



# Pottership

The Newspaper of the Royal Lyngby Yacht Club

Number 12 Spring 1995

## INTERNATIONAL SHARPIES

*The International 12 sq m Sharpie  
European Championships 1995  
will be held in Lyngby  
from July 30th to August 4th*

In 1931 a Herr Kröger won a design competition for a fast day boat with a 6 m long gabo-on-oak Sharpie, which was so successful that it was immediately adopted by Holland and Britain, the British class becoming the first Owners' Association to be recognised by the RYA. International status was awarded in 1939. By the Olympic Games of 1956 there were 125 Sharpies on Britain but, naturally, interest waned when the Flying Dutchman replaced the Sharpie as the Olympic dinghy.

The British Sharpie Owners' Association then formed, and interest in the class rekindled. At that time the British boats were generally Bermuda rigged, the other nationalities preferring Gunter rig. Delightful international championships now rotate between Germany, Holland, Portugal and Britain. These events are akin to racing vintage cars - meeting old friends and rivals on and off the water, splendid international parties, and the joy of sailing these long, lean, elegant and tricky boats - tricky because of their huge sail plan and infinitely variable Gunter rig. A joy in light weather, they are a handful beyond Jack-in-the-basket in a blow over a Spring ebb, with the seagoing characteristics of a Destroyer: 'through it, not over it'.



No less than seven of these beautiful antiques belong to Members, all of them (the boats) in pristine condition and none less than fifty years of age. Built by builders as diverse as Kröger, Abeking and Rasmussen, and Uffa Fox (who came second in one memorable championship with Joy Herriott), they are capable of taking on the best. Whether their owners are is another matter! We are a rather shy lot, and lacking in experience (if not enthusiasm).

This year the European Championship is to be hosted by the Club, and at least fifty to sixty Sharpies (and their attendant families) are agog to try out waters where steel centre boards *can* be fully lowered, and to sample the delights of the New Forest and the famed organisation of the best-known Club in Britain.

Some Sharpies will be in the Yacht Haven, some dry-sailed and, weather permitting, we should have a superb international gathering.

There are some very senior RLymYC Members who have long-distant memories of sailing Sharpies - Alastair Easton was astounded to discover Richard Lovett (West Custom Marine) rebuilding RK2 *Teala*, which he had owned some fifty years ago....

Any Member who would like to help run this event would be welcomed with open arms, and will enjoy an event of unique character - and characters!

Brush up your German/Portuguese/Dutch for 'peak halyard adjustment' and come along. The stars in this event are the boats, never the helms...

Tom McEwen

## New Commodore Takes Office

After a very successful three year term as Commodore, ably supported by his wife Jackie, Peter Wilson now hands over to our new Commodore Desmond Dewhurst. Desmond is no stranger to Club office and activities; indeed, he seems to have been associated with a large proportion of the places and events covered in this issue of Pottership.

A member of the Rangoon Sailing Club from 1961 to 1963, he moved on to Australia and changed to sailing an Enterprise in Sydney harbour. In 1969-72 he cruised South Brittany to Holland in his first (actually second - see page 7) Letitia Jean (GB36). In 1969 he joined

the RTYC and Island Sailing Club, and from 1972 he cruised regularly to France in the current, very hospitable, Letitia Jean. He retired in 1975, when he and Joanna cruised the Mediterranean to Greece, returning to the UK and Lyngby in 1979 and joining the RLymYC the following year.

A further 'career' began in 1987, with appointment to the Sailing Committee and Cruising sub-committee in 1987, Captain of Cruising in 1990, Vice Commodore in 1993, and now to be Commodore for three years. This commits Joanna, too, who like Jackie will be an elegant and capable consort.





# Four Club entries in Atlantic Rally for Cruisers



Nick, John and Lisa de Candole on *Damara* in Rodney Bay Marina

On Sunday 20th November 1994 at 1300 hours a fleet of 150 yachts crossed the starting line in Las Palmas harbour, Grand Canaria, beginning the cruising rally of 2700 miles across the Atlantic to St Lucia in the Caribbean.

Our Club was represented by four yachts, the largest yacht club entry in this event: there was *Boandaro*, a 48 ft Bowman, with skipper Jim Gordon; *Rockin Billy*, Moody 40, skippered by Rod Andrews; *Cloud Nine*, Beneteau First 375, with skipper Martin Thomas; and *Damara*, a Westerly 35 skipper John de Candole. The first three each had a crew of four men, whilst *Damara's* crew was John with Lisa his wife and son Nick.

Twelve yachts had entered the CHS racing class, solely relying on favourable winds to cross the blue waters. For the rest of the fleet World Cruising, organisers of the ARC, had allocated TCF handicaps and grouped the boats in seven classes. For these yachts motoring was allowed, albeit with quite a severe penalty on corrected time. At the starting line, between the Sail Training Association's *Malcom Miller* and the Spanish naval tug *El Ferrol*, we enjoyed a fresh force 5 wind and all yachts crossed the line without major difficulty, despite the obvious bias for the port tack. Unfortunately, the wind soon dropped to less than 5 knots, contrary to our expectation of finding quite strong wind acceleration along the east coast of the island. Under the circumstances many skippers decided that motoring would bring

their boats sooner to the trade wind latitudes. In less than 24 hours the fleet had dispersed to such an extent that most were no longer within sight of other yachts. Several of the becalmed CHS class, still in clear view of Grand Canaria, also opted for engine propulsion and joined the rally classes.

On the basis of previous experience it had been recommended by World Cruising to follow a course from Las Palmas south along the east coast of Grand Canaria to a position at around 20°N 30°W, a distance of about 900 miles. From there we should sail just south of the rhumb line to St Lucia at 14° N 61° W.

This year the Azores High was predominantly more to the north than normal during November. Thus the yachts which sailed from Las Palmas via the north coast of the island and from there followed the rhumb line generally experienced more wind. This was especially favourable at the beginning of the sail and towards the latter part closer to St Lucia, where the rest of the fleet were in rather light airs. Overall winds have been kind to this ARC, apart from some wet and windy night squalls and a few days of winds in excess of 35 knots. In the warmer climates there is, however, quite a noticeable difference in the weight of the wind due to the lower density of the air. A wind speed of 30 knots in tropical latitudes is comparable in strength to a wind speed of less than 25 knots in the Channel.

Even so, continuous and prolonged exposure of the yachts to wind and weather during this type of ocean crossing is quite

severe and is probably comparable to the normal wear and tear which we have after four or five summer cruising seasons. Not surprisingly, despite thorough preparation and inspection of all gear in Las Palmas, on many yachts the crews faced mechanical, electrical or instrument failure of some sort. In down-wind sailing the demand on self steering can be very intensive and several boats experienced breakdown of their electric autopilots. Failure of headsail roller reefing and breakage of standing rigs also occurred on quite a number of yachts. The First 38 *Belle de Vienne* lost her rudder five days after the start, but continued successfully to sail to St Lucia with pieces of wood lashed to the rudder stock, which was fortunately still intact.

The ARC is very much a test of self reliance: each crew will almost always have to find its own solutions to the problems encountered. Good harmony within the crew is essential! Daily position reporting of all yachts by SSB/VHF to ARC Control and the frequent radio contacts between the boats instilled a sense of togetherness and often provided moral support when needed.

After 14 days and 16 hours the first yacht *Veldana*, a 67 ft Hartwig ketch, arrived in Rodney Bay, St Lucia. The RLymYC contingent fared as follows: *Boandaro* crossed the finish after 18 days and 14 hours, *Cloud Nine* after 19 days and 19 hours, *Rockin Billy* arrived after 20 days and 23 hours and it took *Damara* 22 days and 21 hours to the finish. On corrected time *Damara* reached the 37th place, the best of the four Club entries and a splendid effort considering their small crew! They sailed almost the whole way with twin head sails poled out, the Hydrovane self steering keeping the boat on course. Their electrical power requirements were adequately supplied by an Ampere water-driven generator and flexible solar panels. *Cloud Nine*, on 42nd place overall, won the second prize in their class. With their crew of four doctors they were well looked after and their presence contributed reassurance to the fleet.

The welcome in Rodney Bay Marina was tremendous, sailing in under a cacophony of hooting yachts and being received on the pontoon with potent rum punches and a large basket of the local fruits. Altogether 147 yachts arrived in St Lucia, two retired from the rally and deviated to other islands and the unfortunate *Dash of Cruising World's* Andrew Bray had to return to Grand Canaria with major boat problems.

Ed Vogelzang

## THE PRINCESS ROYAL SAILING CLUB

No, not the Club of our Patron - but that named after a distant great aunt, Princess Charlotte, daughter of George III, sister of the Duke of York and Albany, and Princess Royal.

The Club is in South Australia, founded in

1909 in Princess Royal Harbour.

Thanks to Stan Austin who told me much about the Club. There have been three generations of Austins racing in PRSC, and only last December he had his yacht holed when turning a mark, and it sank under him in only 90 seconds.

His history of the Princess Royal Sailing Club has been placed in our library, and that Club has presented a burgee to the RLymYC in view of the common interest in a Princess of the Blood.

John Darby





# The Needless Relief

17th December 1994

Despite a depressing weather forecast, and without a lighthouse keeper to relieve, 58 Club boats with 371 crew on board, sponsored by 41 other Club Members and accompanied by fifteen yachts from the Town and Royal Solent Yacht Clubs, gathered inside Hurst at 11am to witness an exercise in which the Coastguard helicopter and the Yarmouth and Lymington lifeboats took part. The event raised £414, which enabled us to say our Christmas 'thank you' to the lifeboat and helicopter crews, the harbour staffs at Lymington and Yarmouth and the travelling Coastguard. We were also able to provide further for the crew rooms at Yarmouth and Lymington and to make a donation to the Lymington Guild of the RNLI. As a final gesture of thanks we also sent £250 from the Needles Relief Trust Fund, accumulated over the years, to the Keepers' Welfare Fund at Trinity House.

In his letter wishing us good sailing in 1995 the Coxswain of the Yarmouth lifeboat, David Lemonius, wrote:

'We hope all your Members enjoyed the demonstration - it made a change from previous years and we shall try to provide something a little different each year. We have already talked about next year's event.'

Captain Peter Thomson, chief pilot of the Search and Rescue Flight, had this to say:

'Every month RNLI Honorary Secretaries, the RYA, Warsash College, the SSO and others complete a form and send it to Solent Coastguard in order to book a slot to exercise with *India Juliet*, the Coastguard helicopter, the following month. Because the de-manning of the Needles Lighthouse was high profile we all knew that 1993's Relief was the last. I was surprised to see an exercise planned on 17th December with Yarmouth and Lymington lifeboats, which again referred to the Lighthouse Relief. David Lemonius 'phoned to explain that it was hoped that the tradition would remain and a joint exercise would be held each year, with many yachts participating.'

