

Pottership

THE ROYAL LYMINGTON YACHT CLUB MAGAZINE

Etchells Worlds

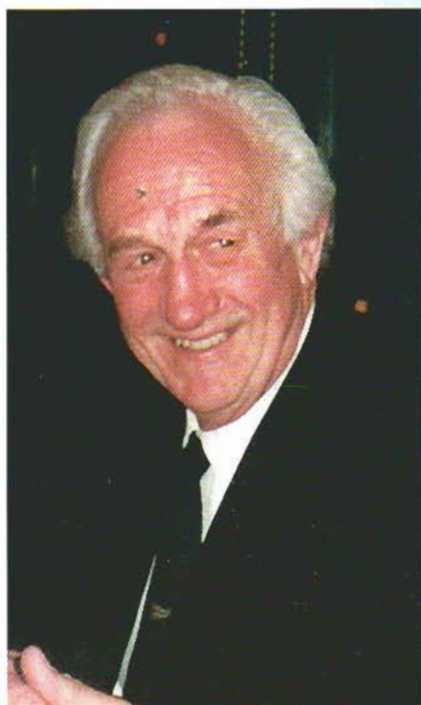
– hosted by the Royal Lyminster

America's Cup Jubilee

– Club member's views

Racing Successes

FROM THE COMMODORE



As you will see from the various reports in this issue, 2001 has so far been a very busy season. The various class events have been most successful and a credit to all those involved, and the many individual honours through all ages of membership are an achievement of which we can all be proud.

The Summer recess is now over and the committees have resumed their monthly meetings. The future of, and the direction in which the Club should go, is exercising everyone. The response to the Vice-Commodore's questionnaire is proving valuable and it is intended that at the Annual Sailing and Club Review on 10 November we will be able to present outline proposals for discussion in time to finalise them for the AGM. We can then move on from the present position of 'do nothing' or 'demolish and start again' to a more realistic plan of action.

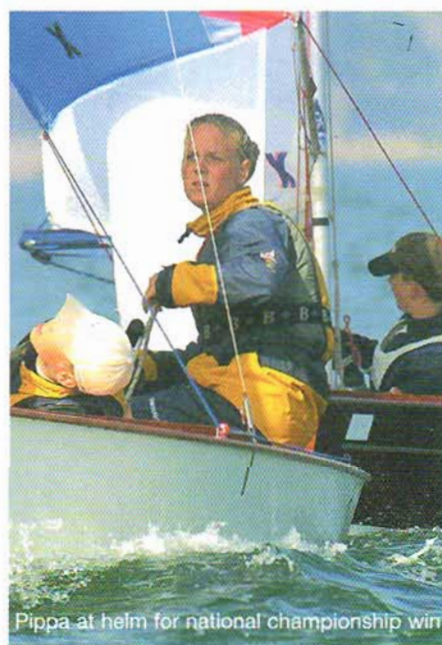
In parallel with the consideration of the development proposals by the Strategy Sub-Committee, the Sailing and House Committees are formulating 3-5 year plans for enhancing the activities and facilities of the Club. Many of the proposals being considered have been put forward in the returned questionnaires. Inevitably progress, and particularly timing, is dependent on the availability of funds. Whilst the Club has a sound balance sheet, with no debt, the cost of any improvement has to be borne by Members. Final decisions on the scale and timing of any improvements to the Clubhouse therefore lie with Members. However, if one considers how the Club has been developed over the years by generations of Members, from the small beginnings of a redundant boathouse to what it is now, it behoves us all to put back something of that which we have taken out of the Club, and sustain the impetus.

ANDREW TYRRELL
Commodore

HELEN TEW SETS US ALL A CHALLENGE

Helen Tew in her 89th year is seen here arriving home with her eldest son Donald, after crossing the Atlantic both ways and cruising in the Caribbean in her 26ft gaff-rigged cutter Mary Helen. The picture below shows Helen on arrival in Lymington with her five sons (from the left) James, Ian, Donald, Malcolm and Edward.

