



Pottership

The Newspaper of the Royal Lyminster Yacht Club

Number 11 Autumn 1994



I can remember thinking at the St Malo meet, whilst wrapped in full thermals, that two weeks of sun would have everyone saying what a good summer we were having. The weather at the time certainly gave no indication that we would have the finest summer for some years. It certainly helped to make our mid summer and St Vaast meets enjoyable.

There is an article elsewhere on sailing for the disabled, but I cannot let this opportunity go without saying thank you to all those involved in making these cruises such a success. One only has to see the thank you letters to realise how very worthwhile the events are; further volunteers to help afloat or ashore are always welcome.

The Needles Relief will take place as planned on Saturday 17th December. Unfortunately it seems that the light will not be manned at the time, the keepers having left on December 7th, so we shall be watching the RNLI doing an exercise in the Western Solent. The usual party in Yarmouth will follow. Details in the chart room.

Subject to sufficient numbers there will again be an opportunity for those who wish to take an SSB radio course and examination some time in February. A VHF one day course and examination will also be on offer. Further details are in the chart room.

Finally, I would mention that suggestions and volunteers for next year's lecture programme are always welcome.

James Beattie
Captain of Cruising

Vauxhall Royal Lyminster Cup

Hard to believe that this year was the 20th Royal Lyminster Cup - but it was, and at a special party a gathering of the Old and Bold of the event brought the likes of Eileen (Caulcut/Elliott) and Harold Cudmore from distant parts (well, Cowes, actually) to join winners, helpers and Jurors (it wasn't always on-the-water umpiring) from bygone days. What was significant was not how many but how few guests there were who had not already been around all week, running this year's event. The R Lym Cup really is 'Our Lym Cup', and the enthusiasm for the event brings the enormous race team back year after year.

As to the regatta itself, club sponsorship manager/negotiator/brinksman Ken Robinson brought to us one of the best sponsors to date: Vauxhall, who just happened to make a car called the Omega which is rather handy since the world circuit is sponsored by the watch manufacturer of that name. There's synergy for you. If Ken were a sky-diver, he would hold the world record for delayed-opening jumps. He would probably hold the record for the highest bounce, as well: the Vauxhall deal was cut to a schedule that made even the eleventh-hour deal with the Sports Aid Foundation in 1993 looked relaxed.

Much earlier - indeed, in 1993 - another sponsor had actually approached us and arrangements were well in hand when the continued recession in Europe had slowed the train of events to a snail's pace. When the deal not so much fell through as merely did not happen, we planned the event on a no-sponsorship profile. Contrary to popular belief outside our club, a major match race regatta can take place without sponsorship as we have already demonstrated - but one runs a better event, with a higher profile, when a sponsor is

involved. Well done Ken. Again.

An innovation this year was to hold an international qualifying tournament before the Vauxhall Royal Lyminster Cup itself, to which came not merely young hopefuls keen to have a go at the Big Names, but some of the Big Names themselves, who for whatever reason could not be invited straight into the main event. (Because ours is the principal international match race event in Britain - the only so-called Grade One regatta - there are funny rules about who should and should not get invitations. For a full explanation of the workings of the world match race ranking system and how the invitation system operates, approach Ken Robinson or Nick Ryley in the bar, making sure you have a pocketful of silver. Both drink Ringwood, and it takes a long time). Suffice it to say that this idea was not merely a success within our own walls, but was widely acclaimed both by competitors and in the yachting and the daily press (including some which hadn't been written either by Malcolm McKeag or Bob Fisher). Two skippers qualified this way for the main event, and gratifyingly each then went as far as the semi-final.

The final was drawn between Chris Law, a long-time competitor who had never quite won, and Thierry Peponnet, of France. It went all the way to five matches in a first-to-win-three final with Law eventually winning 3-2.

Malcolm McKeag
Rear Commodore
Sailing





Fondue moored bow to at Rauma on the west coast of Finland

2300 Monday 20th June. The longest day of the year. Martyn is on the 'phone from the next door room. 'What do you think? The sky is clearing a little.' We agree to try again. The previous night had been a flop with far too much cloud about. So Martyn, Dee and I drove up the nearby hill outside Jokkmokk just north of the Arctic Circle to watch and wait. Our spirits soar as the clouds fade away. There is a small log cabin with hot coffee and cakes for sale but it is not cold and there are a few midges.

We stand in silence amongst the pines, the gorgeous smell of burning wood filtering through the slowly curling smoke, and watch the burning ball of fire dip towards the distant hills and then, so slowly, climb again into an almost cloudless vermilion sky. No setting sun. Only, due north, that dance of fire.

To see the midnight sun was one of the principal objectives of our cruise. Another was to meander amongst the thousands of islands in the warm midriff of the Baltic Sea. The lure of these islands had been one of the reasons for building *Fondue* in the first place. The charts looked mouth-watering and we calculated that Stockholm was, with only a small modicum of luck with the weather, only nine days sail away.

Martyn and I left Lymington for the Kiel Canal on the evening of Thursday 26th May and arrived, through fog and rain, in the centre of Stockholm on Saturday 4th June to moor in the shadow of the wonderful Vasa Museum. Margot and Dee joined us the following day.

For the whole of June, Martyn and Dee were to be with us; through the archipelago to the Åland Islands, up the west coast of Finland, across to Umeå to hire a car to drive north of the Arctic Circle, then to cruise back to Stockholm enjoying as many of the islands as possible on the way. Unfortunately by the time we reached Rauma on the west coast of Finland, Margot's knee gave her such pain that we had no decision to make - she had to fly home for repairs! A month later she rejoined *Fondue* in Helsinki with the admonitions of the surgeon ringing in her ears and our aluminium step-ladder as cabin luggage so she could climb on and off the boat. Fortunately all proved to be well. By this time Eddie and Ica Vogelzang had taken Martyn and Dee's place and the gales of 50 knots that had swept the region at the end of June had

given way to blissful blue skies and sea breezes which were to stay for the next six weeks.

The cruise was full of surprise: the sometimes almost mystical beauty of the islands; the speed with which the water warmed up in July; our swim from the boat only a mile from the centre of Stockholm; the moderate prices of moorings including - of course - a sauna! The myth that Finns and Swedes are tense and withdrawn, rather cold people was exploded completely, certainly amongst the sailing community. The warmth of their friendliness everywhere was incredible. The islands must be cruising's best kept secret; in our ten weeks in the Baltic we saw only four other British yachts.

Thursday July 7th, mid-day. The sky is blue and the gentle sea breezes are just beginning. At 1445 we reach Bursto in the Finnish archipelago. Stern anchor over the side; we are experts now. Only a few boats are there; we like to be early to have time to explore. Smoke is curling up from the smokery by the wooden boat houses which are built so that the fishing boats can be lifted above the ice in winter. A Finn, with round beer belly and rumbling laugh, and his lovely wife with glistening red hair and the shortest of shorts, help Eddie to negotiate our dinner of delicious smoked white fish and then show us round their lovely old Folkboat which they sailed from Helsinki. They advised us to avoid Hanko at the weekend because of the annual regatta and go to Ekenäs instead by way of Helsingholm (the best fish of all!).

The outer islands are low lying and often devoid of trees. As one nears the mainland shore the trees become thicker and the islands completely wooded. Everywhere there are leading marks, sometimes in such profusion for different routes between the islands that they are confusing. Particularly confusing though are the cardinals which have no triangles on their tops, and against a low sun even with binoculars it is impossible to distinguish north from south or east or west. We often had to stop to sort ourselves out. On every sail, often only a few metres from the rocks, everyone was fully involved. It was enormous fun. After dinner was often the time for our daily walk. Jungle juice kept most of the mosquitoes away and we were rarely bitten. The views across the islands from the highest vantage

point, often washed with a brilliant orange or red, were breathtaking. One felt that if the earth were flat one would see for a hundred miles. We would stroll back to the boat in clear daylight as the clock approached midnight. No wonder the Russians speak of the month of White Nights.

From Helsinki we went by Finnish train - The Sibelius! - to enjoy the magic of St Petersburg for four days and then by ferry to Tallinn, the lovely Hanseatic-League city and capital of Estonia.

Other friends, not Members of the Club, joined us in Helsinki for the return to Stockholm and Ica and Eddie caught the ferry. The warm weather continued with more glorious pilotage, new islands and new friendships.

Certainly a cruise of many surprises. Did you know that our esteemed Rear Commodore House is fluent in Swedish? Have you watched Ica, a graduate of the Ridgeway Sailing School in Scotland, tie a bowline one-handed as she comes alongside a buoy?

Martyn returned to Stockholm to help me bring *Fondue* back, a trip which turned out to be more of an adventure than we had expected! We entered Lymington River at mid-day on Monday August 22nd exactly 3500 miles after our departure in May.

In a recent article in *Yachting Monthly*, Errol Bruce advised that above all else when sailing, what matters is who you sail with. His hot tip: Choose your crew wisely. Whatever the faults of *Fondue's* skipper, he cannot be faulted on that score.

Howard Letty

Note: Howard is giving a talk and showing photographs of the cruise at the Club on Wednesday January 11th.



Martyn and Dee with Swedish friends early June near Stockholm

During 1994 the RYA Seamanship Foundation has run fifteen courses for blind and visually impaired sailors, including several off-shore cruises, getting about two hundred blind sailors afloat. For some it was their first time experiencing the thrill and exhilaration of the wind driving them along and the motion of being on the water. Next time you are out sailing close your eyes for a moment and imagine what this means to a blind person. I am sure you will be prompted to think of what is involved to enable the Foundation to provide the boats, the instruction and the willing volunteers to support the programme.

The courses and cruises are made possible by the generosity of owners and instructors who give their time to skippering and instructing in order to get so many appreciative sailors afloat.

Helming by a blind person is made possible by the marvellous invention of an audio compass which beeps when the yacht goes off course by 5°. It is amazing how quickly a blind person gets the knack of keeping on course so that the compass hardly ever beeps, and salutary to find that many a competent sighted sailor causes the thing to screech - much to the satisfaction of the visually impaired helmsman who may have just handed over the helm!!

In October the RLymYC ran the first ever UK National Blind Sailing Championships.

News of the Seamanship Foundation

the aim of which is to produce a national champion in each of the three categories B1, B2 and B3 (indicating the degree of visual impairment). Club Members John Colwell and Adrian Otten have generously offered financial help from their company Colten Care, which is very welcome and appropriate support. Ultimately we hope that this event will encourage the formation of a regional circuit, encouraging clubs to hold blind sailing regattas, the winners competing in a national final, leading to selection for the World Championships. The next Pottership will carry a full report and photographs of the Nationals.

Talking of the World Blind Sailing Championships: the UK will be hosting the next Worlds in 1997. Already it is clear that many RLymYC Members will be helping with the considerable organisation necessary to mount such an event. I have been asked to

chair the organising committee which already includes Club Members Richard Horton-Fawkes and Tony Blachford; Mary Follett and Cam Otten have also offered their help and I have no doubt that we can expect much support from the Club in general. It is hoped that the event will be based at Portland.