'On arrival at Hurst Castle that day all of us were amazed by the number of yachts and motor cruisers there, especially as the weather was pretty fresh. I counted 73 boats in all, not including the lifeboats.'

'At the helicopter flight we frequently used to 'phone the Needles Lighthouse for an 'on the spot' weather check and we, like many seafarers, regret that there will no longer be a friendly voice on the radio or telephone there to talk to.'

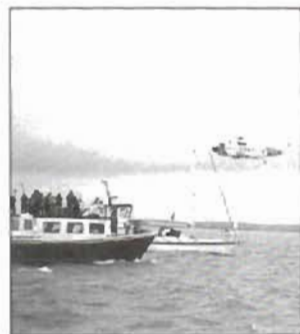
'The helicopter exercise was not pre-planned but, typically off-the-cuff, one of the Inshore Lifeboat (ILB) crew was winched in formation from his boat and then put aboard Yarmouth's Arun lifeboat. We then did two more static lifts to the Arun where she lay dead in the water. This is all very good practice for us because we are not just exercising with the lifeboat crews, who are themselves very familiar with working with helicopters, but are simulating with a 'dead deck' winching to any kind of disabled vessel. In this situation the pilot cannot see anything of the boat underneath him and uses flotsam and the sea to maintain an accurate steady hover, under the guidance of the winch operator's 'con'. The formation exercise with an ILB relies on the skills of the boat's helmsman and the co-ordination of the winch operator; the pilot just has to fly in a straight line at 50 feet.'

'All in all a very useful morning's exercise and one we will look forward to each year. It was particularly nostalgic for me as I was privileged to be aboard the *Joy and John Wade*, the Yarmouth lifeboat, in 1993 with my wife Anne for the Needles Relief. We have got this year's date in the diary; perhaps Anne and I will join you in *Nirvana*, our S&S 30 footer.'

Peter's contribution is much appreciated.

For your diaries, the 1995 Needless Relief will take place on Saturday 16th December, weather permitting!!

John Groom



Thanks to various Members for contributing pictures Ed.

Peter has been an outstandingly successful Commodore and we are all sorry that his term of office has now come to a close. He has been exactly the right man in the right place at the right time. Most Commodores leave behind them a monument or two, or three, to mark their time in office; Peter is leaving a veritable raft of monuments to his: a new sea wall; new pontoons; seats, and now other changes in the dining room; the absorption of the Club catering; a lift; the upgrading of the public address system; an awning; a Club prayer; an archivist - the list goes on and on. No-one is pretending that he did all these things single handed but, if you will excuse a fractured metaphor, once he gets his teeth into something it is as if they are set in concrete.

We are most fortunate, in recent years, to have had his wise guidance. We shall not easily forget his views on such things, for example, as democracy, which can be described as the oppression of the minority by the majority, and we were not going to have any of that damn nonsense in our Club. We shall remember his constant pleadings for things to be simple - like the ceremonies he organised to open the new

## THE RETIRING COMMODORE

pontoon and to say farewell to Doug! We shall remember his often raised question - is it cost effective? - a phrase he must have picked up while serving in the Dragoons! And the truism that you cannot suck and blow at the same time. Above all, his constant admonition to us all to be happy - we are, indeed, all happy, except at his going.

He has presided over the deliberations of the General Committee with a rare common sense and a great sense of fun, which has always made the meetings so enjoyable. Happily we shall continue to enjoy his good sense and good humour (though sadly in a more diluted form) in his new guise as a Club Trustee.

It is sometimes said that behind every successful man lies a surprised, if not astonished, woman, but this does not apply in this case - Jackie knew damned well from the beginning! They have together been an example and an inspiration to us all. At every stage and on every occasion they have always put the Club first; they have never stinted themselves, even sometimes when not in the best of health, but more than that, they have always carried on their duties with evident enthusiasm and panache. We wish them every possible happiness in this their third - or is it their fourth? - semi-retirement. We hope they will now be able to enjoy some of the leisure time they have missed in recent years. And we offer them both our sincere thanks and congratulations for all that they have contributed to, and achieved for, the Club.

Desmond Dewhurst



I have been told off! Having attended Meets for a number of years it is all too easy to presume that everyone knows exactly what they are and what is expected of those attending - this is of course not true and I shall try to provide some information that may be of interest and, I hope, encourage you to take part.

The most important point of our events is to give Members an opportunity to Meet each other. We try to ensure that anyone who has not attended previously is made particularly welcome: this is quite easy where new Members are concerned but we can fall down where Members have been involved in other Club events for some time and when they arrive at a Meet for the first time are therefore presumed to know others attending.

Our first Meet in 1995 will be on the pontoons opposite the Folly Inn in Cowes on April 29th and 30th, though as is usual on these occasions many boats will arrive early (on the Friday) and will already have made their social arrangements for the rest of the weekend by the time Saturday's arrivals appear. This Spring Meet is usually the largest in terms of boats and people attending: 'formal' arrangements are restricted to Saturday evening dinner and if possible some form of outing on Sunday morning. Some boats are likely to leave early Sunday afternoon with the remainder waiting until Monday to catch the tide down for the Blessing of the Boats.

Our early cross Channel visit this year will be to Lezardrieux for the 25th/26th May. Most boats will go via Guernsey, leaving there on 24th, though the tides are far from ideal and, weather permitting, it will probably be more convenient to anchor in one of the bays in the south-east corner of Guernsey for the night

## M•E•E•T•S



before departure. Whilst some yachts will use this Meet as a start for a cruise further south, others will be returning to Lymington.

24th June sees the Power & Sail Round the Island event; for those who have not entered one before, this would be an excellent opportunity to practice for the rally to Guernsey in July.

The mid-Summer Meet on July 15th/16th is generally small but particularly friendly as we moor to the piles just off Bucklers Hard. Several boats will arrive on the Friday and nearly all will leave on Sunday afternoon. For the last two years John Bailey has arranged a lunch for all on the Saturday.

On 21st July the Power & Sail Rally to Guernsey is great fun - it is not a sailing race but a navigational exercise to make the best use of the tides, wind and engine. Because it is a semi-pursuit race the final hours can be quite exciting as all the boats come together for the run past Alderney to Guernsey. We have always been well looked after by our destination hosts. I know there is some concern over the insurance

aspects of this event, and whilst I do not think it should be necessary to take out 'racing cover', it would be wise for entrants to check with their brokers.

The visit to St Vaast, 12-14th August, has always been well supported with most of the boats arriving on the Friday (try to berth on C or D pontoon). Over the last couple of years it has been the practice to have drinks on board two or three of the larger boats at midday on Saturday, and dinner with our French hosts in the evening; this year this will again be in Barfleur. On Sunday we have a 'friendly' race in dinghies, which the tide may dictate takes place outside the harbour in rather cleaner water. The

races are followed by a Vin d'Honneur at the St Vaast clubhouse. Plans for Monday have not been finalised but there is the possibility of a lunch time BBQ, which should just give time for those who wish to, to leave in the afternoon.

The last cruising event of the year is the Goathorn or Autumn Meet, the name being changed to the latter as the weather at the end of September is not always suitable for a trip down to Poole and we are looking at possible alternatives. Views are always welcomed!

Details of cruises are put in the Chart Room four to six weeks before an event.

James Beattie Captain of Cruising



## Membership decline not serious

Some concern has been voiced recently over the decline in the Club's membership. While it is true that the membership has declined steadily in recent years, this can hardly be considered as serious. The number of full Members has remained astonishingly constant - it fell by only ten last year, due to the reduction in the number of those enjoying 26(g) status. On the whole, considering the effects of the recent economic depression on us all, this cannot be regarded as an unduly worrying situation. Overall numbers fell last year by 38, but a significant number of those who left were not paying subscriptions at all. Since early 1988 numbers have fallen by 431, but most of this reduction occurred following the (to some, steep) increase in subscriptions which took place about that time.

There is, however, one area of disappointment. The number of full and family members who join through Junior Sailing (in the past one of our better recruitment centres) has tended to fall off. In addition, while this is

a poor time of year for recruitment anyway, the number of applicants we have had in the three months November to January was only twelve, whereas last year we had twenty-four. But these things tend to be cyclical and there does not seem to be any reason for undue concern at present.

There are, of course, two parameters to this equation. One is recruitment and the other is the number who sadly leave. Last year some thirty Members failed to pay their subscription, 116 resigned and thirty died. It might please you to know that the average age of those whose age we knew when they died was 82. Of the 146 who left the Club on their feet, 58 (or 40%) were under the age of 25, and 43 (30%) were aged 21 or less. Many of these leave to attend universities or to get jobs in the Smoke, not out of any dissatisfaction with the Club, and will no doubt return to the Club at a later date.

In any event there is little we can do to influence either arrivals or departures except to provide within the Club the best possible sailing and related activities, with real value for money, and this is something we are all intent on doing.

Desmond Dewhurst Commodore

## TRANS OCEAN CRUISE OPPORTUNITY

I am seeking a like minded individual or individuals who would be interested in sharing in the planning, the crewing and the costs of an extended cruise to foreign shores.

Apart from the aim to get started no later than the Summer of 1996, I am deliberately keeping all options open pending additional input. However my overall plan is that our itinerary will involve cruising at a sensible pace in a comfortable boat to interesting places. My wife June, who is fully supportive of the adventure, intends to join the boat on arrival while leaving ocean passages to others. Ring any bells? If you are interested or know of anyone else who might be, please get in touch with me on Lymington 673923.

Richard Webb



# *Frisby goes to a meet at St Malo 1994*

*A not entirely truthful account by a  
fictitious child*

I didn't do too well in my school work last term so my parents thought it would be a good idea for me to join Grannie and Grandpa with Uncle Dick for their cruise to France.

I have written this with some help from Grandpa, but I may have got some of the boats and their owners mixed up.

I went on board on Monday 23rd May, was shown my bunk, the heads which I called the toilet and also how and where to be sick.

## **Tuesday 24th May**

We set off and it was horrible. The wind blew in the wrong direction and the waves were lumpy according to Grandpa but I thought they were awful. It was the sort of day when Grannie didn't want to go below to boil a kettle or spend a penny. As I am a boy and equipped with that handy little gadget it wasn't a problem. Using the engine as well as the sails to get it over quickly we sailed in company with Simpson of the Strand owned by Gordon's Gin and we got to Cherbourg together. By some fluke as Decca wasn't working and it was misty we got to the Western entrance spot-on;

Grandpa called up Gordon's Gin to say where we were and he replied he had us on radar - Grandpa said that showed us not to try to teach one's grandmother to suck eggs.