Pictures by
Jo Mooring Aldridge



Pippa at helm for national championship win

Cadet National Champions

In Torbay this August, Pippa Wilson and Charlie Hatfield won the MDL Cadet National Championship. Pippa is the youngest girl ever to win the Championship, the first girl to have won for 13 years and the first girl ever to win both the under 15 and the main championship. Well done!

Ian Watson and Ed Thomas were third and Adam Richards and Sam Muskett were fifth.

POTTERSHP

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A SEASON TO BE REMEMBERED

What an incredible summer of sailing we have had in the Solent this year. A unique combination of sailing events, which are unlikely to be repeated in most of our lifetimes, and nearly all accompanied by marvellous weather!

The summer started with the Round The Island Race, sailed in beautiful conditions, which resulted in record-breaking times and success for our members in several classes, and in the Team Race. This race was followed by the Berthon Source Regatta, where our race team, assisted by the race team of the Royal Thames Yacht Club put on excellent racing in the Western Solent for many overseas boats and potential America's Cup contenders.

July also saw our cruisers enjoying a well supported and enjoyable meet at Bembridge; followed in August by our annual visit to St. Vaast.

Cowes Week brought some of the toughest weather of the summer and in these conditions our members excelled once more in both cruiser racer classes and in XODs. As Cowes Week ended several of us set off to Yarmouth for the biggest Folkboat Week ever, or to help organise and run our Summer Junior Regatta. Over 100 competitors enjoyed the week and many were fortunate enough to see the three J Class yachts racing in Christchurch Bay and the Solent. The J Class Regatta, organised by the Lymington Town Sailing Club, brought together Velsheda, Shamrock and Endeavour racing in our waters for the first time in living memory for most of us, and they made a spectacular and awe inspiring sight.

But the J Class were just the appetiser for what was to follow, for the America's Cup Jubilee, with its repeat of the original race, sailed the wrong-way-around brought together the J Class, 12 Metres old and not so old, modern America's Cup boats, including the British Challenge Team, and a fleet of magnificent yachts from around the world to compete in a week long festival the likes of which has never been seen before in these waters. Some of us were fortunate enough to be able to compete on these magnificent yachts, for most of us the spectacle of the most prestigious and beautiful yachts in the world running up the Solent under spinnaker is a memory we will treasure for the rest of our lives.

The Etchells 2001 World Championships, probably the biggest international event ever hosted by our Club, was an outstanding event enjoyed by over 180 competitors from 10 countries. The racing was of the highest order, (close to 100 volunteers were needed to run this event), and following on from our Farr 40 Regatta earlier in the year, the Berthon Source Regatta, and our busy programme of Club racing, has done much to enhance further our national and



international reputation for race organisation and management.

One of our most popular and most important events of the year is Thursday Evening Keelboat Racing. Running from late April to late August, this event has grown in popularity over many years, and this year has been no exception, with up to 100 boats competing. But times do change, and we must change to meet the aspirations of all sections within our cruiser racer and keelboat fleet. This year we have experimented with the introduction of an IRC handicap fleet within, or in addition to, our Lymington Handicap classes. In September competitors and crews had the opportunity to discuss this year's series and possible developments for next year amongst themselves and with members of the race team. Their views should help us with our future planning with the aim of making 2002 even more successful and enjoyable for those who compete.

But we still have time and the opportunity for some more sailing in 2001 — let's go out and enjoy it while we can!

John Bence

Rear Commodore Sailing



NICK ROGERS WINS SILVER

Congratulations to Nick Rogers who, with his crew Jo Glanfield has, won the Silver Medal at the 470 Worlds. They started the season well becoming the top ranked 470 team in the world (number one in the ISAF world rankings) after finishing first in the Olympic Classes Regatta at Hyeres France and second in Holland.

Success at this level has been attained by Nick making boating his career — racing, training and coaching other sailors. Sponsorship is vital. Fortunately he lives at home and has been awarded the top Grade A funding from the Lottery Commission. Chappell Cole & Partners in Kent wanted a young sailor to support and has bought his boats; and recently a car; whilst the RYA pays for travelling, living and transport of boats for competitions abroad. Every aspect of competition today is professional and those Members who compete at any level know the dedication and cost of racing.

