue to do so. Angela has sailed in the MacNamara's Bowl and won the event in partnership with Rosemary Taylor in 1978. Again, if I may end on a personal note, Bill has this incredible ability of being able to persuade people to do almost anything - believe me, I should know! Thank you both for the service given to our Club for so many years. Good luck with your new boat.

### Junior Scows

Elsewhere in this issue there is a letter asking Members to help with financing the rebuilding of our Scow fleet. As I have said many times - we are endeavouring to please ALL members, young and old. It occurs to me that, as we have managed to obtain funding for the lift, maybe those kind members who offered to help finance the lift would be able to help the Junior Scows - just a thought!

### RNLI

As many or all of us who go to sea know, the RNLI is a band of brave men and women completely supported by voluntary help. Our local branch is very short of volunteers to carry out both the lifeboat house-to-house collection and the street collection, 6-10 June, in the Lymington, Brockenhurst, Boldre and Beaulieu areas. Please volunteer without delay by contacting the organiser Brigadier R H Maxfield, Tel 675333.

On 10th April the branch has a stall at the Beaulieu Boat Jumble and they need any discarded boat equipment to sell. Would members please look in all those forgotten places and see if you have anything to give. If you have - just give it to the boatmen, who are all part of our local crew, and they will pass it on to the organisers.

### Dress

From time to time members have commented on the dress being worn in the Club. In 1986 a policy was issued by the then Executive Committee and it was reaffirmed in 1991 by the General Committee. This policy, for information and guidance, is as follows:

- The Royal Lymington is a yacht club whose principal objective is to encourage Members to enjoy their leisure in a family atmosphere. In that spirit, the Executive Committee has never attempted to define minimum standards of dress, preferring to leave Members to choose for themselves what they feel appropriate to the hour and the occasion.

- This relaxed approach, on which the friendly ambience of the Club has been built, is from time to time put under strain by a very few male Members whose choice of dress is out of sympathy with the feelings of the majority.

- The Committee does not wish to break with tradition and lay down dress standards which would be difficult to define and impossible to enforce. Members should however be aware that the spirit of the Club's long-standing relaxed policy on dress is not intended as a licence to those who wish to differ from accepted standards in ways which cause offence to the majority. In particular, the Committee takes the view that certain items and styles of male attire are inappropriate. These include:

- a. In the bar at any time: shirts worn open to the waist, any articles of torn or dirty clothing, oilskins, swimming clothing and any other garments intended specifically for outdoor use.

- b. In the dining room at any time and the library and bar after 6 pm: as above plus shorts and flip-flops.

- No specific guidance is offered as to dress in the River Room, which is available to all members unable to satisfy the standards suggested for the other public rooms. Nevertheless, the Committee takes the view that naked torsos are inappropriate at any time in the upstairs rooms of the Clubhouse

Peter Wilson Commodore



# Owl flies to Scotland

"I'd be surprised to see Bruce try this again!"

**Peter Bruce writes that, by judicious changes of crew, Owl was able to extend her racing and cruising ground**

If one likes cruising and racing there is a case for combining both, given a suitable boat. Owl, a Contessa 33, seems to be just this. She had cruised to Ireland in 1992 and had done well there in the Cork racing week. In 1993 a cruise to Scotland centred around the Scottish race week seemed like another good idea. I was anxious to have a break after the racing to recharge batteries and do some work and was delighted to find Jonathan Bradbeer ready to take the boat over for a Hebridian cruise and an attempt to reach St Kilda. Additional crew would drive up to Scotland for the racing; afterwards I would take his car back to Lymington, subsequently bringing it back to our rendezvous at Moidart.

Owl left with a passage crew of four on 15 May, stopping at Dartmouth, the Helford River, Pwllheli, Lamlash, East Loch Tarbert and the Kyles of Bute. It was a happy voyage. Initially we pressed on regardless of weather, then took a more leisurely pace north of Ailsa Craig to admire the beautiful scenery. Apart from a bumpy force 7 between Lymington and Dartmouth and

between the Kyles of Bute and Gourock, the weather was kind, though notably cooler as we made to the north. We could see snow in the gullies of the Goat Fell mountain on the island of Arran.

The racing fleet and our crew gathered on 27 May at Inverkip marina prior to the feeder race from Gourock to Tarbert. The course took us around the south of Arran, up the Kilbrannan Sound to East Loch Tarbert. We must have been lucky or clever because we won this race and went on to win our class of 31 overall. I was charmed by the surroundings and the Clyde Cruising Club organisers who struck just the right note. After the racing on 1 June Jonathan took Owl to Ardrishaig for the Crinan Canal, to North Bay in Barra, Eriskay Island and then to St Kilda and the rest of us drove south.

On 13th June we returned for the passage back to Lymington. 'Owl' was at anchor at Moidart in truly lovely surroundings. Next day we sailed for Skavaig in Skye, reputed to be the most dramatic anchorage in Europe. From there we went to the island of Canna, then Tinker's Hole, Colonsay, the Ardmere Islands off Islay, the Loch Tarbert of Jura, then Port Askaig and Port Ellen back in Islay. There was hardly a day when we were not visited by a school of dolphins, we usually shared our anchorages with an inquisitive troupe of seals and at Islay one of the two

nesting pairs of sea eagles were seen. It is a glorious cruising ground.