The next day we set off for Guernsey without paying our marina fees which might be the reason for the Customs launch chasing us and making a fuss over our papers or something. Grandpa got quite excited about this and told the French off so that in the end they went away. When we got close to Guernsey Gordon's Gin called us up and said we were heading for America and would miss Guernsey altogether. This was because Grandpa had been too close to the Grande Amfroeche a few years earlier and wanted to keep clear of it.

We hoped to get the Decca repaired in Guernsey but they never came and after wasting a day we sailed for St Malo on Friday 27th May.

On the way into St Malo we came rather too close to some big rocks, Le Grand Lejon I think they were, which Grandpa said was due to the tide we had not allowed for and Decca would have helped. When we got there we found lots of Grandparents' friends and one of them, General Ostler of Habitat, mended the Decca at once. He has done a lot of repair work for Grandpa so we are very grateful.

For the next three days we were taken round by the French yachtsmen who were very nice and we had some lovely food and I had some port for the first time as French children are allowed wine much younger than we are. One of the chief French sailors was called Claude, Uncle Claude to me, and we went over

a big lighthouse and then on to the Chateau du Val where we had an enormous meal. We all thought that the main course came first but of course it was only the starters and much more was to come which suited me but some of the oldies could not cope.

We were sitting opposite a much younger Frenchman - about as old as my father I should think. He said he was Commodore of the Minquiers Yacht Club which had six members all of them Commodores; three of them had been round the World and all had crossed the Atlantic in small boats. Grandpa happened to be sitting next to Mary Barton who had been and is now Admiral of the Ocean Cruising Club so he said he thought this Frenchman should be introduced. He was and his eyes opened wide when he realised who she was. So we scored a point there. The young Frenchman and his wife were very kind to M.B. showing her their lovely old boat and giving her a copy of Humps book in French.

## **Monday 30th May**

After this it was time to leave and we went into the Vauban lock forwards and came out backwards due to some funny business with one of our other boats. I asked Grandpa if it was usual to come out of a lock backwards but his reply was unprintable and was to do with the boat which had turned us round. Here the Trixies in Geraldine left us to go home for repairs before their trip to the Mediterranean, and we went on along the french coast. My first meet was very good. I hope they'll let me go again.

Ben Wood

## *St Malo-- the reality*

Some of the real people at Frisby's  
Meet. Top: The whole group at  
Chateau du Val. Bottom: The crew of  
Rumbelows including Mary Barton  
(Ben's Granny!)



## *Letters*

### *Dear Editor,*

a) *There exists at 127 Ramley Road, 200 yards short of the Wheel Inn crossroads, a small firm which manufactures pure glass effigies and which could easily make simple or convoluted models of your boat.*

b) *The other day I noticed one of our lady Members at the pontoon coaching her young son in the art of sailing his model boat. Would there be a place for a model yacht sailing/building group within our Membership, who would otherwise be sitting twiddling their thumbs in the Winter while their full size yachts are mouldering ashore?*

James Laming

### *Dear Editor,*

*Disappearing rubber knobs*

*It is some time since I had any call for rubber knobs, but I was always able to find what I wanted in either Maxwell Hamilton Travel in Lymington High Street or the locksmith & security hardware shop in Barton-on-Sea.*

John Slater



## The fleet grows

A big THANK YOU from all those involved in Wednesday Sailing to the owners of the fifteen new Lymington Scows that will grace the pontoon this Spring.

We already know from the few we had last season that these are lovely boats to sail. They were enormously popular not only with the instructors, who found that they handled very like a Mirror, except that they seemed almost impossible to capsize accidentally (only almost - Ed.), but also with the Juniors who had great fun as well as great confidence from sailing them (and who found that they righted easily when they had been capsized on purpose!).

However, we would like to point out that these Scows are not Club boats; they are all owned and insured by Club Members, and lent to Wednesday Sailing during Wednesday afternoons but are used and raced by the owner or the owner's representative at other times.

It is delightful to see the beginnings of an active Scow fleet and anyone interested in having a go in one or buying one is very welcome to speak to myself or Roly Stafford, the new Scow class captain.

There is plenty of space in the Club dinghy parks and agreement has been given for some Scows to be kept in the Balance Pond; we have racing on Monday evenings as well as our own start on Wednesday evenings and Sunday mornings (run by the Lymington Town Sailing Club). There is also an active programme of picnics and potters being organised for those interested.

Roger Wilson Principal, Wednesday Sailing

## The Scow Class

This season, the Club pontoon will be home for fifteen Lymington River Scows, some of which will be fresh from the mould. These, and the twenty-two Optimists, will make up the training

# Lymington SCOWS



Picture Holmes

fleet for the Wednesday Junior sailors.

Many of the Scows have been most generously provided by Club Members specifically for training these youngsters, but it was considered that owners would be encouraged to enjoy some good Scow sailing themselves if this growing class were to be formally recognised by the Club.

In an uncharacteristic lapse of good judgement our Rear Commodore (Sailing), Malcolm McKeag, asked me to act as captain of the Scow class; perhaps in the same mood, I accepted. I hope that, in consultation with owners, an interesting programme for the season can be arranged.

Last season's Sunday morning Solent Dinghy Circuit (Scows) was won by Jane Clegg; unfortunately the Scows were designated 'The

Slow Handicap Class', which rather took the edge off her trophy toasting.

Running into December with intrepid disregard for the weather resulted in all three competing Scows retiring with damaged spars, so no doubt this season's programme will include some regular, mean, racing as well as more tranquil events so arranged as not to disturb the sediment in the claret bottles secreted in the buoyancy lockers!

## Scow shirts

The newly formed Club Scow class held its first meeting in early February and tentative plans made. Among other things, it was proposed that a Class sweatshirt should be produced. The design will feature the Club burgee in its true colours with lettering in gold on a high quality Navy-blue shirt. It will be available from Rainbow Copy (01590 673186) in Bath Road. Those attending the meeting, or their boats, were mostly involved with Wednesday sailing. However, there must be other Club Members with Scows and they would be most welcome to participate in the season's programme. If you have a Scow or are interested in Scows, please contact Roly Stafford (679000) or the newly appointed class deputy captain, Jane Clegg (679929).

Roly Stafford Scow class captain



Picture John Claridge

# SEARCH FOR A NEW ONE DESIGN NOT YET GELLED

Featured in the last issue was the 1720 one-design keel boat, which soon after appeared on the Club pontoon for three weeks in November. A number of Members took the boat on trial sails in grey and often breezy conditions. Then Martyn Wheatley sailed the boat to the RSRN YC, Hamble, where the experiment was repeated.

As well as trials there were meetings, meetings! The consensus seems to be on the need for a modern keel boat incorporating the properties and performance which were not available to designers, say, ten years ago. But

the difficulty is: which design will command sufficient support?

One of this breed of 'sports boats', the well promoted American Melges 24, has acquired a core fleet in the Solent, but it is seen by many as expensive and frequented by rock stars. Meanwhile there has appeared a Thomas/Poland initiative (shades of the previous arrivals of the Impala, Sigma 33 and Sigma 38) with a shorter LOA than the 1720 and Melges. It will have both conventional and asymmetric spinnaker possibilities, an iron keel and a little cabin. At this writing it exists only on paper and so performance is unknown; the first boat is likely to race in September 1995.

Several other boats of the breed are knocking at the door: the 7.5 m from France, the so-called 8 m OD from Croatia and Club Member Rob Humphreys's Fremantle 8, these boats being completed in the North of England.

The one certainty is that not all can succeed in this one sailing area (say, Solent including the Lymington fleet); in other words, individuals keen on the generic type need to compromise to get a racing fleet together. The Royal Southern YC, which is about to have the use of a dry sailing plot near its clubhouse,

decided in mid-January 1995 to adopt two of these new classes: the 1720 and the Thomas Hunter 707. Members have ordered both. The view at Hamble is that these boats are of quite different type. Watch how all this develops in early Summer.

Peter Johnson

Picture Jo Mooring - Aldridge



Perhaps not what Peter Johnson has in mind, but a one-off certainly. Alice kedged in our Charity Pursuit Race



## on Sunday afternoons

There has been a proposal for dinghy racing on Sunday afternoons. A number of Members have asked if dinghy racing, aimed at the less experienced but open to all comers including Juniors, could be held on Sunday afternoons. Those interested should contact their class captains or Stuart Jardine (01590 644728). Volunteers are also needed for starting the racing, rescue and recording results.

Stuart Jardine

## Dinghies and Mondays

Attendance on Monday evenings for Club dinghy racing crept up slowly last season. Toward the end of the Summer between eight and a dozen dinghies could regularly be seen starting from the Club line. Courses set varied according to conditions and the classes of dinghy racing on any one evening. We can accommodate most classes (Pooh Bear's umbrella excepted) and would certainly hope to see all Fireflys and the new Lymington River Scows racing regularly.

If you enjoy the idea of Entecot to port, Pyewell Island to starboard, black and orange to starboard, and a Club line finish then please watch the notice board for details.

Jayne Burchell



"Well you shouldn't have PUT it in the microwave, should you!"

## Congratulations

To George Tinley, who with David Bendall as crew and in spite of many difficulties won the Canaries to Barbados race in sixteen days.

Also to Jo Burchell and Sarah Watson who, representing the Club, reached the semi-finals in the National Ladies Team Racing Championships in Fireflys and Larks.

# REAR COMMODORE'S LOG

As our energetic and apparently inexhaustible Captain of Dinghies Stuart Jardine begins his final season in the post, the health of our dinghy section has never looked better. No longer can dinghy sailing in our club be looked upon as merely a sideshow, something that 'those Juniors' do. Monday evening dinghy racing is now a reality - still menagerie racing, albeit, but a regular feature of the weekly Summer calendar nonetheless. What has been a frail seedling carefully nurtured by a few enthusiasts is now a healthy part of our rightly-blossoming garden.

With something upwards of sixteen of the new Lymington River Scows expected this season and with Roly Stafford taking on the rôle of Scow class captain, many are discovering that the Scow is a lovely little boat for our river. More and more adults are enjoying their Scows. For this John Claridge may take a bow: the new version of this venerable boat shows none of the famous Scow vices, and is sweetness itself in which to glide upon the river on a quiet evening. With so many Scows, we may see real class racing on Monday evenings, and elsewhere. Did you know that there are strong adult Scow fleets at Keyhaven, Yarmouth and Beaulieu? With some pretty demon Scow sailors among them. Sounds like the makings of a circuit to me.

As the activity matures, so some changes are afoot. A formal policy document for dinghy sailing now joins the other Club policies in the Policy and Practice file, available for all to see in the office. There is nothing new: it merely enshrines our dinghy sailing as a fully-supported Club activity like all our other sailing activities.