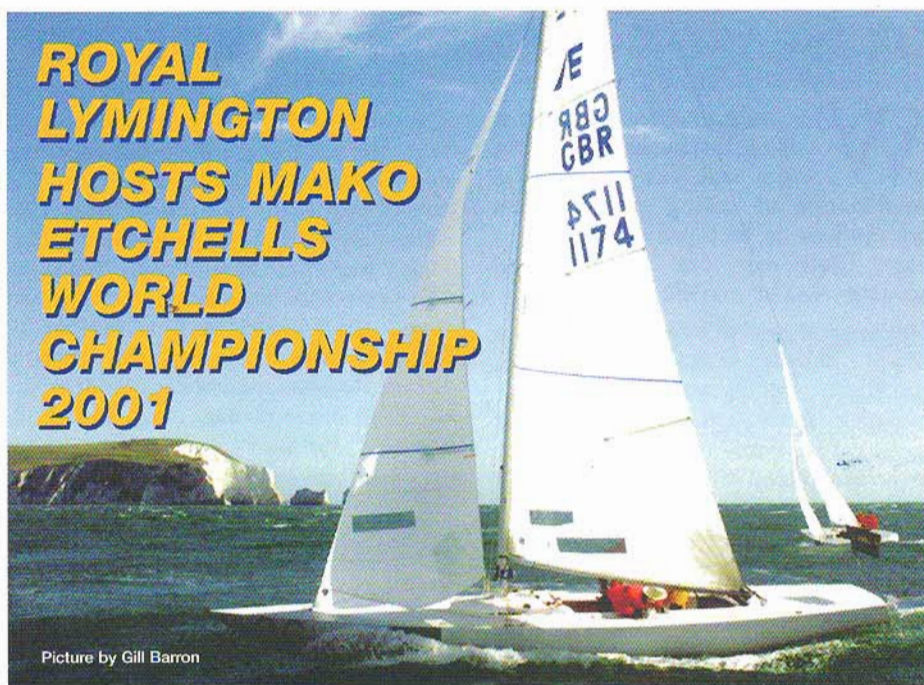
www.rlymyc.org.uk

The site is coming along well. Watch it's progress during the winter and contemplate your contribution!

www.rogersglanfield.com

You can now follow the progress of Nick's Olympic campaign for Athens 2004 by visiting their new web site.

ROYAL LYMINGTON HOSTS MAKO ETCHELLS WORLD CHAMPIONSHIP 2001



Picture by Gill Barron

Running a World Championship is a complex business, which puts the organising club heavily in the spotlight. It is demanding of the organisation of the racing afloat, the pre-series scrutineering – the weighing of competitors being only a small item within this great compass, and the post-race social programme. The Royal Lyminster Yacht Club can afford to pat its own back on all counts, but it couldn't have achieved this without the full co-operation of the class, particularly the local fleet.



Picture by Mike Saunders

Barry Dunning thrown in from Club pontoon after winning the first race

Competitors arrived with querulous frowns, wondering if they would find everything they required, and left smiling, knowing that everything that could possibly have been done had been beyond their satisfaction. This, from my experience, is rarely the case. Aeolus had helped – they had everything from light winds to thunder squalls with the better winds in between.

The championship had everything on the water that the competitors could have demanded – and more. The re-use of Christchurch Bay was long overdue on the part of the Club. There is both the opportunity and facility to lay good courses in the bay and full use was made of them. While the spectators may complain that there were no reaches, the windward/leeward courses were those prescribed in the Etchells class rules, and are becoming increasingly popular in other classes, where it is recognised that reaching offers no passing lanes.

The racing produced worthy champions in Stuart Childerley, Simon Russell and Nick Pearson who were a step ahead – at one start, a full boat's length – of the opposition. They sailed with elan and proved that they had the ability to come back when they were behind with the Damoclean sword of a 20th and an OCS hanging over their scoreline.

My own treasured memory will be of a gybe that Childerley and his crew made when the second of the black squalls which hit the fleet on the Friday. They were out to the right hand side of the run and the gybe to port was perfect – the mast tip hardly moved, nor the spinnaker twitched. "I cleated the sheets and shut my eyes," admitted Russell after the race.