On 21 June, at Port Ellen after a partial crew change, we had to decide whether to leave Ireland to port or to starboard. People had to be back at work in UK by 29 June so we had not got long, but everyone wanted to see the west coast of Ireland. If we were delayed we could drop people off in Ireland and if our progress was good we planned to drop them off at Dartmouth. At first the wind was force 5 on the nose, quite a testing beat for the new arrivals, so when the tide turned against us, we made for the entrance of Loch Foyle and anchored under Dunagree Light for supper. When the tide turned in our favour at 0200 we got under way again, passing close to Tory Island at 1150. At Bloody Foreland we were able to ease sheets and take the pretty inshore route between the island of Gola and the mainland of Gweedore. Owey Island has a deep fjord-like inlet so we stopped there for a late lunch and went ashore to find a profusion of wild flowers. There is much to be said for cruising around the British Isles in June. Not wishing to miss a fair wind we were soon underway again and set a course southwards for Donegal Bay. We were, of course, aware of the unlit salmon nets along the Irish Coast and our strategy was to sail at night only when well offshore. As it turned out we only encountered two nets during

the trip and by heading for the accompanying fishing boat we were able to receive directions for a safe passage.

Our next stop was Rusheen Bay on the east side of the island of Inishbofin. After landing we found the islanders so charming that we decided to motor round to Port Bofin to join in with their midsummer celebrations. At the harbour entrance we passed the gaunt ruins of Cromwell's castle. There had been a fortress there since AD700, at one time used by a Spanish pirate king who used to wait for ships to come in for shelter then, after closing the harbour entrance with a cable, would seize the hapless vessel.

After the party we crept out of the harbour at 0200. Our fair north-westerly had petered out so we had to motor night and day across Galway Bay in company with dolphins, gannets and stormy petrels. Conditions were perfect to visit the Blasket Islands but it seemed more important to fill our tanks and food locker before crossing the Celtic Sea. Consequently we put into Dingle in gorgeous golden evening light and were duly welcomed with a great splash by the famous Dingle dolphin, as is his custom.

The dolphin bade us farewell as we left the next day. It was a beat to windward at first and with time ever pressing there was no chance of exploring the deep bays of the coast, so we made for Darrynane harbour at the northern entrance of the Kenmare river. A large heavily-built sailing vessel called Flyholm was anchored not far from 'Owl'. We were invited over for drinks and it turned out that the owner was a skiing acquaintance. The evening was rounded off with an excellent roast chicken supper and the log reports 'Good living, this'. Sadly Darrynane had to be our last visit, particularly as the forecasters were talking about south-easterlies. The next morning we left in fog for Dursey Sound, Mizen Head, the Fastnet rock and home.

After an easy passage light easterlies materialised off the Lizard and we used the engine to buck the tide. When it changed in our favour at about 1000 we stopped the engine and I settled down for what I confidently expected to be a pleasant spell on the helm. This was not to be. A fire broke out in the engine compartment which caused considerable damage - but that is another story in itself. Though the electrics were cremated, the engine still worked and we put into Plymouth to drop off some crew and clean up. Owl was back in Lymington on 30 June after a pleasant sail up the channel. Apart from the fire it had been a splendid cruise, and one that I would be happy to repeat any year, the crew changes greatly widening our scope without undue strain.

Peter Bruce



The present Avon Scows have served the Club well over the years, but the Club now feels that the time has come to replace them.

It has been decided to change to Lymington River Scows, which have been developed from the Beaulieu Scow by John Claridge Boat Builders, with modifications suggested by Junior Sailing. These Scows have a GRP hull with oiled teak gunnel and centre-board case and have built-in buoyancy tanks all round, like a Mirror. The shape and position of the mast and centre-board has been changed to make it very difficult for the boat to get stuck 'in irons', and the boat has a large jib and a gooseneck lashing. They can be sailed either with or without the jib, and handle like a very stable version of a Mirror.

## Replacement of the pontoon Scows

They are quite difficult to capsize, but when they do, they do not invert, and come up easily with very little water aboard. They are therefore self-rescuing.

The Club is quite sure that these boats will be an excellent training boat for Junior Sailing, as well as great fun as one-design racing boats with Club organised racing every Monday evening, and also super for pottering through the marshes.

These boats will normally cost just over £3,500 on the water; however as

a gesture of support for Junior Sailing, John Claridge Boat Builders are offering to sell them to Club members for £2,350 in a part-finished form, as long as the owner will sign a declaration to say that the boat will be available for use by Wednesday Sailing. Junior Sailing has agreed to finish these boats for the new owners at no charge.

The Club has agreed that 12 of the Lymington River Scows can be kept on the pontoon at no charge as long as the boat is available for use by

Wednesday Sailing, and is insured comprehensively by the owner. These boats will not be available for general Club use; other than Junior Sailing and organised Club events only the owners and their guests may use these boats. Three have already been ordered.

Any member who is interested in purchasing one of these Scows, either alone or in partnership with a few others, should contact Roger Wilson, either through the Club or on 0425 613768 for further details.

The Club has also established a Scow Replacement Fund, to buy boats for Junior Sailing and organised Club events only, which has already received over £2,000 in donations. Further donations from members or others will be gratefully received.

Roger Wilson

The Lymington X Division is, and probably will remain for a few weeks more, in a state of hyper-active hibernation. Thursdays are an exception, and members can usually be found in the bar enjoying the delights of 'happy hour', a welcome re-introduction.

According to the local paper someone called Geoffrey O'Connell has written a book entitled Ports and Harbours of the Solent, in which our club is described as 'the charmless, rather sniffy Royal Lymington Yacht Club'. He must have been suffering from a runny nose. The book costs £14.95, probably better spent on Famous Grouse.

X Class members will have noticed from the minutes of their recent class AGM that practically everything about an X boat can now be epoxied. In other words new X boats can be built using what is known as the WEST system (Wood Epoxy Saturation Technique). This employs wood as an engineering material so that all components can be built up of thin laminates. Items like grown knees are no longer required and the shipwright's advice is replaced by the bandsaw. Whilst some may think this is a pity, others may find that the new X boat, although different, is stiffer, more durable, and cheaper to maintain.