2.4 metre Mini Match Racing was run at the Southampton Boat Show again this year to promote integrated sailing for disabled and able bodied sailors. This is great fun and was a star attraction last year. Our Rear Commodore Sailing provides illuminating commentary on chief umpire John Doerr's refereeing of the matches and the RLymYC's race committee - as well as on the competitors, among whom are well known personalities such as Laurie Smith, Ossie Stuart, David Bedford and Glynn Charles. This event is run under our Burgee in aid of the Seamanship Foundation.

Finally, thank you to all those who took part in the Berkeley Henry Challenge, our Autumn pursuit race, which raised £360 for the Foundation. Please continue to make donations to the Foundation; every penny is appreciated by those who benefit most - the blind, the deaf and the disabled. This year the RYA is selling two super Christmas cards in aid of the Foundation, which is yet another way you can help - details page 15 of Autumn RYA News.

Sally Potter



Times past or will the real Nick Dover come on down

Rangoon Sailing Club was founded by a group of British expatriates in Rangoon in the early years of this century. It was located by the side of Victoria Lake near the grounds of the Burmese royal palace and in sight of the great golden pinnacle of the Shwe Dagon Pagoda. I think there were about eight boats, all club boats, called 'raters', and members drew lots for them. They were carvel built, about 18 feet long, half-decked, centre board boats and bear some resemblance to those on the Upper Thames. I joined Rangoon Sailing Club while undergoing training with the Burma Navy in 1940. I had been working with the Burmah Oil Company at Yenangyaung in Upper Burma and was about 21 at the time.

Nick Dover



.... Being cold is dangerous

Hypothermia - 'Now there's a word to chill the blood' I hear you say. Quite right, for that is exactly what it means. As the season draws to a close, it behoves us to face the unpleasant fact that cold is coming our way. Hypothermia is a dangerous, and potentially fatal, condition in which the 'core temperature' of the victim starts to fall - because they no longer have the energy reserves to match heat losses. Obviously, therefore, the wise sailor minimises these losses. The protection from wind chill is best achieved by multiple layers, in addition to waterproofing. Remember that your thinner crew members lose heat much faster than those who are 'naturally insulated', and children suffer particularly quickly.

People becoming hypothermic may exhibit no obvious signs of this - the shivering and complaining fades out as heat ebbs away, and the quiet chap may rapidly be reaching the point of danger, so be aware of this possibility. Crew members become useless when hypothermic, as the brain loses activity and muscles no longer function properly.

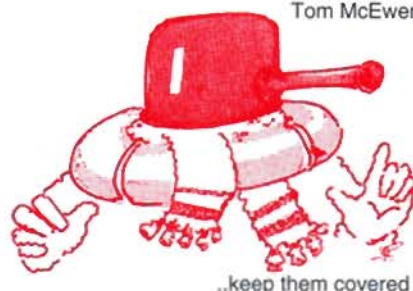
Physical activity can only generate warmth if the 'fuel reserves' are there, so seasick or unfed crew will slide into hypothermia earlier, even if active. Food need not be physically hot to generate heat (comforting though hot food is to a cold deck-hand). Sweet and starchy foods generate heat quickly in a crisis, but fats last longer. Immersion in water causes extremely rapid heat loss. Speed of rescue is of the essence if the man in the sea is to survive. The victim will be quite unable to cooperate after a few minutes of Spring water temperature (the sea reaches a minimum temperature in April). If you are ever immersed in offshore gear, move as little as possible to reduce to a minimum water-exchange from your clothing.

Treatment of the hypothermia victim is simple in theory - heat them up! This means removing the heat loss (wet clothing, wind) and insulating him and adding heat - externally, and by hot drinks followed by food. His reserves will still be very low even when he *claims* to be fit for duty, so remember that. Direct heat is difficult at sea - not every boat carries a hot bottle, unfortunately, but a warm volunteer in a sleeping-bag can save a man's life. Boots' heat packs, available in various sizes in Lymington, can stave off trouble on winter cruises. Thank Heavens for Alice's charcoal stove!

Tom McEwen

Points to remember

- Hypothermia is insidious and dangerous
 - Anticipate it and protect your crew
 - If caught out, act swiftly
- Remember - the recovered crew has no reserves for some hours
- 20% of heat loss is through the head and neck - keep them covered



What to do on a winter's evening – attend lectures at the Club

Last year and in the early spring of this year a most enjoyable series of lectures/seminars was held at the Club.

It goes without saying that these presentations entailed considerable effort by those involved in their preparation - but the end effect was not only informative and educational but enjoyable as well. Possibly teachers from local schools should have been invited - I'm sure they would have picked up useful ideas on how to impart knowledge without losing their audience.

The 'Race officers' guide', presented by Nick Potter, Tony Blachford et al opened the series. This was a great success (I'm sure the bar receipts showed this). I can only suggest that it be repeated in the not too distant future. With it the Club's reputation for being amongst the foremost race managers in the country can only be enhanced.

The second of the series, presented by Dr Tom McEwen, has already been mentioned in Pottership. I would like to add that the racy presentation of a somewhat difficult topic went down well with the audience, as did the emphasis on the basic things that one should know about First Aid at Sea. Simplicity in presentation was the key to getting the message across. I've never seen quite so many bruised lips as after the 'kissing' resuscitation sessions.

The third of the offerings, 'Racing rules and protest seminars', introduced by Gordon Stredwick, consisted of four evenings' entertainment, each with its own distinctive style. The authors were illustrious figures in their own field.

The impression given by our new Rear Commodore Sailing was that although he has a difficult task to emulate his predecessor, he has his own inimitable style, and obviously will be an asset at any meeting, with his knowledge, style and humour.

Regrettably the seminars only served to illustrate how sadly complex the racing rules have become. At least Club Members were prepared to show their bafflement (or ignorance) of these complexities. Still, we were told there is good news in the offing - the number of rules will be such that mere mortals will be able to count them (possibly on the fingers of two hands) and hence possibly understand them.

In spite of our puzzlement and obfuscation the seminars in themselves were greatly enjoyed and I am sure members embarked upon the racing waters feeling at least that they might be one up on the other chap.

I hope Club archivists are busy, and that part of their task will be to catalogue and keep all such presentations as part of the Club's history.

Ken James

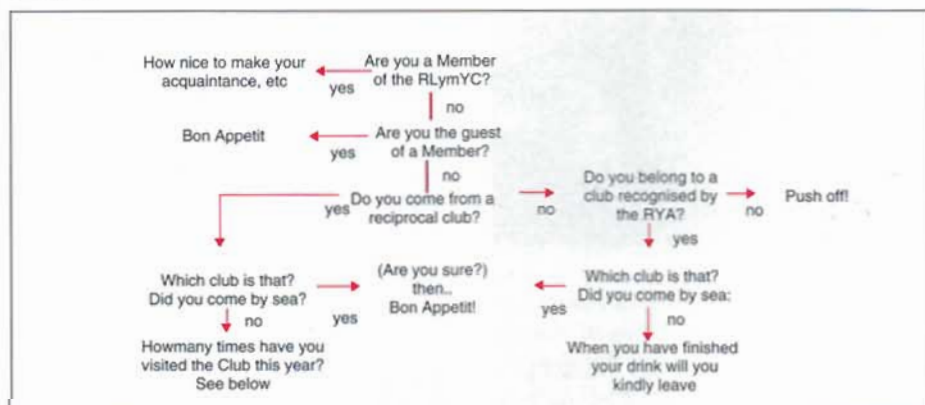


cartoon by Stuart Beck

Visitors to the Club - or how to deal with Mickey Mouse*

When they feel there is a stranger in the house, Members have been urged to establish their bona fides. Some Members have complained that they have difficulty weaving their way through the various Rules and Regulations governing visitors to the Club. In order to clarify the situation once and for all the following simple guide has been devised. Having decided on the person you regard as a possible interloper you should approach them armed with the following series of simple questions

the book near the entrance to the bar, while visitors from reciprocal clubs have been required to report to the Steward and sign a separate book kept beneath the bar counter. This system has revealed that visitors from reciprocal clubs are not nearly the problem we originally thought. In the first six months of this year 3633 guests were signed in by Members while only 409 visitors signed in from reciprocal clubs (a total rate, incidentally, of 8000 or so in a year). So that particularly on weekends you will naturally find the bar and



So far everything has been straightforward, now you must just keep in mind the following:

If the visitors have come by sea they are welcome irrespective of the number of visits, and especially welcome if they are from clubs outside the Solent and Poole areas. But how do you establish that they really have come by sea except by continued questioning? If the visitors have come by car then you must have at your fingertips the number of visits they are allowed, as stated in the letter of agreement with their club - this is normally six times a year.

By this time, of course, you will probably have made life-long friendships with the visitors involved, which can't be a bad thing, really. You can then invite them in as your guests!

Some of us, on entering the Club (even on a lecture evening) exclaim that we do not recognise anyone anymore. The following may not help but it may explain why. Late last year we introduced a new system of signing in. Guests of Members continue to be signed into

dining room filled with people while relatively few Members are present, and long may it continue.

As for interpreting the visitors and guests books, the difficulty is that many Members insist on writing their names in the original Aramaic script with which I am not totally familiar, but in general the figures are reliable - insofar as they represent only those who sign the books.

Another reason why you don't recognise everyone may be that the annual turnover of Members amounts to somewhere between 6% and 7% of the total Club membership. Even allowing sadly for those newcomers who suffer, after only a few months, from terminally strangulated wallets, this means that roughly half the Club membership is replaced every ten years or so. On this sobering note, let's have another drink!

Desmond Dewhurst Vice Commodore

* see Desmond's article in the last Pottership

The third Club outing for physically disabled guests was held on 5th September, completing our programme for this season. It seems that word has got about: each outing attracts more people than the last (where will it end, I wonder?). This time thirty-four people went out on twelve boats. The weather-man has smiled on us this year - for the third time we had sunshine and a gentle breeze. Once again, we met at 1400 (more or less), trips lasted two hours and the Club provided tea on the forecourt under the attractive new awning afterwards.

The first trip, 9th May, saw about seventeen people on seven boats; more boats were offered than were needed. By contrast, in July a lot more people wanted to come and regrettably some had to be disappointed despite Sharon's mammoth sessions on the 'phone, as many boats were away cruising or racing. Preference was given to guests who had not been before.

We are gradually refining the organisation of these trips; with such numbers the ad-hoc arrangements of last year are simply inadequate. One problem being addressed is that of lifting guests on to boats: some are very heavy and unable to help themselves and although we have had teams of willing helpers doing the job we are mindful of the risks involved.



Grateful thanks are due to all those who have lent their strength and skill in this way, to skippers and crews, and all who helped on the pontoon, meeting and greeting guests and serving tea, and not forgetting Michael and his team who provided the tea and doughnuts.