Bob Fisher

CHARLIE GOES TO THE ETHELLS RACES

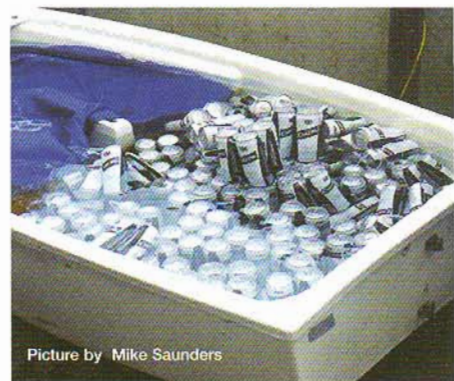
The scene is Christchurch Bay during the Etchells World Championships in August.

I was crewing for David Wansbrough in his big RIB *Brimstone* doing windward mark course control amongst other things. As we were just about to leave the club pontoon a starting line support boat *Finnlady* went u/s – word has it the starting motor fell off! Slight moment of panic – boat short – David said "no problem we will transfer the race team off *Finnlady* and they can all go out on my boat *Kalevala*". This was quickly accomplished transferring everyone using *Brimstone* to ferry to *Kalevala* in the Yacht Haven.

This left me in charge of *Brimstone*. I returned to the Club pontoon to find Charlie Hamilton, one of the Club's 'older' junior sailors, as my replacement crew. Off we went with the other support boats shepherding the Etchells Fleet out through Hurst Narrows, making sure they did not ground on the 'Trap' or the Shingle Bank.

On the way out to Christchurch Bay I explained to Charlie how the racing was organised and pointed out to him the Etchells being sailed by John Bertram of *Australia II* fame, and Dennis Connor. This was mostly all new to him. I told him how DC was the first man to lose the America's Cup and the first to win it back again!

Our duty after Hurst was to find 3C's, the converted fishing boat which was windward mark layer, give them the overnight recharged VHF radio which had channel M2 on it and their nosebags [lunch]. Then we were generally acting as windward mark monitor, fending off other boats and ribs who got too near the buoys and the competitors. At the end of racing I was asked to collect Dennis Connor from his boat and transfer him to a powerboat, so he could return to the Royal Lyminster in time to give the prearranged lecture to the juniors sailors. DC had had a good day finishing second,



Picture by Mike Saunders

so was not too difficult to find after the finish. Going alongside his Etchells *Menace* I asked him if he would like a fast lift back to the Club. He declined, pointing out that there was more than adequate time as it was a fast reach back to the Club. Calling across the small gap he asked Charlie if he would like a ride back. In no time at all [like an E-type carrot] Charlie had dived across the gap into DC's boat. »

When I saw Charlie back at the club the next day he had become a DC fan. Not only had he attended Dennis's lecture, but on the way back DC had given Charlie the helm on the sail back to the river entrance. Sailing up the river Charlie was trimming the kite with a reminder not to tear it! All a very new experience compared with the small dinghies Charlie had sailed and helmed before. Dennis was very impressed that a 16-year-old had even heard of him let alone knew a bit about him. After all it had mostly happened before Charlie was born.

Anthony B Ruffell

COMMENTS FROM.... THE UK ETCHELLS SECRETARY

Sixty-one boats entered the regatta bringing top sailors from ten countries worldwide including four previous world champions and top America's Cup helm John Bertrand.

Many of the foreign competitors brought their own boats, containers arrived at Berthon prior to the event. Those who were using boats loaned by the Cowes and Lymington fleets arrived with their sails. The UK competitors came from all four fleets based at Cowes, Lymington, Burnham on Crouch and from the Clyde.

Registration complete, the boats took to the water ready for the practice race on Sunday, all being moored at Berthon's east pontoon. The walk to the Club through the side gate and along the walkway made the event easy to administer.

Registration included ensuring all competitors were members of the association, boats were weighed, measurements checked, safety equipment seen, all sails to be used during the regatta had to be measured and stamped and all crew weighed to ensure the crew did not exceed 285kg.