There are some changes afoot too in the management of our dinghy parks. Thanks to the enthusiasm and dogged downright stubbornness of Stuart, our famous Doctors and a handful of the parents of Junior Members, our dinghy parks have slowly transmuted from swamp to something worthy of the name. Management of the parks has been something of an ad hoc business tirelessly handled by Stuart with sometimes little help.

From the start of this season the dinghy parks are to be brought within the normal framework of Club administration, and managed from the office. Apart from free time for our Captain of Dinghies, there should be little fundamental change - save in one regard, for which no apology is either necessary nor offered. The cost of renting and running the dinghy parks will from now on, I hope, be spread more fairly and met by all Members who use the facility - bearing in mind that the dinghy parks provide a facility beyond mere storage when the boats themselves are not in use.

In the past a handful of Members have been less than fair on everyone else, keeping dinghies at home, trailing them down, launching - and leaving them in the park only over the weekend (and often blocking other boats) without contributing to the cost. We pay a King's Ransom to the NFDC for those parks we have to rent, and in accordance with Club policy these direct costs have to be met by those Members using the facility and not subsidised from subscription income. Those who seek to save a few of their own pence by avoiding paying for a park space, then bring their own or their children's boats down at weekends and use the park for rigging and temporary parking, merely increase the share which must be paid by those who do play fair. It's a bit like fare dodging on the trains - but we are a Club, not an anonymous business, and we should not be the target of such clever dealing. Free-loading off other Members is the rather unpleasant term which springs to mind.

The new regulations will require anyone using the park to purchase a Club licence disc and thus pay their share of the cost of providing the facility, irrespective of how long they leave their boat in the park. Boats found in the park without the authorising Club licence disc on display will be immobilised, and released when the keeper has paid his or her share of providing the parks.

The final phase of surfacing all the dinghy parks should be complete before the season opens, an advance made possible by our renegotiating the annual lease to a five year term and, it must be said, by what appears to be a most welcome change of attitude on the part of our landlords the NFDC, brought about by the realisation that the dingy parks are a part of the community amenity used by a broad cross section of local children as well as by the (supposedly) well-heeled Members of a Royal yacht club. For this last our immediate past Commodore Peter Wilson may take more than a measure of credit. The fact that he and his oppo at NFDC kept absent-mindedly calling it a tank park may have something to do with it as well!

Malcolm McKeag



**M**any Members will be familiar with the twinkling eyed, white haired lady who works so diligently on the pontoon, mending and maintaining the Scows, Wayfarers and Oppies. Few know her background, and some may not know her at all, but should....

Born and brought up in the Cape, Ruth and her sister ran wild in the Bush in an area now urban sprawl. She was taught to sail by Bobby Bongers' father in a Table Bay one-design. 'If I have to tell you when we're going about, you're no damned good as a crew', he told her. Bobby (eight years younger than Ruth) would crew for her in ladies' races in light weather, and Ruth crewed for him in junior races.

Cash being in short supply, the teenage Ruth saved up 2/6d for a sheet of iron - which she bent into a canoe and caulked with droppings from the local tar boiler! This was her first boat. She acquired her superb manual skills from her father, as everything from a hen coop upwards had to be constructed those recession days. These skills have since served the Club so well.

In 1944 Ruth came to England and worked as an ambulance driver, evacuating casualties in Belgium. She found time to build a proper wood and canvas canoe, and explored the canals around Bruges.

Sailing back to the Cape in 1946 she met, and eventually married, David Evans, whose posting in the Sudan Political Service took them to Khartoum (until flung out in 1954). The late Christopher Tracy (RLymYC), also of the Political Service, commissioned Morgan Giles to design a Sharpie dinghy, 6 metres long, Bermudan rig and, incredibly, built of

galvanised steel. These they raced at the Blue Nile Sailing Club, the club being in one of Kitchener's gun boats....

Back in England in 1955 they moved to Maidenhead, but the post-war Thames was so crowded that they sought and found Pitts Deep, quite derelict but salvageable. They did all the work themselves, as well as sailing an

Enterprise, then a (more appropriate) Beaulieu Scow. Ruth went on to crew Peter Bell at the RLymYC in his XOD *Beaver*, then in his  $\frac{1}{4}$  tonner for twenty years. 'Peter was too gentlemanly to win regularly' says Ruth with a knowing smile (*plus ça change*).

David bought Ruth the Wayfarer *Oakapple* which they sailed until he died, then Ruth sailed alone (including launching and recovering off the

beach). *Oakapple* became our first Wednesday Sailing Wayfarer, and has carried hundreds of children.

Ruth joined the Club in 1967, and must have been amazed to see Bobby Bongers reappear, sailing as skilfully as ever (in his shared XOD *Annex*). In 1987 Ruth quietly became involved in Jonathan Rogers' new scheme for teaching children to sail on Wednesdays, and in no time her combination of patience and woodworking skills was put to good use. Roger Wilson, who now runs the Wednesday Sailing, says of Ruth, 'Without her I could not run the scheme'. She is the sort of Member commodores dream of - quiet, dependable, skilled, helpful, hard working and humorous. A wonderful inspiration and example to us all.

Thank you, Ruth. Your name is deservedly on the RLymYC Commodore's Cup.

Tom McEwen

## This is Ruth Evans



## Letter from the America's Cup

**John Doerr, one of the four UK international umpires who are RLymYC Members, sends Pottership its personal report from San Diego.**

It doesn't really seem that I have been here a whole month but that's the way it is. On my first morning I woke up to the sound of torrential rain. Where am I? Did I forget to get off the plane in San Diego? It was the start of some of the worst weather ever seen in San Diego. Storm followed storm and the foul weather gear saw more use than I hope it will see in the next four months.

PACT '95, one of the defence syndicates, came off worst of all. One storm seems to have developed a small tornado and ripped straight through their compound, removing the sail loft and all its contents on the way. The boat was damaged too. The race committee rescheduled some of her matches to enable her to be repaired and not to miss a race.

There is plenty of controversy, as seem to go with every America's Cup. So far the jury have heard seven protests and have three more scheduled for this evening so I have stayed on shore to catch up with all the paperwork! We took two days to decide that Peter Gilmour was not Japanese (anyone else would have seen the way he eats his rice and decided in five minutes!), and therefore unable to sail on *Nippon Challenge*.

The boats are generally much narrower than in '92. With rigs stretching up to 130 ft in the sky and a maximum beam in the region of 16 ft they look slender indeed. Typically the upwind sail area is 3500 sq ft and downwind the 4500 sq ft gennakers are set within two boat lengths (about 7 seconds) after rounding the windward mark.

John Doerr San Diego

## Jazz at the Club

The booklet published in 1972 to celebrate the Club's Jubilee records the opposition of some of the crustier old Members to the immediate post war initiative to introduce a bar. 'Turning the place into a common pot-house' was the observation made by one Committee Member. Imagine that Member's reaction and blood pressure upon learning the Club now holds regular Jazz Evenings. Ye Gods!

The initial guilt belongs to Anabel Nurton, who asked me to find a band for the Junior Sailors' party in July 1991. Further dates at the Club followed, leading to Winter jazz evenings and our booking to provide the music for the New Year's Eve party 1992. We played this date again in 1993 and 1994.

I named our band 'Force 6' as it normally comprises six players (five musicians and me, the drummer), and because we blow up to a 'strong breeze' after the interval.

Alas, we are somewhat elderly. Three of us are aged over seventy, I am a Senior Citizen, and the other two have long forgotten the first flush of middle age. However, we feel we must keep the torch of Hot Jazz burning after a senior X boat type was heard to say 'When those old fellows pass on there will be nobody to follow them'.

We much enjoy playing at the Club. The friendly atmosphere and the activity displayed on the dance floor is infectious.

David Scaife

Leader - Force 6 Jazz Band

Now booked by the Club for Easter Saturday, April 15th.



On this occasion Force 6 became Force 7. They are, left to right: Bob Gill, trombone; Stuart Gledhill, string bass; Alan Roberts, clarinet; David Scaife, drums; John Goslin, piano; Bunny Austin, trumpet; Bert Crosland, guitar. Picture by Desmond Waring.



# XClass

## Trials and tribulations of X boat sailing

Racing XODs is like listening to The Archers - great fun, slightly archaic and addictive!

Most Members may not realise how seriously the class takes its racing, and the fierce competition that takes place on the water. Of the five divisions of the X class on the South Coast, Lymington is the largest, with 45 boats and a race programme of over 80 races in 1995.

I think everyone should know what it is like to crew in an X boat on a regular basis. These boats are normally sailed by three. Because of their length and the nature of the short Solent chop they are inclined to be extremely wet at times. The Helmsman steers and becomes just a little damp. The middle crew looks after the main sheet, helps with tactics and is soaked. And the forward crew handles the jib and spinnaker and gets drowned every time the boat hits a wave.

These boats were designed in the early 1900s but the gear has been updated and is much more sophisticated than other classes that were designed around that time. They are a remarkably tough little boat, and will still be racing when the rest of the day-boat fleets have headed for shelter, as was proven during Cowes Week in 1992. And because they don't plane

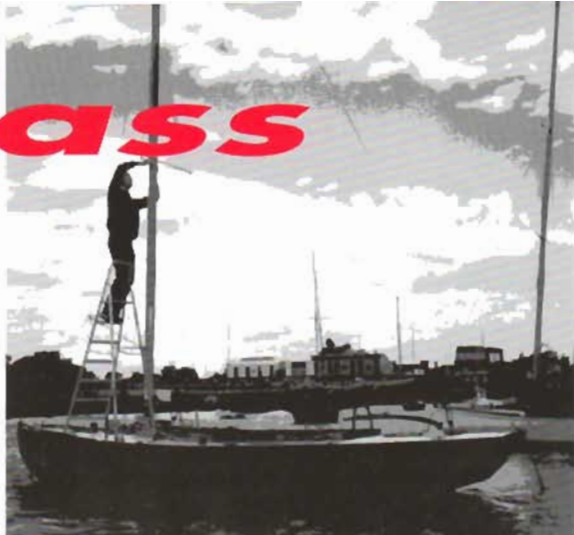


Photo Jo Mooring Aldridge

at high speed, the fleet does not tend to become spread out. This encourages those at the back and in the middle of the fleet to stick at it and not just sail the course.

Having sailed in several of the Lymington boats in 1994, I recommend the following items when sailing with:

John (Pavarotti) Cooper - ear plugs  
Nick Dover - flippers & ladder  
Richard Webb - crash helmet  
Chalky White - Irish swear words dictionary  
John West - bow fender  
Robin Balme - wellies  
Ed Dubois - course book

Jo Mooring Aldridge

## Half an X boat available

Would you like half an X boat (the dry half), with river mooring? Peter Moore has such a thing available. Ring on 01590 674844.