NOW, about next year. Boats which have taken part are very varied (17' to 47', both sail and power) and some owners have attended most times, as have several pontoon helpers. We are delighted with their support - without it we could do nothing. However, I would be glad to hear from others who might get involved, since it is unfair to expect the same people to do it every time. There are several ways to help even if you are boat-less. As well as the jobs already mentioned, we need people willing to be relief crew, as skippers



often find that their regular crew are not available. To offer (occasional?) help, make suggestions or get more details ring Margaret Hines, Lymington 673640.

Perhaps you wonder whether this scheme is worthwhile? We have received lots of letters from disabled guests saying how much their sailing outings have meant to them, and also from their carers, who really appreciate being included. In particular, I'd like to tell you about one young man with a degenerative illness who had been severely depressed for many months. Coming sailing gave him just the lift he needed; he has organised more sailing for himself and has really 'turned the corner' and regained interest in life.

Worthwhile? I'd say so.

Margaret Hines

REAR COMMODORE'S LOG

It has been (so I'm told) the busiest summer the Club has ever had: two national championships, two Patron's visits, a seemingly endless succession of events which began with the Spring cruising meet at the Folly and will not end with the Autumn Meet at Goathorn. The crowded nature of the season is typified by the fact that I could not be at the Autumn meet because I had to be at the Club and the Macnamara Bowl, which dates unhappily clashed. (Unhappily from my point of view - I suppose having emptied Poole Harbour of women XOD sailors, it was only fair we fill it with our own cruising Members).

To single out events which have been personal highlights would take too long, but one which gave me special pleasure was our running of the Berthon Source IMS regatta just before Rolex Commodore's Cup. I watched the racing from *Spellbound's* cockpit on the way to and from the Beaulieu meet (another date clash - it really is impossible to do every event in our Club's calendar) and it was a pleasure once again to see the big international offshore racers back in the Western Solent under our Club's burgee.

A question still (but thankfully only occasionally) heard - and from unexpected sources - is why does the Club run events for 'outsiders'? Candidates for the query range from the Easter dinghy meeting to the Royal Lymington Cup. The answer, I believe, is that we don't run them for outsiders:

we run them for ourselves. There is more to yacht racing than being a competitor. A major area of participation in the sport is race and event organisation, something many of our Members are enviably good at: the Vauxhall Royal Lymington Cup this year, for example, involved upwards of 300 Members, all of them most of the time enjoying themselves hugely. That is over 10% of the membership involved in one event alone. That is why we do it.

Situation Vacant-Club Gunner Wanted

'No pay. Damp conditions. Equipment provided but will require regular cleaning at unsociable hours. Noisy environment. Much patience and little thanks. Apply within.'

There have been some things that have not gone off very well this year. Our cannons, to name but six. There have been too many

embarrassing silences at significant moments.

John Bailey is in the process of refurbishing them one by one at his engineering works, and once all have been brought back to proper working condition by John it is the intention to have them 'tweaked' by a cannonsmith we have found in Dorset.

What is really needed, though, is a Club Gunner. Someone who will take the cannons under his (or her) care on a weekly basis, for like any piece of equipment the guns work best when they are tended by one individual who gets to know them and their needs.

Ideally, our Gunner would be available to fire the guns on a regular basis, too: they are used from the Platform on Wednesdays, Thursday evenings, and most weekends. In addition we have the ship-board set for committee vessel use at Open meetings. This is not to say that our existing team of gunners is either unsatisfactory, or about to get the sack no, indeed - but a central co-ordinator for the Club's gunnery work and, in particular, cleaning and maintenance would improve a not entirely satisfactory situation.

Any volunteers? Please speak to Ken Kershaw, Captain of Racing; Malcolm McKeag, Rear Commodore (Sailing) or Barry Grainger (Deputy Secretary - Sailing) if you think you can help.

Malcolm McKeag
Rear Commodore (Sailing)



Racing round the World

Alex Sizer, now twenty, has been a Club Member since 1983. She did some dinghy racing as a junior, and since sailed extensively in her father's Contessa 33 Browzer Too.

To many people, racing around the World was only to be dared by professional sailors. In September 1992 this changed when ten identical 67 ft yachts set sail, not only to race the toughest way, east to west around the globe, but with thirteen amateur sailors and one professional skipper on each yacht. The British Steel Challenge, to the surprise of many, was a great success with a lot of public and media interest.

The second race, BT Global Challenge 1996-97, will be very similar to the British Steel Challenge but having a larger fleet (15 boats) and taking in two extra stop-overs - at Sydney and Boston. I have a great interest in this race, being one of the amateur crew members that will start this unique challenge in September 1996. I shall not know which yacht until December 1995, but does it matter when they are all identical?

I have been told I must be 'nutty', 'adventurous' or just 'plain stupid' to pay £18,750 to be cold, wet and tired for ten months of the year, facing some of the most treacherous seas in the World! Well, back-packing to see the different continents has been done by most, so I felt a new approach needed to be taken. The BT Global Challenge has given me the new and exciting way to see countries I have not seen before.

In mid-August last year two hurdles stood in the way for a childhood dream to sail the World to become true. The first was an interview with the Challenge's 'topdog', Chay Blyth. I passed the first hurdle after a 30 minute chat at the RORC in London, with his signature on my form. I became a crew volunteer for the race. The second hurdle was (and still is) to raise £18,750, not an easy sum for a 20-year-old student starting a second year of studying Sport Science and Information Technology at Christ Church College Canterbury.

Back to sailing. Don't worry, we do not get launched into sailing just a couple of months before the start. On the contrary, five training sails must be completed before November 1995. I have undertaken two so far and still want to continue!

December 17th 1993 was the start of my first training sail. Why pick this time of year to do your first sail? Easy - it got me out of the preparations for Christmas! In the five days we did not have less than force 7, not good to introduce sailors to a new boat, let alone people who had never sailed before. The leeward rail had a row of people lined up along it at the beginning of the week. The number of 'sickies' decreased as the week went by, but the chattering of teeth and dark circles under the eyes became more prominent. Although we



down the coast as Falmouth where we anchored for the night.

With the coastguards' permission everyone let off a hand flare, just like a big sparkler but harder to start. Then we went for a quick dip in the sea in exchange for a hot shower. This was optional, but being me it sounded like a good idea. (Do you think I'm mad yet?)

The five days ended with the wind rarely going below force 8 and everyone in good spirits. The last morning included a breakfast at the local cafe (the full works) and then a spring clean of the yacht. The closing brief was made by the training skipper, handing out a sheet of A4 paper for us to say how we thought the course had gone. Comments such as

only did day sails on the induction course, it was hard work and eye opening. I did not get out of decorating the house for Christmas, either - the boxes of tinsel and baubles greeted me as I walked through the front door.

My second sail from Plymouth took place in the even colder month of March. I thought the induction was hard but this became tougher still. Five continuous days out in the Channel, a big area to do some sailing. Forget that idea. We waved goodnight to the Eddystone lighthouse going off watch, and came back four hours later with the Eddy still flashing close by. For three full days we sailed around this reef of rocks approximately fifteen nautical miles off Plymouth until we were dizzy. It might sound boring, but we did not get a chance to worry about it; the watches were otherwise engaged, pulling a sail up, pulling another down, reefing the main or practising man overboard drill. We actually got as far

'we pay Chay £18,750 to be sea sick and clean up the mess and still come back for more' were made. We were not allowed to leave until the comments had been made and handed in.

It might be hard work during the course, but looking back on them everything seemed so much fun. The Challenge does not end when I leave the yachts - raising money is also part of the excitement. A sponsored head shave (I am starting to think I might be nutty) and car boot sales are some activities I have done. My hair is now 3 cm long and still growing - quite long considering how it started off!

Three more training sails lie in front of me and I look forward to them and the start of the race in 1996 with much excitement. This type of adventure does not suit everybody, but it is an opportunity I have been given by Chay and one I am not going to miss. It beats back-packing any day!

The Line Book

A trophy for the most outrageous line will be presented at the next AGM. Further details will be given then. Here are some recent contributions:

- He's got as much chance of winning the Cup as seeing Lord Lucan ride past on Shirgar.
- Elderly RLymYC racing skipper, rather fed-up with crew comments re Zimmer frames, nuts on the tiller etc, his yacht being overtaken by an Etchells coming into the River. Etchells skipper 'Sorry, I cannot slow my boat, may I turn into the Yacht Haven?' Elderly skipper of cruiser/racer 'No problem, I'll lend you some of my crew, they'll slow you down'.
- Been there, done that named the yacht after it.
- RLymYC AGM: The XOD class faces a serious situation with the RLymYC - we've nothing left to complain about.
- Club bar comment regarding Donna's footwear: 'I don't think anyone looks at what Donna wears on her feet'.
- Member 1: It's very quiet for a Friday Member 2 mmmmm minute's silence Member 1 It's not Friday, is it? Member 2 No.
- Heard on Committee Boat for Lymington Regatta: 'Oh dear, I always go deaf after the first bang'. 'What did you say?'
- Member: 'William, how come you have agreed to be on the protest committee for the J24 National championship?' 'Well, I don't know the rules but I do know when the b's are lying'.

Flower rota



When Wendy Carrington finished her term on the House Committee, I took over organising the Club's flower rota, and with it a list of ladies who have happily helped over the years. This has been invaluable and the ladies have responded with enthusiasm to requests for continuing help. There is always need for more willing hands to swell the list.

The typical request is about once a year to replenish or water the hall and ladies' loo arrangements - some helpers like to do more. There are also special functions such as when our Patron is on official visits, Club dinners and the like when there are pedestals to be done and sometimes table flowers. Not an onerous task but, I believe, a pleasant way to be involved in our Club. Please call me on 0590 678126 with offers of help; I would especially like to hear from new volunteers.

Penny Underwood



Potter Ship Encounters

While not so at the time, in retrospect this 1986 incident has its amusing side

High water was at 1138 and at the 1100 start it was already ebbing inshore, and calmer, on an easterly wind. In *Shillong* I followed some faster boats out into the Solent where the choppy water indicated the last of the rising and helpful tide: a large proportion of the fleet apparently elected to do a long and short nearer the shore. I turned on to starboard somewhere between Berthon and X in clear water and saw one boat on port coming from the Pylewell direction - no other craft anywhere near at this time. As we closed on absolute collision course crew and self started yelling 'starboard', but there was no response and we could see no-one in the cockpit! At perhaps 50 yards I decided to dip and (perhaps) protest later. At this point a head popped up and the catamaran *Peco* apparently tried to dip me, which wasn't possible in the time available. All I could do was tack on to port and try to miss her the other way - but she changed course again like a homing missile and neatly straddled *Shillong* across cockpit and foredeck, luckily not hitting anyone on *Shillong*.