Our committee has gone to the trouble of replacing the old class templates which had been lost. These will ensure that boats conform to the shape prescribed in the original line

drawings. It is going to be up to us to make the old order traditionally built boats perform as well as hi-tech new ones. This is quite a challenge. The Philipson and Team Race shields still hang on the wall of our club and we shall have to see that they stay there.

We have just held a well-attended seminar conducted by Stuart Jardine, Richard Smith and Michael White on all aspects of boat speed. Whereas in the Olympics, competitors only have to cope with wind changes, here in the West Solent, we have to contend with wind, tide and mud! With races against top rate competition three days and more a week all through the summer and with the support of a first class club infrastructure, what more could yacht racing enthusiasts possibly desire?

The papers and telly have recently been telling us all about the darlings of the Whitbread competitors in the Southern Ocean. Spinnakers set in 50 knots of wind, boats at 20 to 25 knots, runs of 400 to 500 miles per day and then finishes two minutes between the leaders. It is all fantastic, at least it would be if it hadn't been marred by ill tempered protests and recriminations. Protests are the bane of yacht racing, not only because they generate ill feeling but because they are time wasting and delay the finalisation of results and prize giving.

## X Class



The rumours that the IYRU/RYA are considering the production of simplified rules are good news for all of us.

There are some good X boats up for sale - consult the notice board downstairs.

Nick Dover

## and early X boats(ers)

I had my first X boat in 1961 as I could no longer sail dinghies.

In 1970 there were over 40 boats in the Lymington Division, about 27 sailing regularly. At that time there

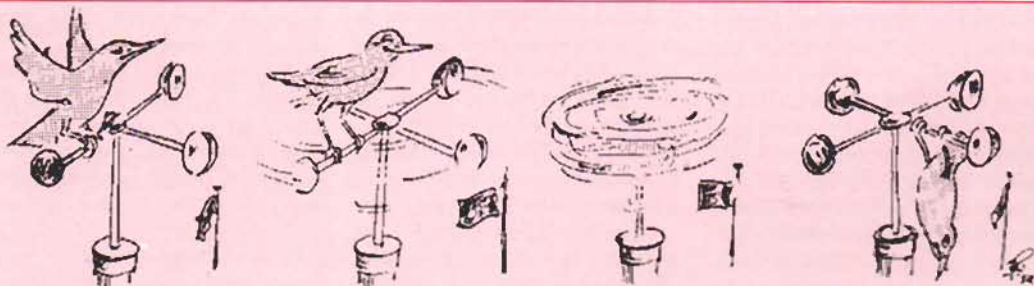
was only one Club boatman so most owners had their own dinghies for transport. There was no fee for mooring on the pontoon - that was included in the Yacht Club subscription. Our contribution to the X boat fund was little as there were no teas, no mail cost (notices were delivered by hand), no 'free' team lunches, as competitors paid for them. Class captains typed or duplicated the notices needed and some had held the AGM in their own homes.

When teas were introduced I used to collect money on the spot - not very easy. All but two X boat sailors were members of the RLymYC and sails were kept at the Club.

Joan Braithwaite

## Caption Competition Anno-domidie?

But John Ryley, our cartoonist, says it didn't, just a bit confused. Your captions please to the editor for the next edition of Pottership.





# Power and Sail News

## The Power/Sail competitions for 1994 are: 3/4th June Guernsey race 16th July Round the Island

For both events we hope that the Power/Sail handicaps will be provided through the RYA. Please apply for a handicap application form

at an early date i.e. now. It is possible, indeed almost certain, that the form will be different from last year's, probably still four pages long but hopefully more simple, in terms easily understood by the average owners of Power/Sail yachts. For those who have already completed an RYA form (who have a 1993 handicap), please check with the RYA in case you need to re-apply for 1994. If so, ask for a copy of your last year's form with the new application form - not just to ensure that the whoppers you told on the last one agree, but to save you having to measure everything again.

Remember that the RYA will require your yacht to have an official sail number, so apply now if you are without one and ask your local sail maker to affix it to your mainsail. With yachts out of commission or laid up, this is the ideal time to have this done. For yachts with sail numbers, check with the RYA to ensure that these are acceptable for Power/Sail handicaps. The chap to ask is Ken Kershaw at the RYA or

one of his team. We all know that Ken is a club Member, so I have to be a little restrained in what I say of the RYA - he reads this!

The Guernsey race will be in a similar format to last year's Jersey race. Being closer, we hope more of you will get there, including those who stopped last year in Guernsey. Again we shall have pursuit starts beginning on Friday and a Saturday morning finish - watch the notice board for details.

The Round the Island Power/Sail will be slightly different in 1994 to accommodate the cruising section of the Club, who are having a Summer Meet at Beaulieu. The race will therefore finish off Beaulieu river, so that participants can join the cruising Meet in their carousing bon homie.

We hope this will also persuade more of the cruising yachts to join the Power/Sail and go round the island as a start to the weekend.

Happy Power/Sailing in 1994.

Mac MacDougall

## The Ship



Because of the extreme fragility of the Potter Ship trophy, which makes it impossible to even hand it to the winner at a prize giving, it has been decided to make a copy for everyday use. This picture, taken by Liz McLaren, will be used each year to produce a picture in aluminium on a dark wood plaque, with the winner's name.

**A**nita will change all that. Sailing without a boat was fun though. We began to learn about the Mediterranean, the Irish Sea, the Hebrides and of course about the Solent.