## Royal Lymington Cup

An unusual year for us, in that last year's sponsor Vauxhall, immediately the 1994 event finished, started to talk to us about 1995. The early knowledge of possible sponsorship enables the committee to take a refreshingly long term view of the format and arrangements for the coming year.

An outsider might expect that each year the Royal Lymington Cup committee just presses the button and on it rolls. We find that every year there is some little wrinkle which needs thought; 1995 threw up a chasm rather than a wrinkle. Our dates clashed with the America's Cup, and proud as we are about the stature of our event we bowed to the inevitable and moved our dates to June 5th to 9th. The knock-on effect then kicked in and we found that boats were the next problem. We have been magnificently supported by Sunsail over

the last few years but our event took out their corporate fleet at the start of the busiest part of the year. Having moved into June we felt that commercially it was unfair to take their fleet yet again, so with good will on both sides we brought a very happy relationship to a close. This year we shall use the RYA fleet, which we used last year for the qualifier. The fleet is easy to handle and well matched.

The qualifier, June 2nd to 4th, has also taken on a pace and life of its own and is now providing a good entry for aspiring match racers who in the normal course of events would not have the opportunity to race against those at the top of the rankings.

We are delighted to see two of the Royal Lymington Cup committee, John Doerr and Gordon Stredwick, besporting themselves as judges in the America's Cup trials. A very demanding job at this level of competition.

As our event is later in the year we hope that the sun will truly shine on the 21st Royal Lymington Cup and its faithful supporters. See you in June.

Nick Ryley



## Lighthouse Tribute

Waves are lashing,  
Still the yachts are bound.  
From Lymington they're gathering,  
A rendezvous is found.

For those who dare, this mission rare  
To bring to men their Christmas fare.  
They who brave the mighty deep,  
And once a year their calling keep.

While other yachts sail on their way  
Direct in line for Yarmouth Bay  
Through Fiddlers Deep we slowly creep,  
Against the churning tide.

Then through Hurst's gap, that narrow trap,  
Look to starboard here they say,  
Or grounded on the Shingles stay  
Until the dawning light of day.

See the Lighthouse thrust its rays  
Across the Solent's fearful ways.  
Some turn back, for come the night,  
The sea becomes a ghastly sight.

Safe on shore we watch the light  
That sends its signals through the night.  
Manned by men marooned on high  
Within their rock built lighthouse nigh.

Stark white the Needles hove in sight,  
Avast, ahoy, throw out a bight  
So we can send a breeches-buoy  
To give some Christmas joy.

If holed upon some sudden reef  
We surely all will come to grief.  
And water surging through the gaps  
Has frightened off much larger chaps.

But modern times are bringing change  
Remote control within its range.  
And lighthouse men no longer keep  
A constant vigil o'er the deep.

But constant vigil they have kept  
While other men have mostly slept.  
When Christmas comes all those who dare  
Will find the men no longer there.

Dorothy Ramsay





## THE BALCONY CUP

In the last issue we announced that The Balcony Cup would be awarded for the best (in the opinion of the editorial team) fifty word MiniStory based on the digger in the river pic. Here are the entries.

I recently patented a mobile floating loo, for the benefit of elderly dinghy sailors *in extremis*. While demonstrating off the Club, and relieved that my efforts were successful, the Waterloo started to sink. Luckily Costelloe's bulldozer, repairing the slipway, rescued me in the nick of time; flushed but *in situ*.

DF Furlong

Those blokes from the Yacht Club. Said they wanted a tunnel from the Club to the Starting Platform. So I lent them my digger and told them to go ahead.

Brian Dagnall

Hampshire's roads lead the World but our waterways have become rather outmoded. The Council intends to rectify this immediately: floats are currently being fitted to maintenance vehicles, Channel 16 is the new Council Hotline and Lymington River users will be able to enjoy the UK's first contraflow system.

Andrew Wilkes

"Bi' Jaysus and all the saints, I taut I told yus that yer could NOT build a ferro-cement Lymington Scow with the left-overs from the by-pass."

"Shot up yerself now, yer silly leprechaun, and find the bloody ting before those eegits on the balcony realise we're not digging for bait."

Peter Smales

"Yes, it's a super view from the bar ... In your application to join the Club, Mr Costelloe, you say you are local, own a boat ...

Let's change it to: you *did* own a boat but it sank - minor detail.

Anyway, enough of that, how's my new garage coming along?"

Peter Smales

and the winner is ...

*The Balcony Cup will be in your pidgeon hole - soon.*  
for his English entry.  
Peter Smales

Now we need another picture suitable for the next MiniStory competition. Anybody have one? Please send them to the Editor

Dear Sirs,

It is with regret and haste that I write this letter to you: regret that such a small misunderstanding could lead to the following circumstances, and haste in order that you will get this report before you form your own preconceived opinion from the world press, for I am sure that they will tend to over dramatise the affair.

We had just picked up the pilot, and the apprentice had returned from changing the 'G' flag for the 'H' and, it being his first trip, was having trouble in rolling the 'G' flag up. I therefore proceeded to show him how. Coming to the last part, I told him to 'let go'. The lad, although willing, is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the chart room, having been plotting the vessel's progress and, thinking that it was the anchors that were being referred to, repeated the 'let go' to the Third Officer on the forecastle. The port anchor, having been cleared away but not walked out, was promptly let go. The effect of letting the anchor drop from the pipe

propeller was answering my double ring for full astern. The prompt action of the Second Officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes, thereby allowing the safe abandoning of that vessel.

It is strange, but at the very same moment of letting go the port anchor there was a power cut ashore. The fact that we were passing over a cable area at that time might suggest that we may have touched something on the river bed. It is perhaps lucky that the high tension cables brought down by the foremast were not live, possibly being replaced by the underwater cable, but owing to the shore blackout it is impossible to say where the pylon fell.

It never fails to amaze me, the actions and behaviour of foreigners during times of minor crisis. The pilot, for instance, is at this moment huddled in the corner of my day cabin, alternatively crooning to himself and crying after having consumed a bottle of gin in a time that is worthy of inclusion in the Guinness Book of Records. The tug captain, on the other hand, reacted violently and had to forcibly be

## Calamitous journey M V Calamity Homeward bound

while the vessel was proceeding at full harbour speed proved too much for the windlass brake, and the entire length of the port cable was pulled out 'by the roots'. I fear that the damage to the chain locker may be extensive. The braking effect of the port anchor naturally caused the vessel to sheer in that direction, right towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop the vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. My ship's company are at present rounding up the contents of the latter, which from the noise I would say were pigs. In his efforts to stop the progress of the vessel, the Third Officer dropped the starboard anchor, too late to be of practical use, for it fell on the swing bridge operator's control cabin.

After the port anchor was let go and the vessel started to sheer, I gave a double ring Full Astern on the engine room telegraph and personally rang the engine room to order maximum astern revolutions. I was informed that the sea temperature was 53 and asked if there was a film tonight; my reply would not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of the vessel. Down aft they were having their own problems. At the moment the port anchor was let go, the Second Officer was supervising the making fast of the after tug and was lowering the ship's towing spring down on the tug.

The sudden braking effect on the port anchor caused the tug to 'run in under' the stern of my vessel, just at the moment when the

restrained by the Steward, who has him handcuffed in the ship's hospital, where he is telling me to do impossible things with my ship and my person.

I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the forecastle. These particulars will enable you to claim for the damage they did to the railings of the No. 1 hold.

I am closing this preliminary report, finding it difficult to concentrate with the sound of police sirens and their flashing lights. It is sad to think that had the apprentice known that there is no need to fly pilot flags after dark, none of this would have happened.

For weekly Accountability Report I will assign the following Casualty Numbers: T/750101 to T/750199 inclusive.

Yours truly, Master (Mike Finch)

## Castaway Tries Water

I am given to understand that the eX divisional XOD captain George Tinley has been Xperimenting with a new form of propulsion. When preparing his twin masted X one design *Castaway* in Grand Canaria, he filled the diesel tank with water instead of diesel, but the engine would not start! Perhaps he should have put water in the whiskey first! Best wishes, George, we expect great things! We were surprised that having on board a fully trained XOD crew in the person of Dave Bendall you were allowed to make this false economy.

Derf Paton



# DISABLED SAILING NEWS

## New organisation...

Over the last few months talks have been taking place between the RYA Seamanship Foundation and Sailability, a leading disabled sailing organisation, with a view to amalgamation. A new organisation will be formed called RYA Sailability and launched in the Autumn of 1995. RYA Sailability will represent UK disabled sailing and racing, both nationally and internationally, and will have the support of the RYA itself, the International Federation for Disabled Sailing and the International Yacht Racing Union.

## ...and a new Director

Bugs Hughes, Director of the RYA Seamanship Foundation since 1990, retired at the end of December (what a leaving party, RLymYC! Many thanks from all of us). He is succeeded by Julian Mandiwall, who has been associated with blind and disabled sailing for many years and has also run an RYA recognised sailing school. Julian will become Director of RYA Sailability at its inception.

## Question

The question often heard: 'What on earth do blind people get out of sailing?' For some answers try reading Liz Cooke's article in the Winter issue of RYA News called A Leap in the Dark. Liz, a professional journalist and broadcaster, is partially sighted herself and interviews participants in the national championship held at the RLymYC last October. There are some interesting answers.

## Another First

Britain has won Gold Medals at two of the four Disabled Sailing World Championships which have taken place since 1991. The 1994 event, held in the UK at Rutland Water, attracted 21 crews from fourteen countries. In 1996 disabled sailing takes another leap forward when it becomes a Paralympic Demonstration sport at the Atlanta Olympics. IYRU/IFDS are supporting future developments with a disability classification system and a race management manual. A further book is planned to give advice to the able-bodied wishing to be involved with this sport.

## Round the World

Time and Tide Trust, an organisation which exists to 'promote the sporting abilities of disabled people' is sponsoring an entry in the 1996 British Telecom Global Challenge race round the world. It is planned that the yacht will be sailed by fourteen crew members all of whom have 'overcome a physical or sensory disability'.

Training is due to start in Spring 1995 and the first two crew members were announced by Time and Tide at the London Boat Show.

## Year Book

The RYA Seamanship Foundation Year Book for 1994 and Sailing Programme for 1995 is now published and it is pleasing to see how often the RLymYC features as sponsor, helper or organiser of events. Once again, many thanks to all Club Officers and Members who have given so much of their time and expertise.

As a 'blindie' myself, I can say this and assure you that the Club's efforts are most certainly not taken for granted. Copies of the Year Book and Programme may be obtained by telephoning Debbie Brown or Jo Mawby on 01703 629962.