At this stage a second person appeared on *Peco*, remarks such as 'oh dear' and 'my God' being interspersed with profuse apologies. We

General Policy

It hardly seems possible that another sailing season is over. I think it is true to say that all Members have had a full and enjoyable time whatever their interests have been. From the international scene - the 20th anniversary of the Royal Lymington Cup was most successful - Club keelboat racing has been at a near full time high - the Xs are 'growing' - the cruisers have had a season of reasonable weather - dinghy racing has been enjoyed on Monday evenings, and the junior regatta was one of the best of the many I have seen. In view of this happy state the Flag Officers and General Committee members are pursuing a principle of continuity using present policies and practices. To achieve this a mixture of older and younger Flag Officers and Committee Members are always being recommended and elected. New enthusiasms are good, but it is also good to remember that a new wheel every three years or so is expensive and not a particularly cost effective practice.

Our Patron's Visits

As we all know, one of the prerequisites for membership of our Club is that we must be actively engaged in sailing. Well, Her Royal Highness the Princess Royal certainly meets that condition. Her two visits here this year have both been mainly on the water.

The first visit was for the Sharpie Nationals. Unfortunately HRH was unable to sail as she had another appointment that evening in London. However, we managed to show her some good racing and she met all the competitors and others later in the library. HRH also accepted on our behalf a presentation to the Club of a half model from the Sharpie Association.

The second visit was as crew in a Contessa 32 - *Contessa Catherine* - which was the first CO32 from the Rogers stable.

separated ourselves and *Peco* motored away promising to advise both retirements to the Dolphin and making a date for us to meet in the marina a.s.a.p. In the meantime David Jackson Smith had passed - without being noticed - and photographed the situation.

After tidying up *Shillong* we motored in to find *Peco* had gone straight to her berth without contacting Dolphin or Clubhouse! I reported the incident and repaired to *Peco*, comfortably tied up in the marina with crew.

Then surprise, surprise! We were greeted with champagne and buffet lunch and no talk of incident until we had finished. Two ladies were still drinking in *Peco*'s luxurious cabin and *totally unaware there had been a collision*. I couldn't believe this, but was solemnly assured it was true. Ultimately, we got down to a somewhat 'torpid' discussion in which I gave my insurer's name and asked for his. He didn't know as 'his brokers always looked after this sort of thing for him'. (I learned later from Doug that there were some antecedents!)

One other contradiction. The first surveyor

Commodore's notes

The race was obviously successful as HRH asked if she could race in her at Cowes Week. Our thanks to the Roberts for looking after her so well. Our new Lord Lieutenant - Mary Fagan - also asked if she could race, so it would seem that a bit of competition is fair game.

Nick Ryley and crew looked after Mary so well that she has asked to come again on her own. Thank you, Nick. I got the kiss on the cheek as she left!

Unfortunately our invitation to our Patron to attend the Needles Relief could not be accepted due to a prior engagement.

Unthinking Selfishness

I think the following story should be told. A yacht reported that she had lost her engine and was drifting - called the Coastguard and RNLI for assistance. The Lymington lifeboat was being repaired so the Club Cobra went to sea with our boatmen as crew (who are of course lifeboat crew). They towed in the yacht and when they asked what the problem was were told that the owner had reduced his fuel load to lighten the boat for the Round the Island in June and had run out!

I would be drummed out by the Editor if I gave my real views on this sort of behaviour so I will leave it to the readers.

Dress

One of the reasons for the success of this Club is its relaxed and friendly atmosphere, as part of which the dress 'regulations' have relied on the good sense of Members instead of creating a web of complicated sartorial standards. However, the point about dress is that what is acceptable is what does not cause offence to others, and unfortunately the number of Members who *have* caused offence has been growing.

Peter Wilson Commodore

I had look at *Shillong* opined that she was a write-off and not worth repairing. I was given a name for a second opinion; he could see no great problem and sent me to Victoria Marine at Warsash, who did a marvellous rebuild of the port side which is indistinguishable from new to this day. She raced very well up till 1991, since when my degree of immobility and no constant crew makes serious racing impractical.

The above was my second Potter Ship incident (apart from an 'event' at least thirty years ago in *Wicked Lady*). I've forgotten the year, when Helen Tew won it back in the '70s. I had a similar handicap to Helen that year and had an approximate 200 yards lead at the last mark, when a new Member, with a new boat, sailing his first race*, tried to weather me. He couldn't do so and managed to lock his pulpit into my pushpit, stopping us both while about twenty others went by. I think I was still in the top ten that year.

*on a high handicap!

George Nunn

XClass



Photo Jo Mooring Aldridge

One Design to rule them all

After seventy years of slow but steady growth and improvement, with the Class becoming more and more popular, a wider range of the yachting population came to understand X boat racing is all about. Sailing races in the Solent in sturdy, sea safe day boats, with one or two companions, in all weathers and hot competition for two or three hours offers advantages not possessed by bigger boats with bigger crews in races lasting days, often in extreme discomfort. X boats have often been described as slow, but if all have the same performance capability this provides close boat for boat racing. The low power to weight ratio means that the results get evened out and faster boats may finish slightly ahead but not miles ahead.

Over the years boats have been lofted and built precisely to the class drawings by such firms as Woodnutts, Hamper, Lallow, Burne's, Berthon, Newman and several other 'one offs'. Since the war years by far the most were built by Hamper, Lallow, and a few from Burne's. But mention must be made of the superb example built by John Perry of Southsea for Philip Husband of the Lymington division. This boat, X 191 *Judy*, was built in 1990 and is a really superb example of the shipwright's craft. Built exactly to the class specification the skill and care lavished on the details, such as the corners of the coaming and even the tiller, gladden the heart of everyone who has known boats for any length of time.

Now, it has always been axiomatic and built into the class rules and objectives since time immemorial that one-design boats should be as alike as peas in a pod apart from trivial details. But the hulls, individual component parts and construction methods are also intended to be similar. This has been generally accepted by all the participants until, that is, fairly recently.

In 1986 building activity was low. It had been low since 1979 when Captain Steele-Pilcher stopped placing his five-yearly order for a new boat from Lallow. He finally quit X boat racing in 1983 when he was nearly ninety.

The X class appoints official class measurers. They are usually retired when they take on the job and the present incumbent, Dennis Ellis, was appointed in 1982. At the time, the job was not very onerous. Few new boats were being built and those only by Lallow,

who had been building for years without any hint of difficulty. Measuring would have mostly involved new spars or old boats being saved from the scrap heap by re-working with epoxy resin. Measuring is charged to the owners at peppercorn rates so it is clear the official measurer is not in it for the money!

Bob Fisher has written a fairly comprehensive story in *Yachts and Yachting* (late August) in which he tends to cast opprobrium on the X Class Association because it is

objecting with some firmness to a builder who was clearly trying to produce 'improved' boats by altering the shape and the scantlings. As a result, a three sided controversy rages which closely resembles the national symbol of the Isle of Man, between the aggrieved owners, the boat builder and the Class Association.

A fine and successful season

Otherwise, it has been a good season with close racing and hot competition with only one race cancelled for high winds. There has been a lot of sunshine and light wind, often from the east which is unusual and makes a change. Light winds lead to courses being set which involve close tacking along the shore, making plenty of opportunities for running aground. Helmsmen who require their crew to leap into the cold muddy water are not universally popular.

Cowes Week was sailed in generally light weather, making for spread out fleets. Racing was not improved by down tide starts on a raging ebb, causing many premature starters. The timetable was different this year. The interdivisional team race was held on the Friday preceding Cowes Week followed by a practice race on Saturday and then seven races with two discards for the Captains' Cup.

The team race was sailed in ideal conditions and was organised by Lymington with their usual expertise - and thanks to our Secretary, Jonathan Hutchinson, who kindly provided his yacht *Zia Maria* as a committee boat. The Lymington Division paid attention to Sir Arthur McDonald and Stuart Jardine's four axioms for team racing:

- *Know the course
- *Know who your opponents are
- *Know the score at all times
- *Keep out of trouble.

As a result, they retained the Team Race Shield, which continues to hang in the Club bar. Lymington also won the Philipson shield by having the best results of the four boats each day from each Division. In the overall results Lymington also did well. The happy outcome was that the Philipson Shield, too, continues to hang in the bar.

X56 now 60

During September the sixtieth birthday occurred of X 56 *Xanthus*, owned by Richard Westmacott, grandson of the X class designer Alfred Westmacott. *Xanthus* has been

performing exceptionally well this season. It was also Richard's sixtieth birthday. He had arranged to throw a large party to celebrate the occasion at his house near Buckler's Hard. The house is unusual; it is called the Log House and, as the name implies, is built from logs with a turf roof. Unfortunately, while he was up a ladder mowing the roof he fell and suffered a severe injury to his ankle. He was well enough to hold the party on September 3rd, after the race, and a marvellous time was had by all as prizes were sponsored by the Maritime Trust.

The suggestion was made that he should keep a goat!

Nick Dover

Racing - not parking

The Invitation Race, sailed every year about this time, provided an opportunity for the RLymYC to extend hospitality to local people in the community who help the Club in many different ways. Club Members lend their X boats and owners accompany the guests. The award is the Val Powell Cup, which was presented by Mrs Powell in 1975 in memory of her husband Val Powell, who was for many years a race officer.

This year the Sunday chosen was not a good day for yacht racing. Competitors needed a tow to get down to the starting platform, where they had to anchor or be swept down to Hurst Castle on the strong ebb.

Eventually fickle little zephyrs arrived from the south - hardly enough to push boats over the tide to Pylewell where the race was finished. Skilful spinnaker handling was called for. At the end they needed a tow home to relieve increasing thirst. The first four boats carried visitors from Lymington Yacht Haven, our Lady Mayor, Lymington Town Council, Calshot RNLI and Lymington RNLI.

Since Ken Drodge and Howard Jones, NFDC Bath Road car park attendants, were also involved in the event, not many car parking tickets were issued!

Darf Paton

Tail Piece



As this photograph proves beyond any shadow of a doubt there is no truth in the rumour that XOD *Gleam's* boat speed is due to recycled Tour de France black lycra go faster shorts or Lynford Christy's legs.

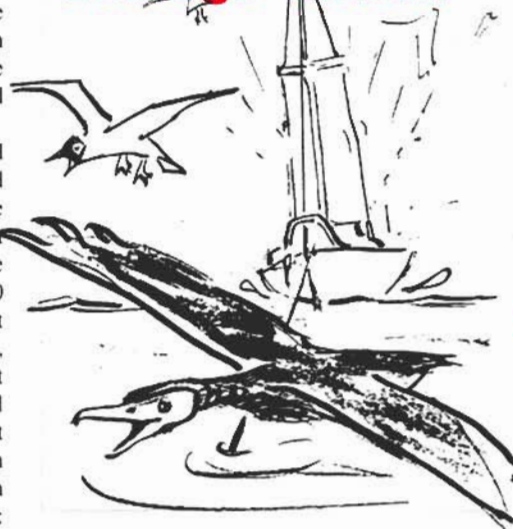
Members may recall that in February this year Southern Water called a public meeting in Lymington Town Hall to brief anyone interested on their plans for the development of arrangements for the sewage disposal in the Lymington area. They named this Operation 'Seaclean' and proclaimed that they would be investing £450M to modernise systems and clean up the water of the Solent.