The Jumbies went to sea in a sieve, they did, in a sieve they went to sea. Our sieve had a long boom and a bumpkin and you had to sail her through the wind like a Thames barge. We had to replace three of her timbers which split at the tuck. Advice came like steady rain from the southwest: evidence of an approaching depression. Must have Canadian oak, and steam it; you'll need a steam box. No, steamed timber with that tight radius is sure to split again. Cut the wood thin and laminate to the right shape; these modern glues are pretty reliable. Why not replace the garboard while you're at it? And you ought to replace the Stuart Turner now you have the chance.

So *Titania* had to go. She returned to the Island, and we were left without a boat. We'd been boatless before, but now there was a sadness to it, not hope.

Windsurfing in the Red Sea rekindled the flame. It is possible to sail without a boat! The way home would take in a flotilla holiday around the Sporades. We had visited Skiathos before by ferry, and explored her uninhabited parts by motor bike and mule track. Now was the chance to find out about the inaccessible bays in a twenty-nine footer with a flotilla leader from Lymington. Today's flotillas are armed with nothing more lethal than VHF radio. Lethal enough though. *Sally Gee, Sally Gee*, this is *Merlin*; you are supposed to be



## —Sailing without a boat—

heading two seven five; please stay with the fleet. Mother Carey and her chickens! *Merlin*, there may be a bit of current near the headland; anyway we could pick up some wind coming down the valleys and beat you into the bay. *Sally Gee*, I have a bigger engine than you, and anyway....

Whoever heard of a Saudi reunion in County Down? A man called Nixon thought his friends from Jeddah should try the annual walk round the Mourne Mountains. We hired a thirty foot steel sloop from an old salt at Holyhead, arrived there from London in the small hours, and rowed out to her. *Scar Mari* had two sails but no reefing gear. There was an old diesel, a variety of ancient batteries, one said to have done service in a Sherman tank, and a Honda generator. The compass light had failed, but the stars were clear as we let go the mooring and picked up the breeze. The fog

came down to obscure South Stack light before we were properly out of the harbour. A lazy crossing; reasonable dead reckoning; comforting bearings from Ronaldsway and the Skerries till we closed the Irish coast. Then the Morse from Wicklow Head put us surprisingly far out and there was no bearing from the east. Sudden gloom ahead and the sound of breaking waves recalled the song: the Mountains of Mourne sweep down to the sea. So they do! Quick, turn right for Newcastle.

*Micromariner* had a talking depth sounder. A Maxi 95 with an aft cabin, she accommodated our five warring crew as spectators at Cowes week 1983. The talking depth sounder was experimental. Poorly calibrated and rather too sensitive, its squawks told us we were suddenly in very deep water or aground whilst bobbing

at anchor in Sandown Bay for rowing practice. We swam together off Old Castle Point whilst *Micromariner* drifted past anchored XODs in the hot sun, visited Itchenor, built sandcastles at East Head, exchanged salutes with *Britannia*, watched the fireworks and saw the start of the Fastnet, all for £200.

Twelve Glasgow school children with a project on St Kilda. We went there in *Taikoo*; skipper, two volunteer mates, bo's'n, and the crew of twelve. *Taikoo* is one of eight Robert Clark ketches built for the Ocean Youth Club. Seventy-two feet, cutter headed, and carrying a mizzen staysail off the wind in light breezes. Only one winch, and all designed to keep active youngsters busy. Put that compass away boy, can't you see the transits? This is the best place on the earth for transits! So it is if you've remembered to keep track of the mountains as you leave the land behind. We swim in the Minch to the west of Skye - colder than the eastern Solent - sail through the Sound of Harris, and then see those jagged Atlantic islands Hirta, Dun, Soay and Boreray come clear through the haze. From Village Bay we land on Hirta to contemplate its curious history and climb above the cliffs to see puffins, skuas, petrels, gannets, fulmars. We leave after the next sunset, and watch luminescent dolphins diving under the boat as we speed past Eriskay on the way back home.

Now other boatless sailors charter and volunteer. We have our own boat again! Who is *Goathorn*? We hope to meet her this year.

John Dexter



## Equipment Forum

One of the more participative cruising lectures of the winter was organised by Robin Richards with a team of experienced helpers who between them had 264.5 years of wisdom to impart, and 120 years clearing loos.

The equipment discussed ranged from John Ryley's mustard pot riding light costing under £1 to expensive integrated GPS/Deccas, but on the whole suggestions were practical and informative. This is just a selection; a whole hour could profitably have been spent on any one of the topics.

Well, what should you take to sea with you? ▶



**Anchoring:** new Delta anchor praised; use of a Fisherman in kelp; using two small angels instead of one for ease of carrying on a moving deck.

**Fuel Filters:** and additives discussed to dispel water and destroy bacteria; possible expense by not doing this.

**Rigging:** Non destructive testing, and its impact (especially not testing rigging) on insurance claims.

**Heads:** A weak solution of vinegar (the Chair had no opinion as to whether it should be wine vinegar or the less expensive kinds) stops the build-up of calcium in the pipes.

The very thought of the Bay of Biscay was making quite a few people apprehensive when we boarded the cruise ship *Black Prince* (10,000 tons) the first week in January, bound for the Canaries. Garth and I have made five previous cruises across the Bay without any ill effects, but I might have guessed we would have trouble on this trip. Westerly winds had already been driving water into the Bay before we left and there is no free exit for the sea from those embracing arms of land.

After leaving Southampton till

bottom but excellent stabilisers, which were out all the time.