## Best boat

We are looking for a suitable boat to use for the 1997 World Blind Sailing Championships. So far we have tried the RYA First Class Eights, Squib, Raider, Hawk and Duettes. We need something in the 20/26 ft range, 3/4 persons sailing, safe but not dull, a fleet of fifteen matched boats that could be bought at a not too outrageous price by individual sponsors or as a fleet and then leased out.

Any suggestions from Members would be welcome. Tony Blachford and David Thomas are in charge of race management.

Richard Horton-Fawkes



At the National Blind Sailing Championships, run by the Club last October, the Northern Irish team took home first and second in the B1 division and second in the B3 division. They are seen here celebrating their victorious weekend with dinner at The Hobler, the final, unscheduled and very alcoholic social event of a hectic three days.



Above: Transfers on the water were possible in the nearly flat calm conditions. Below: The B3 division teams racing First Eights in light airs on the final day.



## A DUTY OF CARE

Captain R S Markes, LVO, Royal Navy, has drawn attention to a report of a legal case which appeared in The Times recently. Headlined *Coastguard owes no duty to mariners*, it concerns the case of Skinner v Secretary of State for Transport, which was given judgement by Judge Gareth Edwards QC on 21st November. Briefly, the judgement was that the Coastguard did not owe a duty of care to a mariner when exercising its ordinary functions of watching and listening and in its rescue coordination activities even in an emergency. This was in respect of an action for damages in respect of alleged negligence by the Coastguard at Milford Haven in failing to respond to a distress signal. The statute

governing the Coastguard was said to be administrative and not directive and did not in terms place a statutory duty on the Coastguard. Experienced and/or legally qualified Members are encouraged to look at the article, which is in the office and will be on the notice board for a while, and send their comments to the next issue of Pottership. All of us should consider the judge's opinion that 'The effects of possible legal action, *inter alia*, would not lead to more caution but would lead to defensiveness and with resources taken up would lead to a diminution in the Coastguard service. That would be contrary to public interest.'

Wouldn't it just!

Editor

## Pottership Contributions

Contributions to Pottership are welcome in any form. If you are sending something handwritten, please make sure the lines are well spaced and that all proper nouns are in capitals, to help the editor to get them right.

If you are able to have your copy typed, it should be double spaced, with good margins.

If you have access to any kind of word processor I should be even more grateful if I could borrow a disc, preferably 3.5 inch, for a couple of days. The text should be stored as a Text File. Virtually any language will do, but preferably put a (paper) note on the disc to say what is used and enclose a print-out.

Editor



# Overheard during the Louis Vuitton Cup

All yachts, all yachts, this is the Race Committee. The fog horn you can hear is a US Navy aircraft carrier. The Race Committee have spoken with the captain and can inform you that the carrier is not on the course and will not be on the course.

Race Committee, Race Committee, this is oneAustralia. The aircraft carrier is approximately 300 metres from the starting line. It IS on the course....

oneAustralia, Race Committee. The match has just started...where are they in relation to the carrier?

Race Committee, oneAustralia. We think they will probably just clear its bow...

30 second pause.

Race Committee, Race Committee, this is oneAustralia. John Bertrand speaking. We REQUEST a postponement to our start.

oneAustralia, Race Committee. Yes.

The above exchange took place during Round Robin 2 of the current Louis Vuitton Cup series to determine the challenger for the next America's Cup. Visibility at the time was around 200 metres. A minute or so later, the carrier (or rather, its bow) appeared pointing straight at the (anchored) committee boat. Fortunately she was moving very slowly and managed to turn, ending up parallel to the starting line some 50 metres to windward before steaming slowly away.

At this stage the US Coastguard got involved, forbidding the start of any more races. Only considerable diplomacy on the part of the race director prevented the race then underway from being abandoned.

Frightening at the time, funny in hindsight, the outcome could very easily have been tragically different. It amazed and horrified all present that a modern US navy ship was unable to detect the presence of an armada of small boats in its path. Does this say something about modern radar systems, or the invisibility of small boats to radar?

Given that the America's Cup class boats are 23m long, the starting line 200m, and the carrier 350m, the umpires rightly decided that the carrier constituted a continuing obstruction.

Postscript: I understand that subsequently open warfare has broken out between the Coastguard and Navy with both blaming the other. Something about CYA (Cover Your A..)?

Mike Urwin  
Umpire & International Judge  
at the America's Cup

## Anniversary and The Millennium

On Saturday 3rd June 1922 the first gun of the first race of the Lymington River Sailing Club was fired. Seventy-five years later on 7th June 1977 the Royal Lymington Yacht Club will be celebrating the anniversary.

A committee is being formed to organise the celebrations, both on the water and ashore. Already there is enormous enthusiasm and a multiplicity of ideas about the format of the event. However, we would like to hear from Members with suggestions of what they would like to see happen on the day, and also we would welcome any offers of assistance.

Approximately thirty months later we shall also be celebrating The Millennium on December 31st 1999 (some say a year early). Plans are already well afoot with both the House and Sailing Committees. Again, please can we have your thoughts and ideas as we must press on with the planning.

I should be grateful for any response, which should be made to me or to Pam Simpson in the Club office.

Michael White Vice Commodore

## Epic Adventure

My epic adventure started at the Beaujolais evening. George Tinley asked me if I could take Mike Abraham's place in a race across the Atlantic. Mike having to have an operation on his leg which would prevent him from sailing.

The race from Porto Rico, Gran Canaria to Bridgetown, Barbados, was run by the Barbados Yachting Association and Epic Adventures of London, racing under the auspices of the RORC. With Val's blessing and a month off work, I was signed up as crew, cook, radio officer and helmsman of *Castaway*. On 29 December we were off to Gatwick driven by John McPhee, our Chief Steward. We flew to Gran Canaria and then on to the South of the Island where *Castaway* was ashore at Porto Rico, having been sailed there two months earlier from the Azores by George and Pat Jones. Our first job was to antifoul *Castaway* and polish her up to racing condition. The engine had been serviced and, of course, on launching refused to start. The engineer arrived with the magic spray and off we went to our berth in the marina. Charlie Warren, George's long standing crew arrived from Cornwall and *Castaway* was made ready. Two days before the start the wind speed and direction instrument failed and we could not get any camping gas. The electronics man spent a long time on the gear and presented George with a large bill, with it still not working. In the meantime I helped out by putting water in the diesel tank. For my punishment I was sent with the two Gaz cylinders to a mythical Gaz station two and a half miles away. On my return with two empty cylinders and my arms six inches longer the engine had been put right. George and I then drove to the next port where we still had to wait another half an hour till the Gaz man cometh. Armed with the new Gaz cylinders, at last, we returned to discover more water in the fuel. Cutting a long story short we motored out to the start with half an hour to spare and at twelve o'clock on 5 January the epic voyage to Barbados began.

Dave Bendall





## Vice Commodore Michael White



### *Rotund, jolly and has a dog*

When I asked our new Vice Commodore, Michael White, for a brief description of himself, he said 'Rotund and jolly, though subject to character changes when sailing my X boat'.

He has had a lifelong interest in boats and boating and started sailing in Cadets at the age of eight. Whilst a junior he was trained by a similar organisation to our Junior Sailing programme, and consequently recognises the value of teaching the young to sail. Following Cadets he moved to Flying Fifteens, 505s, Dragons and eventually offshore boats.

He also cruised extensively on the West coast of Scotland, has taken part in the Admiral's Cup and several World Championships and is now an enthusiastic X boater.

Michael, often called Chalky, is keen that all the various interest groups in the Club should be served and catered for whether it is in a high profile event such as the Royal Lymington Cup, the Scow team race against St Vaast, or simply local sailing and social use of the Club.

To be found most mornings about 0730 on the sea wall between the Yacht Haven and the Salterns, he energetically walks his unruly Retriever, who is also of Irish extraction.

### **Lifeboat Ball**

Don't forget that this event, one of the most glittering occasions in the Lymington calendar, takes place at the Club on Friday 31st March and is open to Members and non-members alike. Tickets are £35 per person and include a Champagne reception, dinner and dancing. Numbers are limited so if you have not already purchased your tickets telephone Annette Ridout on 675334.

## **BT Global Challenge**

*We reported on Alex Sizer's achievements in the BT Global Challenge in the last issue of Pottership. Alex has written this update on her training.*

Those of you who went to the London Boat Show could not have missed one of the BT Global Challenge yachts on the forecourt at Earls Court; possibly some of you were able to negotiate a guided tour and get a feel of my future temporary home. Meanwhile my training and fund raising for the race has still been going on.

I spent the greater part of my summer holiday crewing on board various BT Global Challenge yachts, doing corporate sailing days in the Solent. These days have allowed many of the crew volunteers, including myself, to get to know some of the sponsors of the race, but to a greater degree allowed us to get to know the yachts.

The training sails always provide a bit of apprehension when you hear of gales. The 6th January this year was no exception, the butterflies were dancing in my stomach on the way down to Plymouth. The first morning brought a 4 mile run and dip in the sea (51°F). Apart from not being able to see one foot in front of the other and a few falls due to the darkness at 6 am (remember I am a

student and not used to getting up before mid-day), the exercise left us refreshed and ready to go.

The whole training sail was great with a mixture of weather conditions from force 5 to gale 8. This time we did not just sail round the Eddystone lighthouse either. The trip included the Wolf Rock, Falmouth and the Purple Diamond Tower (tidal mark) on the way back to Plymouth.

We tested our survival suit; it kept the first mate dry so I decided to give it a go. Need I say more! I got soaked. Apparently I was too small for the suit so water seeped in around the Neoprene seals. Mine will have to be custom built.

The fund raising is a harder task than the sailing. Pulling pints is a job I have become fond of and brings in a small sum. The raffle of a clown (not me) over Christmas by a family friend also helped the harder task of the Challenge.

There are even unforeseen problems with seeking out sponsorship. Are brewers (not Whitbread) acceptable? Will I be on a tobacco-free boat? Is the company represented in any or all of the ports of call? Now I understand why MPs take on student researchers!