The beach at Barton-on-Sea had been found to fail EC standards for bathing water and Southern Water decided to close down the obsolete Barton outfall and re-route the effluent to Pennington. This increases the volume discharged at Pennington from about 16,000 m³/day by 12% to about 18,000 m³/day. At present the effluent is passed through a screen, the bars of which are 6 mm apart, and it receives no other treatment. If you sail anywhere to leeward of the outfall you cannot fail to notice the smell or the slick. Southern Water is required by EC law to comply with three Directives by the end of 1995. These are: the Bathing Water Directive, the Urban Waste Water Directive and the Shellfish Directive.

In June the various pleas of the Water Company for building pipes, roads and buildings at Manor Farm, Pennington, were submitted to Hampshire County Council for approval, but the proposals only included secondary treatment of the effluent. While this is a considerable improvement on the present situation, which is no treatment at all, it does not go far enough. Tertiary treatment, by ultra violet light, achieves a virtually total elimination of all viral and bacterial organisms. This is what should be aimed for because these are the greater evil. Hampshire C C approved the plans for the engineering works but made their approval conditional upon the provision of tertiary treatment. There is a considerable body of opinion which argues in favour of extending the sewage outfall much further out into deeper water in the Solent but another school asserts that if the effluent were properly treated the extension of the pipe would be superfluous.

In the meantime, at Southern Water's AGM in June some more information began to emerge. Profit before tax for the year increased by 7% to £127.5 Million. The cost of operation

The Pennington sewage outfall



'Seaclean', earlier stated to be £460 million, was announced as costing £360 million. After Hampshire C C's planning decision there were organised protests from the Water Company to the effect that 'we are under no obligation to raise standards any more, and someone else would have to finance the extra work'. The extra finance required has been stated to amount to £1.5 million (one year's profit), which does not seem a high price for cleaning up the Solent's water.

With so many of our Members sailing up the Pennington shore, along with junior sailing, and wind surfing out of Lymington and Keyhaven, everyone, especially parents, will be only too thankful when they can sail in a healthy uncontaminated environment. On calm days on a flood tide one can watch the effluent travel up the shore and also through Oxey Lake into the Lymington River. One local doctor is adamant that this is responsible for skin disorders on youngsters sailing in the Lymington River. The present level of pollution has continued for over fifteen years and it is time it ceased. A few cases of successful prosecution over pollution-induced illnesses would concentrate minds wonderfully, as has happened in South West England.

The local paper, the Lymington Advertiser & Times, published a letter on 10th September from an official of the NRA saying the Wessex Water has made provision for ultra-violet light treatment of waste water which will clean up Christchurch Harbour. If Wessex Water can, there seems no good reason why Southern Water cannot do likewise for Lymington and the Solent.

Should not the RLymYC not be poo-pooing (!!) this matter, regarding it as a political matter? We should be positively supporting the cessation of this outdated malpractice.

Nick Dover

The Club's position

Hampshire CC has approved plans for secondary treatment at Pennington conditional on the provision of tertiary treatment. Secondary treatment reduces the effluent to a clear liquid, apart from sludge which is transported elsewhere. Tertiary treatment, however, kills any bacteria remaining in the clear effluent emerging from secondary treatment.

Southern Water is said to be disinclined to install tertiary treatment even though the cost of doing so is thought to be relatively small. Presumably tertiary treatment is regarded as being unnecessary as the Solent automatically copes with bacteria at no extra cost, and possibly with no detrimental effect.

The Club's view is that we should allow Southern Water to proceed with secondary treatment as quickly as possible without entering into arguments about what should happen thereafter. Once secondary treatment is in place and operating, then consideration can be given to the need for further action.

In the meantime the Solent Protection Society is actively involved in taking care of this problem and would seem to be the proper conduit for applying pressure on the Southern Water authorities. It would therefore be best for those Club Members who feel strongly on this matter to add their weight behind the action the SPS is already taking.

Desmond Dewhurst
Vice Commodore

Mini Story Competition



Those of us who, on summer evenings, pontificate glass in hand about the antics of *them* on the slipway, now have the opportunity to write a mini story of **not more than 50 words** explaining the strange scene to the left. Pottership will publish the MiniStories in the next issue and the Balcony Cup will be awarded to the author who, in the opinion of the judges, has best captured the spirit of the competition.

Get writing and if you have a picture suitable for the next competition please send it to the Editor. This picture was kindly given to us by Brian Down of the Lymington Times.

For more than a year now a number of Members of the Club have expressed interest in starting a day racing keel boat one-design with properties not found in current classes.

The same problem exists at the Royal Southern YC, Hamble, but it was Members of the Royal Cork Yacht Club, Crosshaven, who developed a 26 ft racer with retractable bowsprit and asymmetric spinnaker (or gennaker) and now have a fleet of seven (their membership is one ninth of ours). Called the 1720 One-Design (after the earliest recorded date of the Royal Cork YC) and designed by Tony Castro, it has been tried out (actually raced) by sailors from Lymington and Hamble, who believe it has everything needed for the modern OD. This is not surprising as it is essentially owner and user driven (early development was a simple cooperative) and not a commercial or marketing exercise.

For details and the latest on this project contact in the first instance Martyn Wheatley or the writer.

Among reasons why I believe this boat will be so satisfying over the long term and will soon have effective class racing here is the high performance (20 knots off the wind and windward ability equivalent to a 35 ft cruiser/racer), crew comfort when sailing, delightful control and amazing stability and tracking, total watertight integrity with shut down hatch



A modern one-design for Lymington and Hamble?

as the only access to the interior and out-of-sight stowage for outboard motor to get you up the river in a calm. Dry sailing is easy.

The probable reasons for these qualities lie in several factors. There is no attempt at

coachroof; all the crew (which could be three or five, though four is optimal), sit facing in with legs 'down' in the boat; 'heavies' not needed nor wanted! The crew cannot hike or sit outboard and there is a grab rail to prevent that. The keel is all lead with a bulb giving immense stability. The asymmetric spinnaker does away with the conventional pole, is soon mastered and yet provides these speeds which have to be experienced.

Because this is owner originated, every effort is being made to keep down the price, which is £13,900 ex-sails ex VAT. There are few sails (all Mylar) and you can choose your own sailmaker. Class rules and technical monitoring is in the hands of very experienced sailors. The forestay is non-adjustable to stop tweaking; there is one set of swept back spreaders on the alloy Proctor mast and, of course, no runners.

There are other 24/26ft modern boats currently being pushed on the market. In one case, the Melges 24, which carries overheads of Chicago design and British Aerospace promotion and is largely carbon fibre, the price is an amazing 50% higher.

By the time you read these words there may be a 1720 OD in Lymington to try out. As well as the LOA of 26 ft without bowsprit, other dimensions are LWL 23.3 ft, beam 8.2 ft, draft 5 ft, area of gennaker 484 sq ft, approximate weight of boat 2900 lb.

Peter Johnson

Horizontal in the Helford

We left a little before daybreak from Querqueville for Salcombe or thereabouts depending on the wind - there was none so we motored under autopilot for about an hour, when it became bored and gave up, so we had to hand steer, arriving at Hope Cove just as a light breeze picked up. The next morning, in a hurry to get to the Helford before the forecast strong westerlies arrived, we motor-sailed for all but the last couple of hours. A 90° wind shift just off Falmouth from SW to NW rather confused us but still allowed us to fetch the Helford, albeit on the opposite tack.

We anchored off Tremayne Quay and, having received local information that at neaps we could reach Cweek by dinghy at all states of

the tide, set off after tea for a visit. Despite rowing when the outboard churned up mud we came to a halt some 50 yards from the nearest landing spot, so we turned before the last four inches of water disappeared into the sticky and smelly mud.

Back aboard we had just finished our first pre-supper drink when there was a hail from the shore; our son and my brother had arrived to take us ashore for supper. We didn't realise at the time that this would require us to walk nearly a mile back in pitch dark, the moon being hidden by clouds, along a path through a wood; not that this proved a problem until a fathom from the dinghy we skidded and sat on muddy rock.

Once aboard we were quickly asleep, only to be woken at about 0230 by a bump - on deck to find the trees, swaying in the gusts, had come over-close. Motoring forward had no effect and, because of prop walk, going backwards would be counter-productive, so it was out with the kedge. For me this seemed to take about ten minutes; for the mate it seemed nearer an hour, until winding in on the primary winch pulled us broadside to the wind and stream. Momentarily between winding and motoring we seemed to move, until the kedge lost its grip. Out again with more line to lay it some 200 feet out and upstream. We winched until we were broadside again but by now the water had gone and there was nothing to do but to go back to sleep, gradually shifting from lying normally to lying on the backrests. Boats are not designed for living in when on their sides, when both hands are needed to hold on.

Daylight showed how lucky we had been. If the kedge had not held us broadside the mast would have been in the trees and instead of

being able to step off on to rocks we would have been lying on them. The reason we dragged (and without a good one I wouldn't be writing this) also became apparent. The tips of the fluke of our CQR had luckily caught on rock, but wrapped round the rest was a heavy duty plastic sack which we must have picked up when the anchor shifted on the turn of the tide.

We watched anxiously as the water rose to see how far up the deck it would go before the boat lifted. In the event the toe rail hardly got wet. As the boat rose we kept tension on the kedge line and an hour before high water it suddenly eased and we slid off into deep water. We decided a buoy might be more relaxing than anchoring again.

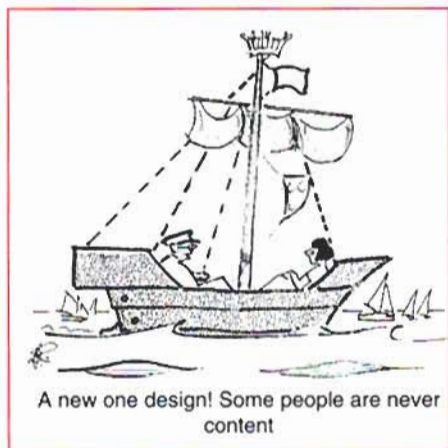
James Beattie

Clandestinely across the Channel

Several people who came to my brother Brooks Richards' lecture in February 1993 about clandestine cross-channel operations during the War have said they would like to have a copy of the book on the subject that Brooks was then writing. I'm glad to report that at long last the typescript is finished and HMSO hope to get it into print by the end of this year; glad, too, because I warned Brooks that if publication was delayed much longer there wouldn't be many interested people left alive.

The book will be called 'Secret Sea Lanes' and will cover the Mediterranean as well as the Channel. If you are interested please drop me a note in the Club letter rack and I will contact you when the book is out.

Robin Richards



EC controls all....

Sadly, most of us are so cynical about EC bureaucracy that we can easily believe its most outrageous rulings.

In early April this year several Members received notification from the Southern United Kingdom Branch Office of the European Commission, based at St Innocent's House, Slough, being 'the owner of a vessel whose name is in a language not one of those normally spoken in the country of registration'.