On the afternoon of January 6th the sea, which had been churning around in chaotic manner for days, released its pent up energy with several gigantic waves which sent the ship into a mad sloping lurch sideways. People were thrown across their cabins, into doorways and down stairs. Those of us awaiting tea in the lounge suffered a tumbling of heavy chairs from one side of the ship to the other. Garth went one way on the floor, I soon went the other way with

## Looking forward to cruising

When almost the only sun over the last few weeks has been that provided by our lecturers' slides it is obviously time to be looking forward to the coming season. Our first event, at the beginning of May, will be at the Folly with the promise that you will be advised in advance of any requirement to walk more than a 100 yards. At the end of that month we shall be meeting with the Yacht Club de France in St Malo; it is unfortunate but unavoidable that this is so close to both the D Day commemorations and the "Guernsey" race.

The only date that could be arranged for the Round the Island Power & Ware is the 16th July, which coincides with the mid-summer meet. The intention is to start the race at the platform but to finish at Beaulieu so that those who wish to do so can readily go on up to Bucklers Hard. On 18th July we shall be leaving Bucklers Hard early, weather permitting, for a cruise in (I was going to say loose but



this might be misinterpreted) company heading for the West Country.

There are still several openings for the 1994/95 lecture programme and I would welcome suggestions as to subjects almost as much as offers to give a talk.

Finally I have another thought on flag etiquette - should the wearing of a defaced ensign be restricted to yachts flying their burgee at the masthead?

James Beattie  
Captain of Cruising

## Rogue Waves



reaching Lisbon three days later the daily reading of the weather forecast over the speaker system was unrelieved gloom. Force 7-10, gusting 11 or 12, and persistently from the West. I have little doubt that those speeds were reached, though the sea bore no resemblance to the description given by our old friend Admiral Beaufort: hardly any white horses, just a heaving grey mass of water.

Life aboard was hard work, bracing oneself in ungainly strides against the motion of the ship and clinging from one handrail to another. It was noisy down below in the cabins and there was some reduction in attendance at meals, but neither Garth nor I felt sea-sick. The *Black Prince* used to carry passengers and cargo, mainly tomatoes, to and from the Canaries but has recently converted to passengers only. She has a flat

four chairs on top of me. We were both lucky and came to no harm but there were cut heads, black eyes and bruises, and several broken ribs to mar the rest of the holiday for a lot of people. Most of the crockery was broken, in two separate accidents, and by supper we had coffee cups without saucers, as few were left! A very substantial glass door into the lounge was completely shattered, goodness knows how.

This was only an uncomfortable incident for a cruise liner, but small yachts may not get off so lightly.

When *Morning Cloud* foundered off Brighton in September 1974 after south-westerly gales had been driving water into the narrowing funnel of the French and English coasts, it was later estimated that a wave of more than 25 ft was probably responsible.

Ingrid Holford

## Needles Relief A carol to the tune of Wenceslas

Jo and Desmond sailed again,  
Though the shipping forecast  
Warned of force eight gales and rain  
Skies remaining o'ercast.  
To the Needles forth they went,  
Lighthouse men relieving,  
Christmas comforts to present -  
This aim not quite achieving.

Keep well into Alum Bay,  
Braving waves with white foam,  
'Look the lifeboat's drenched  
in spray,  
Darling, time to turn home'.  
'Back to Lymington, you think  
E'er the gale increases?  
Pour the crew a good strong drink,  
Nerves are shot to pieces'.

What a merry time we had,  
Company grew frisky,  
Even gales cannot be bad  
When they're faced with whisky.  
This Grand Banks it's very clear,  
As well as radiators,  
Has a captain with no fear,  
All sea-sound gladiators.

Kate Richards



## Building use survey

Things are always changing; but not the views of the membership! We are most grateful to all those members who have taken the trouble to respond to the questionnaire which was recently made available; some members even submitted learned treatises on the subject, to whom we are even more indebted. We are still receiving answers but these only go to confirm the initial findings and it is felt that we should now call a halt to the survey, having discovered all we really wanted to know. And what was that?

The findings are, that with the exception of a few matters outlined below, none of which is likely to make the earth move, you are fully satisfied with the building as it is. You have suggested the we should pay further attention to the following:

- noise in the bar
- reducing congestion at the entrance to the Ladies changing room
- investigate a possible reallocation of space in the area between the Chart room and the old workshop.

These suggestions are being taken up actively and the summary of the survey, containing a number of additional lesser issues, will now be handed over to the House Committee for appropriate action.

You might be interested in a reminder of the findings of a previous, more extensive, questionnaire which was summarised in the Study Group Report dated May 1988. It reported (a)...Member's responses to the questionnaire showed a clear majority in favour of keeping the Club much as it is, and (b) "...it would be unwise to plan the physical facilities to cater for rare occasions as this would lead to expensive unused space for most of the year, which would be detrimental to the congenial atmosphere of the clubhouse". Nothing changes very much!

Desmond Dewhurst  
Vice Commodore



Things changes very much

Weather forecasting is not easy at the best of times. Forecasting for an invasion of France in 1944, provisional date June 5th, was a nightmare. Five-day forecasts were required, dicey even today with powerful computers and copious data to feed into them. In 1944, long range forecasting was a simple analogue system. Surface pressure charts from the past were indexed according to major and subsidiary types, and the closest charts to the current situation were supposed to indicate future developments. The Americans used the method a lot and were satisfied with the results, possibly because they have more predictable continental weather. The British were less convinced.