Alex Sizer

## **A shaky start to sailing**

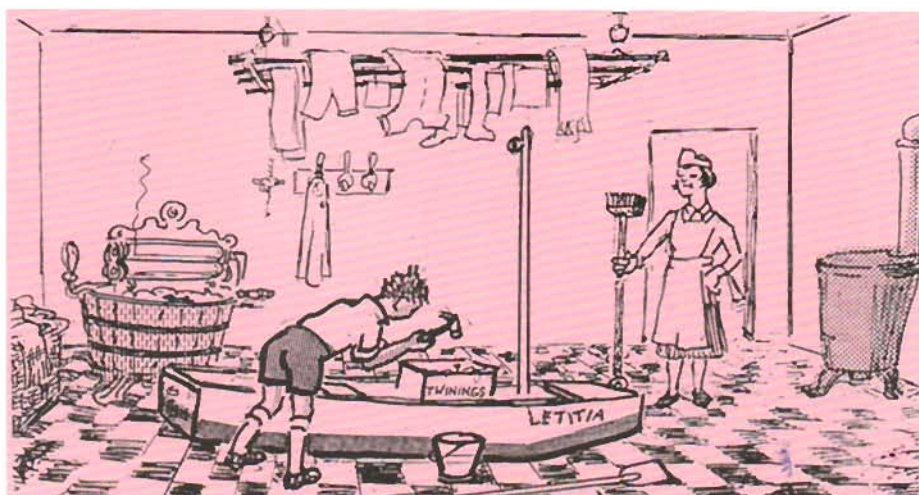
Desmond Dewhurst designed and built his first boat in the laundry room of his parents' house in Putney when he was rising fourteen. Destined to be called *Letitia* in honour of his mother, the vessel was about 11 ft long by 30 inches, flat bottomed, constructed of plywood on a light frame and liberally sealed with putty. It was painted red and cream and boasted a mast and a double ended paddle for propulsion. The young shipwright's particular pride was the fixing of a small tea chest to form a watertight compartment in which to store picnic rations when at sea.

Sadly, before there was a chance to try out his creation, the summer holidays ended and Desmond was packed off to Oundle. At this point his mother, more than a little tired of the laundry room being totally taken up with boat

building and storage, decided to redress matters. She arranged a formal launching. A truck transported the small craft to the riverside where family and household gathered - Lily the housemaid, resplendent in starched cap and apron, bore the customary bottle of hooch for the ceremony. Dowsing the boat's bow with wine as it was pushed into the water, Desmond's mother duly christened the good ship *Letitia* amid cheers that quickly froze on the lips of spectators, for the vessel rapidly sank below the surface, never to be seen again.

How the calamitous news of the foundering of his first command was broken to the young owner is not recorded but it was obviously no discouragement to future seagoing ambitions.

Joy Matthews (with DD's permission)





## GPS and chart organisation

This was the year we added GPS to *Pushpa*.

Our GPS, a Furuno, has a capacity for 150 waypoints identified by strings of letters and digits up to a maximum of seven characters. This feature, using names, was one of the reasons for choosing it. At the same time it was clear that we would need some system for giving names, storing them and marking them on charts to avoid having two or more waypoints near the same location and then getting them confused. The system that I designed is not perfect but has enough going for it to make it worth sharing.

Before getting to the solution, let me throw in another couple of complications. I now have the best part of a hundred charts, apart from the illustrations in about a dozen pilot books. I have made life a bit easier on myself by grouping the charts in folios. I bought a number of pairs of coloured stiff paper, each slightly larger than a half-Admiralty chart. I stapled them together along one edge and put all the charts for a given area into the same folder, with the name of the area on the outside. Thus, I have folios for Solent to Poole, West England, North France and so on. There are also a lot of folded charts: Imray, Stanford, Barnacle, SHOM and the like, in a Marks & Sparks bag - it's not all high tech! Despite this degree of organisation there are ambiguities. Should a passage chart stretching from Ushant to Corunna go in France, West, North or in France, West, South or in Spain, North?

I like to do a fair amount of contingency planning. Before GPS, even before I had Decca, my charts had a number of convenient waypoints marked on them, with bearings and distances to one another, so that I could do some rough instant estimates of relative wind angle, speed and time for a passage without drawing a line on the chart. Once I added Decca, I began to mark the positions of waypoints and keep a record of them. I also marked the positions of compass roses so that a Decca position could be plotted using ruler and dividers only, no protractor, by treating the compass rose as a centre.

The answer to both sets of problems was to construct a database containing information about charts and waypoints. I have a table which contains the information about each folio, another about each chart and a third about each waypoint. I took some care to design it so that I could use a relational database manager (DBMS) to store the data and then extract them in many useful forms.

# Tips From Pushpa

The folder table contains only the key number, the colour of the folder and the name of the area. The chart table contains the name, publisher, number, scale, the latitude and longitude of the edges and the number of its home folder. The waypoint table contains its lat and long and the name by which it will be known in the GPS. I can then use the DBMS to print the information, combined and sorted in many different ways. For example, I have a list telling me which waypoints appear on each chart, another telling me which charts I should mark a given waypoint on, a list telling me where I decided to store a chart and another to tell me which charts should be in a given folder. This helps me to tidy up during a difficult passage. An added nicety is that I have classified the waypoints into those which should live permanently in the GPS, about 100 of them, and another couple of hundred which will be put into the GPS when required but which can be deleted to make room for others. The waypoints could be entered at home, in a warm dry room and on a table which did not bounce up and down. Despite this, the work which followed helped me to find errors when I compared charts or checked the waypoints on a chart with what the reports said should be there.

The names can be too big to write conveniently on the chart. The solution to this was to give each waypoint two identifiers. One identifier is a name which suggests the location, the other is a three digit number. I then mark the location of each waypoint on each chart using the three digit number but I enter it to the GPS using the name. My waypoint book has two versions for each report, one with waypoints sorted in numerical order, the other alphabetically. Most of the names are unique after the third character is entered because the Furuno will always guess which name you are entering by showing the next in alphabetical order after the one you have entered.

After one season with this system, it is a success. I won't change the principle a bit this Winter. To give one example; we had an engine breakdown in mid-Channel when en

route to Spain. A diversion to Salcombe was desirable. I knew that I had a permanent waypoint called BOLTH, at Bolt Head, entered BO as the revised destination and had a course, distance and ETA before I had even found the new chart.

My DBMS is Paradox, but the same principle could be used in others.

## Treating wood on Pushpa

*Pushpa* has a fair amount of external teak. Apart from the things most people have, like grab rails and rubbing strake, there is a cockpit grating, in three parts, and all the cockpit seats are teak covered. Each winter I have got them looking good by scrubbing, and treated them with some preservation oil in the hope that the clean yellow colour would last through the season. Vain hope! Then, in the winter of 93/94, I tried a controlled test on the gratings, because they can be taken home and work done when convenient.

All the wood was cleaned more or less as usual, but more thoroughly, scrubbing brush alone, then with powder. Wash and apply Teak Brite liquid bleach, wash again, then dry indoors for at least a week. The three sections were then treated with three different gunges. One got Teak Brite oil, one Dek's Olje oil, one a Burgess water-based sealer. The rest of the wood got a less thorough cleaning, but shared the three treatments. The initial appearance of the wood after treatment was that the two oil treatments looked much the same but the Burgess wood did not have the same sheen. So some Burgess wood got an oil treatment as well.

At the end of the season the conclusion was clear. Wood treated with the two oils were virtually indistinguishable from one another and from what I would expect from untreated wood - grey and dull. The wood that had Burgess treatment was still a golden wood colour; it had deteriorated in appearance, but was clearly in much better condition than the rest. The wood that had been oiled as well was probably better still, but the difference was much smaller. All the wood needed a new treatment this winter but there is no doubt in my mind what to do. All the gratings have already had a Burgess treatment and one oil coat; the rest of the wood will get the same in the Spring.

Just to reassure you, I have no connection with, or knowledge of, any of the firms, other than as a customer!

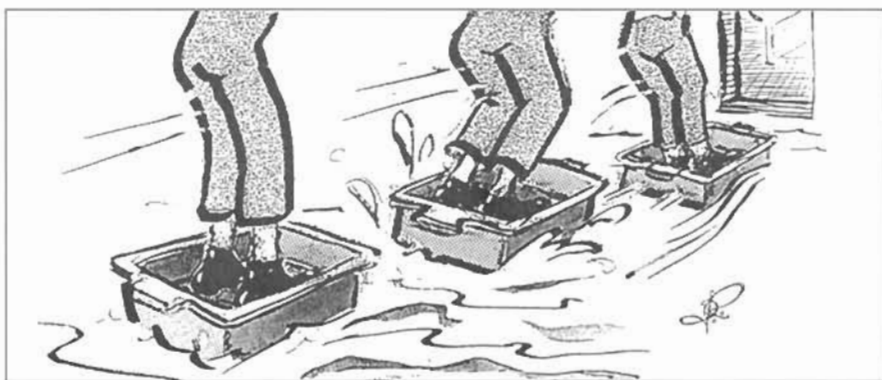
John Hines

## Feat of a Head Boatman

One floody day in January around high water, Kevin our head boatman found a stretch of water between the back door of the Club and his workshop (and his wellies).

Showing the initiative native to these head boatmen, he jumped into a big plastic work tray and turned out his toes. Then with all the springy élan of an antipodean marsupial he made the passage. Speed had to be subtly controlled to avoid 'Kevitation', of course.

John Ryley





# Abaft the desk....

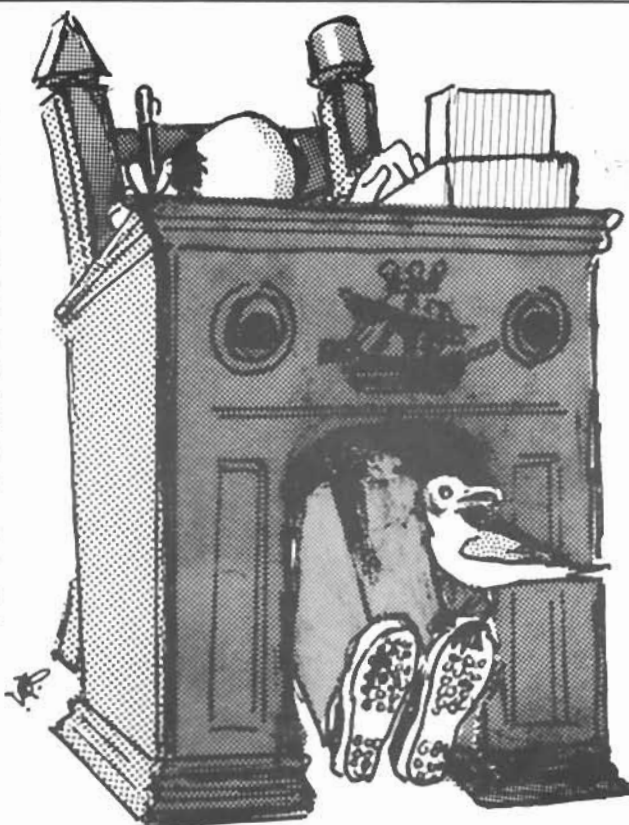
## Plink and Plonk

I have heard it said, not always too gently, that we 'should get some decent wine'. The short answer is that we already have some, but practically nobody drinks it. A glance at the wine list will show a choice of twenty wines at prices from £5.15 a bottle for house plonk to £18.50 for Champagne. Wine makes up between 35 and 40% of our sales of drink, and has for as long as records go back. So there is something odd here: a lot of people are making choices with their pockets which do not match the views reaching the eardrums.