The Directive, the objective of which is to 'harmonise the use of names in languages used in Member States', gave the recipient three options, to be complied with before the end of 1994:

1. To register the vessel with the existing name in a Member State where the language of the name is normally and currently used....
2. To re-register the vessel in the same Member State as at present but with a new name in a language which is one of the languages in current normal use in that State.
3. To re-register the vessel with the existing name as an EEC registered vessel. This can be done by sending 8 copies of

form PA1494F to the Community.....

The letter was signed on behalf of the Commission by Averil Fish (Miss).

Not surprisingly, the missive not having been anticipated by earlier publicity, several otherwise law-abiding Members were worried by their apparent non-compliance, and letter writing of the 'Indignant of Lymington' abounded. However, one or two saw the implications of the date and signature, resulting in even better letters joining in.

PR Anstey argued with conviction that *Gospodin* is derived from a compound of archaic Anglo-Irish and Latin, being a bona fide English imprecation meaning 'up your cabin boy's b...'. As well as being shorter, *Gospodin* is claimed to have 'a pleasing epigrammatic quality'.

W L Conned wrote to the EC from The Weekend Residence of the Highest EC Commissioner in Lymington, pointing out that all sub-branches of the EC must be contactable from weekend residences. A claim for the connection of an ex-directory line to enable this was mentioned. W L Conned, with commendable honesty, returned to the Director General a re-registration fee sent to the sub-branch by a recipient of the original letter.

The responsibility for the initial letter was eventually traced to 'the ancient mariner Sea Jay Shines and first rate mate Maggie of *Pushpa*', frequently seen in the company of *Schedar*, a 'bright, racy and fairly new star, located in the constellation of Cassiopeia.

pp John & Margaret Hines

Seen Anything?

We were on passage, out of sight of land.

As usual when changing watches, the few vessels in sight were pointed out: '...and that peculiar power boat ahead will pass well clear'. What a horrible time they are having, we thought, thrashing into a force 5 with this swell. In a hurry to get into port, no doubt.

Soon after, the power boat changed course and seemed to stop, somewhere in the vicinity of some fish-floats we had noticed earlier and been surprised to see in that area. After a few more minutes it headed off in a new direction. We thought this behaviour was odd enough to be of interest to HM Customs, so made some notes and a sketch - not precise, since the boat was never closer than half a mile.

As soon as we got into harbour we visited the Customs office and told the officer on duty what we had seen. He made notes and thanked us but we weren't sure whether we were wasting his time. After all, we are not expert on all the techniques of all seafarers.

Several hours later we returned to the boat and were visited by a plain clothes Customs officer who thanked us warmly for our report and asked us for as much detail as we could

recall. Reports of a boat doing something which was odd for that kind of vessel in that kind of place was, he said, just the sort of information they need; within those few hours they had already checked up on two boats which might fit our description. In due course he might be able to send us a photograph of a suspect boat in case we could identify or eliminate it. The whole response did a lot to reassure us that we had been right to tell Customs.

The officer stressed the need for discretion; never report anything over the radio or talk freely about what you have seen; drug smugglers are not to be tangled with. So even our best friends have not been told the details of this experience, things like when, where or the appearance of the boat, but we offer the principles to you, with the support of the Customs officer, in the hope of encouraging others. Your efforts will be welcomed.

Anon

Note: It is not the Editor's practice to publish anonymous contributions, but in this case the rule is waived, for obvious reasons.

50th commemoration of D Day



On 27th May, yacht clubs of the South Coast were invited to line the coast from Southampton Water through Spithead to Portsmouth. The occasion was to support and cheer Prince Philip, who was aboard the Royal Yacht *Britannia* as she steamed from Southampton Water to Portsmouth after a Commonwealth Commemorative parade at Netley. The Royal Yacht was escorted by naval ships from Canada and Australia in addition to the Royal Navy, and by the Trinity House ship *Patricia*. Our station was in Osborne Bay. The rig of the day for yachtsmen was in true naval tradition, which included medals, reefers and white covers on caps! This caused a certain amount of concern, as hardly any of our Members have proper naval type caps, let alone the white cover! One senior Member asked me who would reimburse him if he lost his CB and DSO over the side while he was getting up his anchor. The reefers, on the other hand, presented no problem, and a solution to the white cap cover requirement was suggested by my friend James Harkness, who is of course a retired admiral and so well versed in these matters. His solution depended on the fact that white plates are indistinguishable from white cap covers at the distance we would be from the Royal Yacht. Now as it happens, I play golf with a non-sailing general and, as he was a part of the organising committee he had a place aboard *Britannia* for the sail past. He said during our next game how impressed he was by the number of yachts lining the route, and how tremendous it was to see so many white caps being raised during the three cheers.

I did not disillusion my friend.

Peter Wilson Commodore



Pottership Book Shelf

Faster and Faster, by Club member Bob Fisher. The story of the 1993/4 Whitbread Race.

Co-written by Bob Fisher and Times yachting correspondent Barry Pickthall, *Faster and Faster* has all the facts about the 1993/4 Whitbread Round the World Race that one might ever need. One could hardly have a better combination of authors for such a book. Both are full-time journalists steeped in the race but each has a different and complimentary penchant. Bob is the yachtsman's journalist, a punctilious recorder of times, records, personnel and historical minutiae that at the



time might seem uninteresting but years later are invaluable to the less assiduous historians who wish, belatedly, to pick up the threads they ignored at the time. Bob understands yachting, and writes for yachtsmen. He was also in at the birth of the Whitbread 60 class and indeed still produces (with fellow Club Member Rachel Nuding) the Whitbread 60 class newsletter.

Barry Pickthall has a nose for human frailty (journalists of his type call it 'a good story') and a mission to share with the world anything sniffed out by that nose that is second to none in yachting reporting. The result is often what all of us, of whatever type, call 'a good read'.

So *Faster and Faster* has a goodly leavening of both: the times, the records, the technicalities - and the nasty things that Grant Dalton said about Lawrie Smith, or the allegations (wholly unproved or disproved) of cheating. For those close to the game or the authors, part of the fun

of the book is guessing who wrote which bits.

Well worth the ten quid, and essential for anyone who now wants or, in years to come may need, the story of the 1993/4 Whitbread.

Malcolm McKeag

Dancing for lifeboats

The RNLI Lymington Branch lifeboat Ball this year was a sell-out, raising £3700 for the lifeboat service. Next year the Ball will take place on Friday 31st March. By kind permission of the Commodore and Flag Officers of the RLymYC it will be held at the Club for the third successive year. The Club has proved to be the most welcoming, attractive and appropriate venue possible.

Entry, for Members and non-members, is by ticket only from Annette Ridout (675334) or Caroline Nesbitt (679601)

Pamela Keen

Bitter ends

A Club Boat

I see that W. 30 has been suggested as a club boat, but surely £60,000 is an outrageous sum to ask? We have no club yacht as such, and we could have a 30 or 35ft at nothing like that price. A hull/keel with or without deck from an existing mould can I feel sure be had for under £10,000 and our membership can no doubt provide the expertise and workforce to finish the job in under a year. Perhaps it could be financed from the overpaid VAT which the Club is entitled to reclaim! (Ed: see also A modern one-design for Lymington on page 10)

Tidal Predictions

The list of tidal predictions displayed in the Club's side courtyard is totally incomprehensible.

Since we now must all have a driving licence to go to sea, I spent 20 evenings being told ad nauseam how to use the tidal information in our almanacs. Never once did our tutor mention four separate tides: a first tide, a second tide, a third tide, a fourth tide - what nonsense. Every 24 hours approximately produces as we all know two tidal waves each with one high water and one low water (Southampton has two of each but that is a freak and they are nothing like six hours apart). Therefore please can we have the column headings altered so that they make sense.

I also find the rule of changing GMT to BST when using tide tables confusing. Our time zone is GMT and ships' clocks and chronometers should read GMT since all navigational calculations including astro are in GMT. The moment the skipper gets on board he should leave BST ashore. I admit that the RYA syllabus teaches changing to BST, but it is still illogical.

Electronic Watchdogs

Property on the river can only be fully safe if guarded by constant patrol with a heavyweight crew, but I see very few Members willing to buzz up and down the river on a regular basis

in a pitch dark blizzard during winter nights. However, electronic intruder alarms are legion and a handful could easily be knocked up by our HAM Members for distribution among interested Members. Our electronics boffins would however have to devise a radio link to a central control, which would clearly identify the victim of a break-in. A shore station need only be manned by one person at a time. How, once identified, to prevent the evildoers escaping is of course another problem. I suggest a remotely controlled barrage across some part of the river to be raised or lowered at the touch of a button; will such a thing ever come to pass???

And Book Bailiffs

When the other day I enquired at the Secretary's office what had happened to copies of *Practical Boat Owner*, I was shocked to hear that this magazine had been stopped because it was being PINCHED! What a dreadful reflection on the New Members selection board to allow 'cads' to pass, whose actions would reach this all time low in behaviour. I suggest that a posse forthwith be called up armed with search warrants under the leadership of a suitable David Suchet (undoubtedly to be found amongst the Membership), who will search recent new Members' bookshelves for wayward copies in the dark of night.

Pure Alcohol

I have had some trouble finding pure alcohol (ethanol) for topping up compasses, since it is no longer available from the usual chemists. Wholesalers J M Loveridge will however supply the stuff at their factory/store in the station yard of Southampton.

Wire Rigging

The precise lengths of brand new wire rigging is notoriously hard to calculate. When attempting a Talurit, it should on no account be cut too long since shortening it is not an option

- the wire discarded before a new try is so long that the further Talurit would result in a finished stay that is several inches too short. Hence cut the wire too short and make up the difference with toggles - not tidy, and wasteful. ~BUT, before applying the Talurit open the thimble and slip on one or two links of stainless steel chain of suitable weight. Now you can make adequate allowance for stretch etc and if not wanted the links can be cut off or left on for leads of control lines etc.



I wonder where they got the idea of pinching the rubber ends from walking sticks

Dispensing Rubber Knobs

Rubber knobs on the end of stanchions and boarding ladders are not to be found at chandlers - try pharmacists who supply the needs of invalids' walking sticks. This suggestion was from the Yot Grot manager, and has proved fruitful.

James Laming

Tips for automatic locks



Picture John and Margaret Hines

The approach to the Canal from the Garonne river at Castets is well illustrated in the pilot guide. The lock has a keeper, is considerably deeper than locks in the Canal, and the keeper is very helpful. It is difficult to land a crew member before the lock, so have long lines ready. The lock keeper uses a very long pole, with a hook on the end to pick up the lines as you enter; the stern line is picked up first. A big loop on the end makes it easier for him.

After picking up and securing the lines he has to climb up into his 'crow's nest' where he operates his controls. From this point the lock behaves like the automatic locks that follow. The gate below closes, the sluices admit the water from upstream, and you rise level with the top of the lock. He helps to return the lines if you have not by now landed a hand. From now on almost all the locks as far as Toulouse are automatic.