The Supreme Commander (SC) of the Allied Expeditionary Force, Eisenhower, instigated a plan whereby daily telephone conferences between two experienced meteorologists at five different centres hammered out a consensus opinion to put to the SC's daily meetings with Everyone-who-was-Anyone. The Met conferences were presided over by the British meteorologist J M Stagg (in the rank of Group Captain), with Col Yates from the US Weather Bureau as his deputy. Stagg presented the consensus opinion to the SC's meetings and could only argue his own ideas at the Met conference. The other teams were from the Admiralty, Stanmore (RAF), Dunstable (HQ British Met O), and Widewing (HQ US Strategic Air Forces, Teddington), whose forecasters were American. Everyone received raw data on the British teleprinter circuit, with Stagg and Yates, stationed at Teddington, getting theirs from the Widewing office. Widewing was backed up by climatological data and analogue predictions from the US Weather

## Forecasting for D-Day

*Ingrid Holford has made this interesting, and relevant, precis from the book Forecast for Overlord by J M Stagg*

Bureau; the British teams worked on their own.

Practice conferences took place from March onwards; D+5 forecasts each Sunday for a dummy D-Day on Thursday, plus two subsequent days. The system worked well at first but became tricky as tensions mounted. Individual temperaments clashed, and hard and fast convictions were difficult to reconcile, the Americans being unconvinced that British weather was more temperamental than their own.

At the end of May, Advance Command Post was set up at Southwick House, Portsmouth, HQ of Admiral Ramsay, and Stagg and Yates went there through roads choc-a-bloc with troops and equipment, emphasising their own responsibility. They shared a cramped Met office with staff at Southwick House and slept in a tent in the grounds.

The Atlantic charts at the beginning of June were full of menace; One depression, with fronts, after another and the meteorologists became entrenched in contrary views for the 5th. Widewing was optimistic that a ridge of high pressure from the Azores anticyclone would stretch to the English Channel and give light winds. The US Weather Bureau supported

them, after a search of 30 years' back charts. Stagg and Dunstable were worried that vigorous cold air would burst southwards from the anticyclone over North America, forcing depressions nearer to the Channel, giving bad weather. Stagg had to hedge about the consensus opinions.

On June 3rd, rapidly falling pressure and Force 6 winds at Blacksod Pt, N Ireland, supported British fears, and close questioning by Deputy SC Air Chief Marshall Tedder brought the disagreements into the open. Continuing bad weather signs caused Widewing to drop their optimism, and at 0415 on the 4th Stagg reported to the SC that it would be wet and windy on the 5th, causing him to postpone and recall some sailings. Stagg further predicted a short window in the weather behind a cold front on the 5th, which could last during the 6th.

The meteorologists had several more conferences during the 4th, and at the 2130 SC's meeting Stagg was able to report unanimous confidence that there would be fair weather from the afternoon of the 5th and through the 6th. The invasion was ordered for the 6th, despite uncertainty about the 7th and 8th, and the forecast was spot-on. The cold front cleared from southern England in the afternoon of the 5th and a reconnaissance plane reported broken clouds and good visibility over the French coast at 23.59. But the waves could not be switched off, and the Forces had a rough crossing, with much seasickness. Ironically, the Germans had eased their vigilance a little, because it seemed impossible that an invasion could be staged in such bad weather.

The Top Brass, especially Eisenhower, were highly complimentary to Stagg and his team, and Stagg himself acknowledged that despite the hassle the methods worked well.

## Pictures from the past

These pictures, contributed by Bill Lewthwaite, may remind other Club members of times in the Far East. He says:

'I was on sick leave from the Burma border in 1944 when I took these pictures of dinghy sailing on Nani-Tal, a lake in Northern India overlooked by the Himalayas. Nani-Tal was very popular with the British Raj as a hill station, being cool and beautiful after the heat and dust of the Indian plains.

'Whilst there I joined the Nani-Tal Yacht Club as a temporary member. It was a very exclusive sort of place and I remember that the club secretary who interviewed me seemed more interested in the type of pre-war school I had attended than anything else. The war seemed a long way off at the time!

*Note: Without wishing to put too much history into Pottership, I would be interested in other (brief) anecdotes for consideration. Ed.*





# Abaft the desk...

## Christmas cards

I am sometimes asked why we do not produce a different Christmas card each year, preferably with a pretty picture on it instead of the regulation (and to some, dreary) plain white card with a Club crest. As usual, there are arguments both ways. There is a consensus that it is nice to have a bright, distinctive club card, but few people want to send it two years running, so we can not spread the production costs over a large order. Thus it was decided some years ago to stock only undated, crested cards, which have a longer life in which to cover their cost. But many remain disappointed each year that there is no Club Christmas card other than the standard crested design. Perhaps it is time to try again; and now, in early February (when this is being written) is the best time

to start. I am therefore offering a prize of a bottle of champagne to the creator of the best design for a Club Christmas card for 1994. The design may be a photograph or a drawing: it must be original, it must be ready to enter the print process without incurring extra expenditure, and the copyright must be donated to, or waived in favour of, the Club. The deadline date for entries to be handed to the office is 30th June 1994. The designs will be shown in the club soon after that date for a week or two and members invited to select the winning design by ballot.

## The Staff

Happily we have had very few crew changes in the staff lately, but for those who do not know them all a brief reminder of the office line-up may be useful:

**Deputy Secretary:** Barry Grainger. Barry is the first point of contact for all sailing matters.

**Administration:** Pamela Simpson. Pam keeps the member records and deals with most day-to-day administration. She also provides office support for certain sailing and social events.



**Accounts:** June Gifford. June keeps the books, pays the bills and backs up Pam on the member records and Liz on reception.

**Reception:** Elizabeth McLaren. Liz is the weekday receptionist, provides office support for many social and sailing events, and orders and sells club regalia.

**Weekends:** Carole Baggot. Carole is our weekend receptionist, and she also provides back-up typing capacity for busy periods.

We have just received from the Yacht Club de France a letter agreeing to a reciprocal arrangement, and an invitation to Members to stay there when in Paris. More details will be made available.