The record for October last was typical. 35% of what the bar sold (by value) was draught beer and 35% was wine. Spirits and minerals made up another quarter, the remaining 5% being odds and ends such as bottled beer. Of the wine sales, no less than two thirds (67.8%, to be exact) was 'house' or Club label wine. A single labelled brand (Oxford Landing, from South Australia) achieved 12% of total sales, and the other nineteen labelled brands added up to 20% between them. The best seller among the minnows was - wait for it - 'Club' claret, with 5.75% of the total. Seven lines (including Champagne) did not sell a single bottle during that month, and another two near the top of the price range sold one each. So sales of half our quality wines generate in a month enough cash to pay one barman for about twenty minutes, and sales of the other half do not take the wage bill beyond a day or two. We have to look elsewhere for the serious money we must make to employ the rest of the bar staff and make our contribution to Club income.

Could we be stocking the wrong brands? Maybe, but we have to take it as a fact that someone out there is paying reputable wine merchants the same prices as we pay for the same wines, because if they weren't either the wine merchants would go bust or they would stop selling them or the price would come down. They haven't, they don't intend to and it isn't. So our stocks may be wrong for our drinkers, but that leaves us none the wiser about what is *right* for our drinkers.

Whatever we do, we have to stock a line of plonk if we are to make enough sales to pay the wages bill. So how do we find out what people want further up the price scale? Not by asking them - the question 'what would you like to see stocked in the bar?' has only two certain outcomes: one, the number of choices expressed will be the same as the number of people asked, and two, when we do add a new label it sells two bottles and nobody ever asks for it again. The only real way of testing opinion is to try new labels from time to time and see if they sell. That is how Oxford Landing became established.



Another way of interpreting the facts from the till is to conclude that almost nobody finds the house plonk so disgusting that they feel compelled to pay another pound or two for an alternative, or to change to beer. That establishes a pretty strong case for assuming that replacing the existing plonk by another plonk is not going to result in a spontaneous outbreak of cheering from the buying Members, while displacing the existing plonk by something more expensive is not likely to raise enough cash to pay the staff and might well result in a spontaneous outbreak of jeering from the buying Members. The only other alternative is to replace the existing plonk by a fine wine at the price of plonk, but sad to say that is not a starter.

No. The only interpretation which matches the facts well enough to justify laying out Club money on a stockholding is that this is a quaffers' Club rather than a sippers' Club. Given the nature of our business, that seems to me wholly admirable, although it is not such good news for the true wine connoisseur who also enjoys yachting. Nevertheless, if there can be established at the higher levels of quality and price a demand for a particular label, we are always ready to submit it to the test of demand in place of one of the labels that does not sell - of which, as I have shown, there is no lack. But the final test must lie with you, the consumer, as expressed by your choice made at the moment of purchase.

## Labels

A curious thing happened last week. A Member was reported as having lost a substantial part of his surname during the printing of the mail labels. This prompted me to do some research.

A standard mail label has room for 38 characters of standard typeface on one line, and eight rows of print at normal vertical spacing (no, I didn't know that either until we climbed on the computer roundabout). Many Members live in the Forest, which happily makes for some picturesque addresses, but less happily means that six lines have to be assigned to every address to allow enough room to print it all plus its post code. Add a line for the name and there is only one spare line for a vertical margin, which the printer needs to accommodate small differences in paper feed. Bad news: the name must be fitted on to the one remaining line, however long that name may be.

So what is the problem? If your surname is U or Ng, probably none. But if it is Featherstone-Cholmondeley (which, this being England, is slightly more likely) and you have acquired a senior military rank to put in front of it and several orders to put behind it, emergency measures are needed to get it all into the small space available. We use a slightly compressed typeface which seems a good compromise between readability and size, but if your title, initials, surname and decorations add up to more than 35 characters some of it may not appear on the label, depending on the width of the constituent letters when printed.

Back to the research laboratory. Of our 3,040 Members, eight have title lines longer than 35 characters and another seven are between 27 and 35. It was to one of these that my attention was drawn - and not by its owner, who was too polite to mention it, but by the deliverer of the mail, who mentioned it very politely. Further research showed that all title lines longer than 27 characters were being cut off at that point, for a simple reason arising from the design of the Member file used to print the labels, which took about ten minutes to track down and put right.

The point of this long story is that we try to get it right, but we need your help to tell us, gently, when it is wrong. Most so-called 'computer errors' are not computer errors at all, but human errors which arose in the complex course of telling the machine how to do its work. If we get it wrong for you, please tell us - but don't shout!

Jonathan Hutchinson  
Secretary

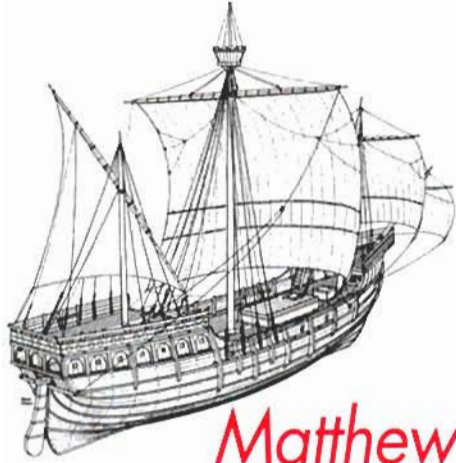
## Pottership

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## Matthew

Club Member Colin Mudie has two interesting and unusual vessels under construction. A naval architect and yacht designer, and a Club Member since 1971, Colin's two current projects are very different: a sail training barque for the Indian Navy, and a reproduction of John Cabot's ship.

*Matthew* is being built at Redcliffe Quay, Bristol and is open to visitors. She is being built for the re-enactment of Cabot's classic voyage to Newfoundland in 1497. All that is known of the original *Matthew* is her tonnage, the approximate dates and times of her voyage, and that she had a crew of eighteen in addition to Cabot. From the displacement of approximately 80 tons, a keel length of 50 ft, overall hull length of 64 ft and beam of 20 ft can be calculated with some confidence for a vessel of that period. The use of a square rig can also be deduced, and although ship design was then in a period of development, the Caravel would seem the likely generic type for a long voyage of exploration. Much research went into the possible design parameters to present an authentic structure and picture. However, there is modern navigation and safety equipment, provision for an auxiliary engine and the hatch arrangements are planned for a 'walk through' of visitors. *Matthew* is currently in an interesting state of construction and well worth a visit.

## and the Indian Navy



The new sail training ship, 177 ft (54 metres), is being built in Goa, India, under the project management of Three Quays Marine Services Ltd, London, who have worked with Colin on other projects such as the Australian STS *Young Endeavour* and her sister ship the Malaysian KBD *Tunas Samudera*. The new barque, similar in hull form and rig to Colin Mudie's STS *Lord Nelson* but with different layout, has accommodation for sixty, including 45 naval cadets. Suitable for use under power or sail, the sail area is about 11,140 sq ft, square rigged on the main and forward masts and fore and aft rigged on the mizzen.

It is now three years since I took over from Sally White as Rear Commodore (House) and therefore an opportune moment to reflect on what the House Committee set out to do during this period and to note what actually has been achieved.

As a Committee we decided at the outset that when the dining room repainting and serving counter was completed, no further major refurbishment would be required for several years. We therefore decided that we should concentrate on getting the Clubhouse used more by our Members by promoting the evening meals venture and organising more informal events, particularly during the weekday evenings.

It may be recalled that only a few years ago the Clubhouse was virtually closed after 1900 on week days. The previous House Committee

## HOUSE MATTERS

had addressed this problem by instigating evening bistro meals and after a lot of discussion, and some resistance, the dining room facilities were opened for evening meals.

We continued with this principle and insisted that the Club should be open six evenings a week and that a full menu should be available at competitive prices. After a slow start, we find that the effort has paid off and we are regularly getting over 100 Members using the dining facilities, particularly when we have a lecture (Wednesday and Saturday evenings over the Winter period) or on our monthly jazz evenings, which have been a great success.

During the Summer the cruiser-racing on Thursdays has resulted in even more Members using the bar and dining room. The general result is that the Club is being used more and more, and practically all scheduled events are over-subscribed.

The replacement of the jetties and extended forecourt high-lighted the need to re-organise and enclose the boatmen's work area to improve the appearance of the ground floor so that the forecourt was tidy and could be used by

Members. An enclosed workshop and boatmen's store was constructed (with NFDC planning approval) which involved reorganising the beer and wine storage areas. The opportunity was taken at the same time to provide a ramped side entrance to meet the latest planning requirements for disabled access to public buildings. The lift shaft, constructed in 1982, was made more accessible with this entrance re-plan and, following the obtaining of a grant, the lift was installed a few months ago. This not only is a help for our older Members but eases the staff's problems when moving heavy items, such as furniture and bar stock, up to the first floor.

These developments over the last three years have helped to tidy up the general access and ground floor areas of the building. The proposed work this year to the sail loft and upper terraces should complete the major refurbishment of the Clubhouse although with the greater use of the building a continuing maintenance and redecoration programme must be maintained.

Finally, Members will be pleased to know that the days of sitting astride a table leg at any of our formal dinners are almost over as we shall be replacing the existing tables (and in particular the over-size conference type tables) with oak faced pedestal tables of a uniform size, which will make table arranging more compatible with all our various functions. Table mats have been replaced (thank Goodness, I hear you say!) and we are able to afford replacement chinaware with special RLYM YC badged crockery.

It has been an interesting period in which to be associated with House matters. Better facilities encourage greater use of the Clubhouse and the completion of the ground floor area particularly will be appreciated during the increasing number of events organised by the Club.

Martyn Wheatley  
Rear Commodore (House)(Rtd)



## Join an Admiral's Cup team • Exciting opportunities for keen young men and women whose parents will lend them the family RIB

The 1995 Champagne Mumm Admiral's Cup is in Cowes, July 24th to August 5th, with many of the foreign teams' boats arriving earlier. Many will base themselves in Lymington (and the Club is running the pre-Champagne Mumm Admiral's Cup regatta with Berthon, July 21-23). Some of the teams are already enquiring where they can borrow or hire RIBs. Any Member with a RIB available, on whatever terms, can contact Malcolm McKeag, Rear Commodore (Sailing), to make the connection. But since not all of us want to let out our RIBs to just anybody, one neat way to play is for a young(ish) member of the family to join the visiting team for the duration of the event as support boat driver, complete with own RIB. The RIB gets properly looked after, and the young member has the time of their life for a magical four weeks in summer, at the heart of one of yachting's greatest international events - and gets to keep the team shirt!

Contact me on 01590 679827 if the idea appeals.

Malcolm McKeag