As you approach a lock you will see a horizontal traffic light about a cable before the lock. Level with the light a wire is stretched across the Canal between two posts, at about fifteen feet above the water. Hanging from this wire, on your side of the Canal, is a length of plastic hose. At the top it is attached to a rotary switch. The switch is operated by twisting the hose clockwise as seen from below.

The traffic light is green plus red, or red. If red, you operate the switch by twisting the hose, and wait for green. If it is green plus red, twist the hose and proceed slowly.

Water is usually flowing over the top of the lower lock gates. Once the automatic sequence has started the lower sluices open, the level in the lock falls, water ceases to flow over the gates, and when empty the lower lock gates open. A green light will show at the lock side and you proceed within. At the entrance to the lock is a stone stair and a small landing on to which a member of the crew steps as you go by.

He climbs the steps and takes the stern warp from the helmsman, makes it fast, and then takes the bows. When the yacht is controlled, the hand ashore trips a small lever

on a box attached to the lock's shelter. This closes the downstream gates and then automatically opens the upstream sluices. The inflow of water is sometimes brisk and at first rebounds from the lower gates, so the stern line needs attention. As the yacht rises in the lock the current allows the rudder to be used to stabilise the yacht in the centre of the lock. The bow hand shortens his line as the yacht rises.

When the lock is full the hand ashore casts off the line and trips the switch on the box again. The upper gates open, and remain open for a minimum of approximately three minutes.

There is no need on entering, or on leaving, to trip the switch before you are ready - but once done the sequence will take place. Lock keepers have controls within the shelter to over-ride the sequence, but they are not always in attendance.

If there is more than one craft in the lock it is important to see that they are all ready before initiating a sequence, and the first craft leaving should do so promptly to allow time for those behind.

When travelling down stream the operation is similar, but the hand ashore may have to walk down the tow-path to a point where he can be picked up. Also travelling down, there is less turbulence, and it is easier to lop the lines over the bollards - but more important to tend them as the craft goes down.

If the lock has already accepted an 'instruction' before you arrive, wait for it to complete before twisting the plastic pipe. If a craft leaves the lock coming towards you, twist when it is clear of you. If the lock is operating on a sequence and you cannot see it the red light will remain on until it is complete, and is usually replaced by red plus green.

Sometimes a lamp in the traffic lights may fail. Proceed with caution after twisting the pipe. Land your shore hand and ask him to indicate by hand signals if all is clear.

Noel Bond-Williams

Club dinghy racing 1995

It has been agreed that the Monday evening dinghy racing in 1995 will be put on a more structured basis. The racing will be held every Monday from 24th April to 18th September, and will be included in the Club's racing fixtures programme.

The racing will continue on a semi-formal basis with the aim of encouraging anyone with a sailing dinghy to compete, from the new Lymington Scow owners to 14 ft Internationals etc. Dinghy racing will be included in the Club's Evening Regatta Week from 3rd to 6th July. All dinghy sailors take note!

and dinghy parking

The Club has good dinghy parking facilities available for any Club Member wishing to leave their dinghy at the Club in 1995. Currently we have room for at least fifteen dinghies and anyone interested should leave their name at Reception.

J24 national championships

The Club played host to the J24 class for their national championship from 28th August to 1st September, in what turned out to be the most successful championship the class has ever had. The class has sent glowing messages back for the way both the on and off water events were managed. Chalky White and Pam Simpson deserve the greatest credit for putting the whole event together. To Ken Kershaw and his team goes the credit for the great racing in Christchurch Bay.

At the end of the day the championship was the closest for many years with David Bedford (4230) winning, Simon Slater (4222) second and Club Members David Ellis (4242), Stuart Jardine (4215) and Andy Roberts (4175) taking the next three places.

Stuart Jardine

HELP ..we need somebody

The Club urgently needs to expand the pool of those able and willing to help with the processing of race results. Geoff Scott has unstintingly given of his time for some 15 years to produce our race results for everything from Thursday sailing to national championships. He'd really like some help. If you are willing please contact Rear Commodore Sailing or the Secretary or Deputy Secretary

Malcolm McKeag

Abaft the desk....

Christmas cards

Last February I offered a bottle of champagne to the author of the best Christmas card design for 1994. Sad to say, there were only two entries, and while they were certainly both original, and worthy efforts of their kind, neither met the essential condition of being ready to enter the print process without further expenditure. A straw poll of possible buyers suggested that the risk of investing in a stock was too great for comfort, so regrettably we decided not to proceed further.

I conclude from this that there is no strong demand among Members either for a purpose designed Club Christmas card or for a bottle of champagne.

Supplies of the normal undated card have been replenished and will be available soon for sale in the office. Supplies of champagne held in the cellar remain untouched and will not be increased.

Club management

Everyone should by now be aware that Michael Webb merged his catering business with the Club last May. All his staff joined the Club staff, bringing our number to 22 full time and 19 part time. Every one of the eight full time catering staff has worked here for at least ten years; come to think of it, only one full timer from any department has been with us for less than four years (see next paragraph), and many of the part timers have also been with us for a long time. This high level of loyalty is a feature of the Club and I hope will remain so.

The new man is Mark Fishwick, who replaced Pat McGivney as Deputy Steward earlier this year. Mark, who has had wide experience in the licensed trade in the local area, came to us in September from the *Hare &*

Hounds in Sway.

The absorption of the catering operation entailed a good deal of work in expanding our recording and accounting procedures, all of it superimposed on the normal activities of a busy summer. Much remains to be done, but with goodwill all round I hope the change has been seamless in so far as it affects you, the user. There never was any intention, practical or ideological, of making large scale changes to the catering service, for the single and overriding reason that its results show it to be satisfying the needs of those who use it. The main benefit of the change will be that in the longer term the full resources of the Club will be available to manage, develop and renew it.

Finally, one quick advertising plug: Michael's freedom to bid for your external catering needs is in no way changed.

The THREAT from OFFICIALDOM

One major and unwelcome development during my years abaft this desk has been the growing threat from the regulation and nanny industries, whose growth has long passed the point where it is an important stimulus for laughter and has instead become a serious threat to the financial wellbeing of the nation and the health of its citizens. The threat has several facets:

- Someone (usually me) has to read, and respond to, the growing volume of paper generated by officials and nannies of all kinds. Most of it is incomprehensible, but it still has to be read, taking up time which could be spent doing something useful.
- Much of what the paper contains makes demands whose only effect is to raise the blood pressure of the reader, increasing rather than reducing the threat to health.
- The demands of the growing private

police forces which enforce the new legislation often result in an instant requirement to spend a lot of money replacing things which do not need replacing, or to generate paper which will never be read.

The chief priest of the new religion is the Environmental Health Officer (whose contribution to the pleasures of gastronomy include the discovery that eating Stilton cheese which is at room temperature is a threat to your health, which is why you now eat it straight from the frig and accept that it no longer tastes of anything) but he is not alone. Metrication, weights and measures, and the many former public services including those for example which deal with yacht registration, licensing and the definition of yacht building and equipment standards have been turned from the branches of the civil service into statutory 'agencies' and are now looking for ways to increase their income by raising charges for their 'services'. The effects are already with us in a long shopping list imposed in pursuit of health, safety or whatever other pet objective may be in fashion, most of which will affect the cost of running the Club significantly without achieving any measurable improvement of the standards of health and safety we have enjoyed for generations.

I mention all this because the rising tide is threatening to inundate us all, yet its advance is so gradual that to many the individual excesses of the nanny and regulation industries appear to be a cause for a much needed laugh and no more. There is no doubt whatever that the eventual costs of this trend will be crippling to many, and it is everybody's job to do something about it while there is still time.

Jonathan Hutchinson Secretary

Woolly Hatted Visitor



I'd had a "small roast beef" for lunch and was leaving the Club by the front door. Standing near the threshold, but not on it, was a SUSPICIOUS looking character in a WOOLLY HAT.

I hardly noticed some technical equipment on a tripod - I just looked down from the step, and asked in a genial policemanlike voice 'And what is your next trick?' (I can't think why I said that, but it made the character's stubble chin wobble under the overhanging moustache). In well modulated rather humble tones he stated 'I was just going to produce a couple of RABBITS from this hat'. I had nothing to say to that, it sounded so reasonable, and I started to walk to my car.

I turned and looked over my shoulder and saw the character was being filmed under our Club nameplate as he declaimed 'Here I am standing outside the Royal Lymington Yacht Club... etc etc...' I stood watching at a distance hearing most of the words, which sounded innocent enough.

The penny dropped, he finished, I accosted

him (again). 'You're Alf Garnet'. 'Warren Mitchell!' he retorted. Not wanting to be mean, I thought of another rôle he'd played. 'Shylock' I added. He grinned happily.

A general conversation on cruising, boat owning and grand-parenthood ensued. He is a keen sailor.

I didn't invite him into the Club, or tell him to push off, because as the Vice Commodore makes clear...it's difficult. (see page 4)

I suppose one should ask 'Have you got a film crew with you?'

John Ryley

Pottership

Edited by Marilyn Holmes
Designed by Andrew Salanson
Cartoons by John Ryley
Pottership ©

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The four Member umpires at one of the seminars, left to right, Mike, John, Malcolm and Gordon.

John Doerr has been awarded one of the most prestigious rôles in yacht racing. He has been appointed chief umpire and chairman of the international jury for the America's Cup XXIV trials and match, to be held next year in San Diego.

It is the first time that there will be one jury and umpiring team for all three events, the Louis Vuitton Cup (the challenger series), the Citizen Cup (the defender series), and the America's Cup itself. The challenger and defender series run from mid January to the end of April and the America's Cup throughout May. John will, therefore, be in San Diego for the first five months of next year.

On-the-water judging was first discussed at an IYRU conference in November 1987.

Early in 1988 this Club, and in particular Eileen Caulcut, Nick Ryley and Tony Blachford, committed the RLymYC to using umpires. This provided John with his first hands-on experience. He has subsequently been a chief umpire for the World Championship of match race sailing, in 1991, and is a chief instructor for IYRU international umpire seminars. He is a past Wayfarer World Champion and was rules and tactical coach to the British America's Cup team in 1989 and 1991, the British Olympic sailing team in Barcelona in 1992 and the New Zealand Challenge for the last America's Cup in 1992. He is co-author with Bryan Willis of the definitive book on match racing, entitled *Match Racing*. Bryan Willis is well

known to the Club as a past Royal Lymington Cup chief umpire and for his leading rôle in the development of the system of on-the-water judging.

As well as John and Bryan there are three other UK international umpires: our Rear Commodore (Sailing), Malcolm McKeag, Mike Urwin and Gordon Stredwick. They too have gained experience at the Royal Lymington Cup so that, thanks to it, the Club now has four out of the current five UK international umpires as Members.

Racing rules seminars

Following the success of the race officer training sessions in Spring 1993 the aforementioned umpires held a series of racing rules seminars over four Thursday evenings this year (see comments elsewhere from Ken James). Bryan kicked the series off with an introduction to the rule book and general rules. Malcolm followed with the right-of-way rules. John then covered protest rules and protest committee procedures. Finally, having discussed the theory, Mike led a simulated protest hearing based on a real incident. Gordon organised and introduced the seminars.