Jonathan Hutchinson  
Secretary

## P o t t e r b i t s

### first a correction...

There was an error in a race report given in the last issue of Pottership. In the International Etchells British Open Championship Calypso and Impudence were granted joint first and not placed first and second as stated. Impudence is owned and was helmed by Malcolm Stang, with Ian Bashford as crew. The Editor apologises for this error.

### a caption competition

We want to have one, but there is a dearth of pictures to caption. If you have a suitably cryptic or suggestive picture (or you could take one specifically for the purpose) please submit it for the next issue. We will credit it if used and publish the captions in the next issue. In the interests of good order an editorial decision will govern the pictures published!

### get into print

news • articles • letters  
• its your club  
• this is your Pottership  
• your contributions please  
In this issue there is once again a healthy mix of articles from regular contributors and from names not seen in print before. In the Autumn there will be all the activities of a busy sailing season to write about, so after

that exciting race, or during that idyllic cruise, pen a piece for Pottership. And please don't forget the photos!

### question and answer

It is hoped that all future issues will run a series of short, relevant questions and answers to tease the brain (hopefully entertain) and test our general knowledge of seamanship.

John Hines has contributed the first one, below. Send your questions and answers to the editor please and don't be too hasty arriving at your answer to this one. The correct answer, without penalty, is disclosed after a 180 degree turn

**Question:** An X boat is overtaking a dinghy using an outboard engine. Which is the right-of-way vessel?

**Answer:** Neither. IRPCS do not assign rights, only duties. The X boat has a duty to 'keep out of the way....' (Rule 13(a)). The dinghy 'shall ... keep course and speed'.

### it's official!

It's Pottership and not Potter Ship. Extensive research amongst the notice boards of the entrance hall has failed to come up with a decisive majority, and references to both the race and the trophy of the same name use both forms with apparent indiscriminination. The

editor's decision, and more importantly that of the designer, is therefore invoked, and this is Pottership.

### our grace

The RLym Yacht Club now has a Grace specially written for the Club. It was used for the first time at the Annual Dinner.

Dear Lord protect us, and give us the Faith to follow thy path in great waters.  
Grant us mercy from the perils and dangers of the sea and lead us back to safety and the true humility.  
Let us be of one company and sustain Thy Blessing with the food we are about to receive

### the spring series

The Spring Series which is jointly run by us and the Lymington Town Sailing Club is a short series of six short races run in the proximity of the river and usually ending in the bar. It begins on Sunday March 20th - still time for late entries!

### cruising contacts

Many members may not be aware of a long-standing arrangement for keeping in touch with (or finding) fellow members when away cruising. Tune to VHF channel 72 (or 16, dual watch) at 18.30 BST. This is a regular 'sked' and someone may be waiting for your call.

### junior sailing needs you

No experience needed - all necessary training given. Time keepers, support boat helpers, help with sailing instruction and occasionally general comforters always needed for Junior Sailing. If you would like to help, contact Roger Wilson (via the Club office).

### sailing for the disabled

We hope to offer an afternoon's sailing for disabled local people on the following dates:

Monday 9th May  
Monday 18th July  
Monday 5th September

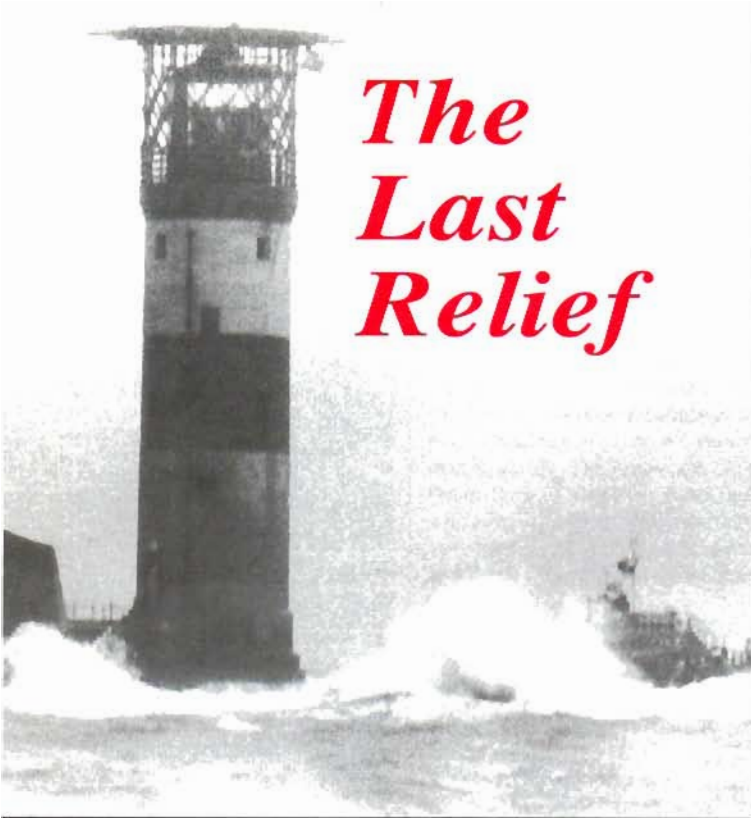
A reminder will appear on the Chart Room notice board and more information is available from Margaret Hines, Lymington 673640.

## Pottership

Edited by Marilyn Holmes  
Designed by Andrew Salanson  
Cartoons by John Riley  
Pottership ©  
The Royal Lymington Yacht Club  
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# The Last Relief



This picture, which the Advertiser & Times has kindly given permission to use, was taken by Brian Down. A well known journalist on the newspaper and local historian, he took this picture on December 18th from Mainframe.