The response was most encouraging with more than eighty attending, including visitors from the Lymington Town and Christchurch Yacht Club and other local clubs.

The Deputy Secretary (Sailing) maintains a register of Members interested in protest committee work. If you would like to get involved a form is available from the office to allow you to advise him in what capacity you would like to serve.

Gordon Stredwick

264 Squadron

This has been a busy and successful season for the Lymington Cadets. The squadron now consists of 26 boats with six new helms joining us this year. Five of our sailors were selected for the National Cadet squad this season: Sarah Watson, Nick Osmond, Dan Smith, Christian Sutherland and Robert Watson.

At home there has been a varied programme of training and racing with the children working towards RYA red, white or blue racing badges. Many Cadets have successfully taken part in Open meetings around the country, while renewing friendships with other Cadets from other clubs.

The 1994 season started with the Easter Regatta at the RLymYC won by Dan Smith crewed by Craig Thomson. The squadron then decamped to Rutland Water for the annual training and Inland Championships.

Ten of our Cadets competed in the Indicator series to select the British team for the World Championships held this year in Tasmania. After two events Nick Osmond/David Putt were lying third with Sarah Watson/Iain Watson seventh.

The final event was the Nationals, held in

Torbay this year. A total of seventeen Cadets from Lymington took part in the National Championships sailing in the A, B and C fleets, and everyone thoroughly enjoyed the week's racing and social events. We didn't come home empty handed, Andrew Canning/Richard Brooks coming second in the C fleet, Robert Watson/Simon Collier taking the U15 Championships and Sarah Watson/Iain Watson first girl. The team racing was won for the second year running by the Southern Region team with Nick Osmond and Sarah Watson.

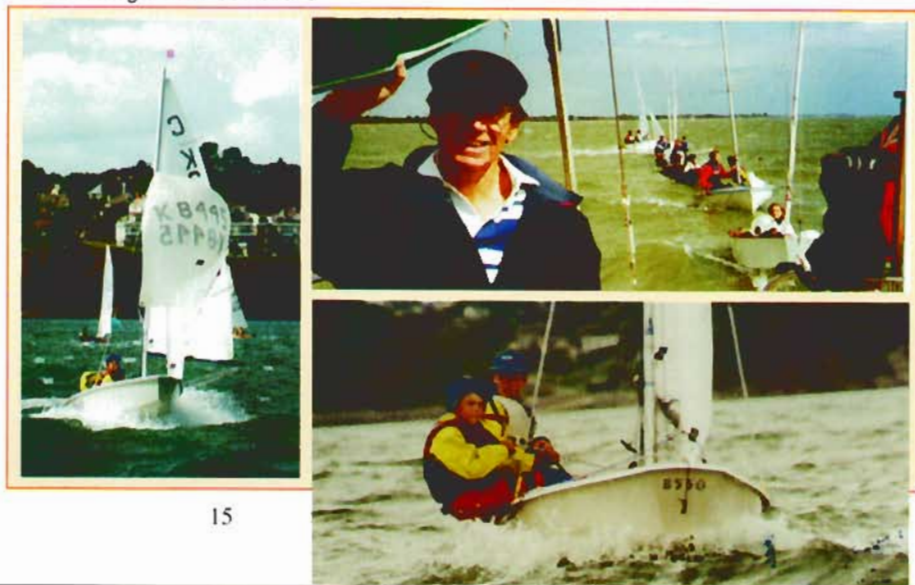
The Summer Cadet season culminated in the RLymYC's own Open meeting. The competitors enjoyed exhilarating sailing in

Photo Harrington and Sutherland

testing conditions where the wind gusted to 35 knots at times. Many had the opportunity to try out their capsizing drill! Once again Dan Smith did well to come third in the face of keen competition, with Sarah Watson first girl and Sophie Moore first novice. Sarah and Sophie took part in the RYA Ladies Nationals and sailed well to win the Cadet section.

The new Wednesday evening sailing proved a very popular addition to our weekend sailing programme with all the sailors gaining in experience and confidence, and we hope to continue it next year. We look forward to an Autumn programme of training to prepare for another successful season in 1995!

Stuart Watson

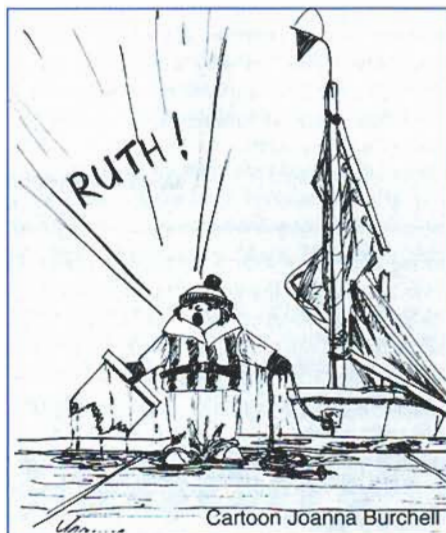


Successful Year

It has been a season of change for Junior Sailing. Roger Wilson is running Wednesday junior sailing with the new Scows, Stuart Watson has taken over as Captain of the Cadet squadron, Doug Hassel has taken over the Optimists from Simon Richards, and Vince Sutherland is now coordinating the support boats.

It has also been a very successful season, with about 110 children participating in Wednesday sailing each week, and we have recorded about 450 children through the scene this year. All children attending have completed RYA tests with 200 passing yellow test (RYA level 1), 80 passing the red test (RYA level 2), and 10 passing the green test (RYA level 3). Not only an achievement for the children, but also for the trainers and examiners! We are very grateful for prizes donated by the X boats, the cruisers and Hordle House School.

The new Scows are greatly appreciated, and we now have twelve Scows either donated or lent by Members, or purchased from money raised by junior sailing activities. These Scows have extended the range of Wednesday sailing and formed a major part of the junior regatta.



The junior regatta (reported on this page by Anabel Nurton) must now be one of the biggest events in the Club, with over ninety juniors participating. An encouraging feature was that nearly all the children who participated stayed for the whole week.

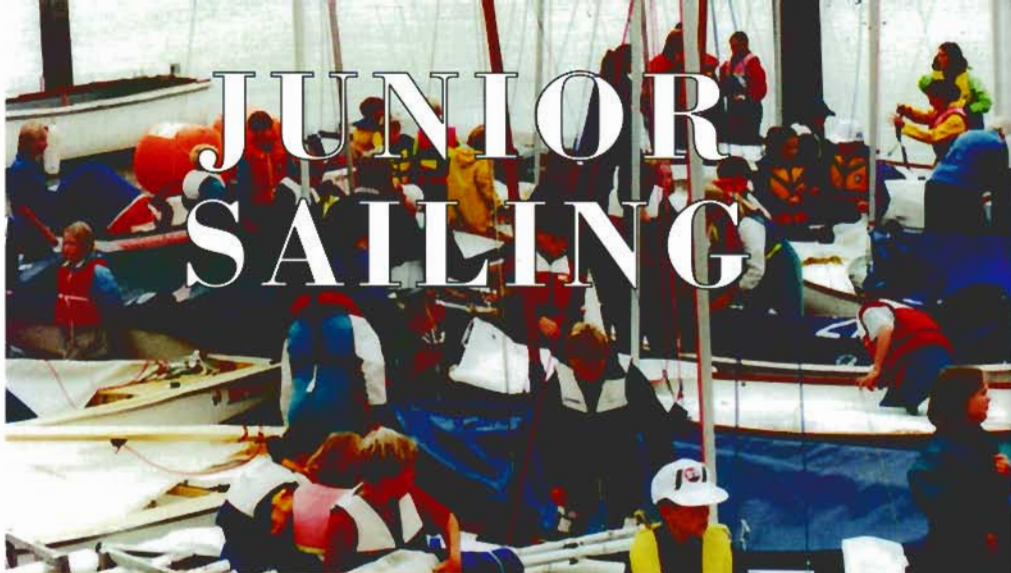
The Cadets have also had a good year (reported by Stuart Wilson on page 15) although we were disappointed not to get a boat into the World Championship - but we aim to rectify that next year!

Simon Richards has revitalised the Oppie sailing on Saturdays, but sadly he is leaving to live in France. Doug Hassel has stepped into the rôle of looking after the Oppie fleet and he has great plans for the future. On the fund raising and social side, our activities have ranged from organising the Lymington 10k fun run to a musical evening with the Bournemouth Sinfonia.

All in all, a very busy season that has given lots of fun to a great many children - thanks to everyone who helped.

Peter Kilgour

JUNIOR SAILING



Junior Regatta

We were delighted to have our Commodore, Peter Wilson, as our chief race officer for the 1994 Junior Regatta. His expert team set the new Olympic trapezoid courses and this gave us some excellent racing. The weather, too, seemed to favour us and there was much relief that after last year's gales we were let off with comparatively light winds for the whole week.

The expedition to Newtown was a great achievement as many had never before ventured out of the river. Most took it in their stride, a few found the picnic on a choppy lee shore rather challenging, but the highlight perhaps, was the massive Armada of 110 dinghies, with 220 children aboard, 12 rescue craft and 14 motherships almost managing to halt the QEII on her homeward run.

There was plenty of good racing for Stuart Jardine's Optimist fleet - the ability of some was much noticed on the passage race as well as the obvious improvement of all competitors throughout the week. On the Scow front, Jack Snowden's fleet has increased greatly. The new Lymington River Scows and the Avon Scows - all so kindly lent by Members - made a fleet of eighteen and, together with the Wayfarers in the Solent, took well over eighty of Roger Wilson's well trained

Wednesday sailing group afloat.

As usual, we enjoyed the company of competitors from other clubs, including a large Cadet contingent from Keyhaven - together with their willing team of helpers and an RIB, for which we are all grateful. Once again La Coruña YC was represented by Jaime Garcia, and a new liaison arranged by James Beattie and Desmond Dewhurst between the RLymYC and Circle Nautique de la Hougue got off to a flying start by producing a talented 420 helm and crew. Pom Green, Joel Lovett, Tom Humphries and William Turnage then returned to St Vaast for their regatta. A mention of the 'exchange' and a picture of the British youngsters appeared in the local newspaper *Ouest-France*.

The large number attending barbecues, so ably run by Marlene Phillips and Chris Sutherland, speak for their success. The Chippy Van manager did so well that he was heard to remark on leaving Thorns Beach that he was 'off to buy a yacht'.

If all were not already exhausted by Friday afternoon, the egg and spoon, sack and running races, followed by a perilous slide across greasy pole should have done the trick. It didn't. At 7 pm they were all back for more and the disco was as noisy as ever. It is worth noting that nearly ninety members, parents and friends helped in every conceivable way to make this a really super week for everyone.

Finally, please remember next year's regatta is a week later - from 14th to 18th August 1995.

Anabel Nurton