Forecast for Saturday 18th December (courtesy Michael Fish):

Southerly force 6, veering south-westerly and increasing; good for a cracking sail down to the Needles, better for a flying run back to Yarmouth; not so good for transferring Christmas tree and hamper from lifeboat to lighthouse, and even less good in a 21 foot Drascombe Cruiser, especially as someone forgot to mention the 45 knot williwaws coming out of Alum Bay.

We arrived at the Club for the last (?) Needles Relief with other intrepid sailors, none of whom, for some reason, would accompany myself and crew Mike Saqui on this nearly maiden voyage in my recently acquired ocean-going pride and joy. Apart from a brisk flood tide and a brisk 25 knot breeze on the nose, the motor sailing as far as Totland was uneventful. However, nearing Alum Bay, we decided the breeze was becoming brisker when Mike's attempts to add brandy to the coffee resulted in the precious liquid arriving horizontally on my oilies, necessitating (his words) the Tequila technique - swig of coffee, lick the oilskins.

Contrary to expectations, Alum Bay proved most interesting, even for the larger boats (editor agrees) courtesy of said williwaws blowing spray 50 to 100 feet in the air and of a fairly serious swell. Interestingly, life was quieter out in the tide and well away from the cliffs. Despite the conditions, we felt pretty safe as the little boat was behaving well under power and there were plenty of sensibly sized boats around to give us confidence, especially the large orange and blue motor vessel which arrived on the scene accompanied by her little inflatable.

On a less frivolous note, it was a pleasure to see so many yachts and power boats turn out to wish our lighthouse keepers a last Happy Christmas despite the conditions. I hope the keepers had time between dodging waves to notice the assembled company, for I'm sure we will all feel a little more alone as we pass yet another unmanned lighthouse.

Is 10 knots plus (on the return trip) a record for a Drascombe Cruiser?

May we have volunteers to sit on the Needles next year to allow 'The Relief' to continue?

Chris Rustom

Left: Drascombe cruiser in heavy weather.  
Photo: Ken James

*It has been provisionally agreed that next Christmas boats will make the annual pilgrimage to the Needles, or to Hurst if the weather is too bad, to see a demonstration of expertise given by the life-saving services in the Solent area.*

I wrote in the last Pottership about the important work that the National Trust have been doing at Newtown. They have in fact raised and spent £120,000 to repair the quay and most of the sea wall that

protects the historic salt pans, but they still need £10,000 to finish the last 200 metres of sea wall and they are keen to get on with it this summer.

Newtown is a rather special place for all of us in this Club and we have a responsibility to see that its historic setting is properly preserved for future generations. Please support the

## Mending Newtown - one last heave -

Trust's appeal to raise the remaining money they need, or we shall have failed to finish the job. There are pamphlets giving details of how to subscribe in the Chart Room help-yourself rack, where you

can also see a full report on the project from the Trust, together with a map.

If you don't help, you may feel guilty every time you put your hook down in Newtown and even more guilty when you land on the beautifully restored quay on the way to the pub!

Peter Wilson Commodore

Over the last ten years or so Little Egrets (*Egretta garzetta*) have extended their habitat from northern Spain and can now be seen fairly frequently along this coast. Six have over-wintered here, roosting on the Keyhaven salt marsh but feeding all along the mud flats. As many as sixteen of these large, heron-like white birds were seen in the area last September and are expected back, but as far as is known they do not yet breed in England.

Your editor has seen one in the Salcombe estuary.

The Hampshire Ornithological Society has published a brand new



book full of up-to-date facts. Called *Birds of Hampshire* it costs £22.50 from local book shops. Club Members can obtain it at the special price of £20 via the Pottership editor.

## A new Menu for Club Catering

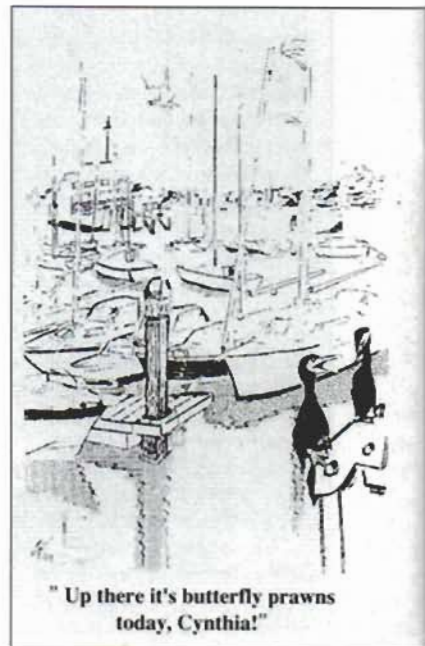
For more than thirty years Michael Webb has worked in the Club, dedicating himself to the inner well being of us all. There is hardly a Member he does not know or has not known.

He runs a service of unparalleled excellence at what can only be described as an astonishingly reasonable price. During the time he has been at the Club the catering requirements and expectations of members have continued to increase until now he provides two first class main meals a day throughout the year, with a break of only a few days at Christmas.

Inevitably the size and complexity of his business has also increased, to a point now at which it would tax the most able of us to manage it single handed. After very careful thought the Committee has decided, in conjunction with Michael and with his full agreement, to merge the managements of his business into that of the Club. He and his catering staff will continue to provide the service to which we have come accustomed, and because the Club will provide management expertise Michael will have more time to devote to continuing to provide us with his

high quality catering service, using the same, much appreciated, staff.

It may be necessary, in due course, to introduce some minor operating changes to improve efficiency and service to Members, but it is the intention of Michael and of the Club to continue the catering as much as possible as it has always been.



"Up there it's butterfly prawns today, Cynthia!"