Of the eight Lymington competitors, Barry Dunning (crew Mark Keeping, Harald Orneberg), in *Irrational Exuberance* won the first race and ranked the highest overall, in 14th place.

Jan Ford

... THE RLymYC CLASS CAPTAIN

Difficult conditions, unstable easterlies, easy to get on the wrong side of 30 degree wind shifts and you were history. Even the top competitors were in the same position! The middle day saw strong gusts and masts coming down, only the last day gave the stable SW wind.

Race officer Ken Kershaw and assistant Jane Pitt-Pitts were complimented on their course setting by the British Class Chairman Geoff Skinner, and prizes were presented by the Commodore's wife, Isobel Tyrrell. Social activities included a civic reception sponsored by Lymington Town Council.

Paul Woodman

Editor's note

Paul Woodman our Etchells Class Captain was placed 24th overall



Crews relax after racing on the Club Pontoon

AND THE PRINCIPAL RACE OFFICER

It doesn't matter how many times you act as a Race Officer, and I've been at it for over 30 years, there are always new lessons to be learned. And the lessons from the Etchells World Championship where plentiful.

Mark laying was probably the biggest. Okay, the club already has a very good guide on how to lay racing marks. Unfortunately this is primarily concerned with Solent courses and does not consider many of the problems associated with racing in Christchurch Bay and, more particularly, the specific requirements of the Etchells Class. A complete re-think and a new plan was needed.

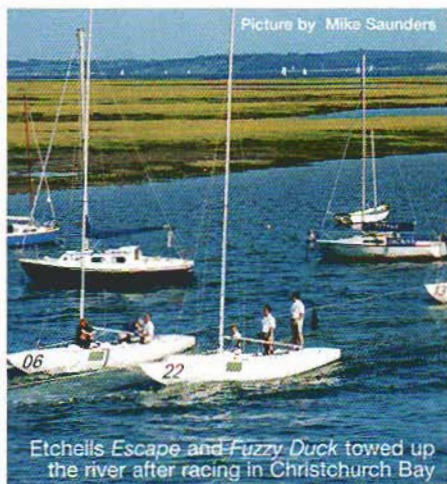
The Etchells Class Association requires the World Championships to be run to very tightly drawn specification. A three mile windward/leeward course with a 100 metre windward offset was specified, with rounding only to port. The start line had to be half a mile to leeward of the leeward mark and the finish line half a mile to windward of the weather mark. Twice round plus the last beat gave a total distance of 12 1/2 miles and no shortening - great on a North American lake but slightly more tricky in Christchurch Bay and the position of the marks had to be moved during the races to minimise the effect of changes in wind direction and tidal stream or strength.

Any changes in tidal stream or strength? Have these guys never been to sea?

There is only one chart tidal diamond in the race area (and that very close to the shore) but, with help from Bruce Kilpatrick, additional information was



Jane Pitt-Pitts our Captain of Racing presents the first day awards



Picture by Mike Saunders

Etchells Escape and Fuzzy Duck towed up the river after racing in Christchurch Bay

interpolated from other sources. This gave a good approximation of the tides during the races which, coupled with information as to the likely velocity made good of Etchells in different wind strengths, enabled the prior preparation of a series of matrices giving tidal offset predictions for each leg of the course for each day of the event. The actual tides were checked during the races using the committee boat instruments and other more elementary methods (throwing an orange overboard and watch it) and corrections made.

On a race day, after the committee boat had anchored and her position had been marked on the chart, the predicted tidal offset for the first leg was laid off from the committee boat position to give a point on the chart from which the first leg could be swung and, once the wind direction had been established, the position of the first weather mark determined. The same process was applied to subsequent legs with the tidal offsets laid off from mark positions.

Interestingly, on the last race day when the tidal stream was at its greatest, the total offset took the course from just off North Head into Poole Bay (which was not in the Sailing Instructions and for which a competitor might have requested redress).

Determining the position of a mark on a chart was one thing. Getting the mark in that position and ensuring it stayed there was another.

Because of the length of the course legs we used 3 metre high marks. Cocking weights of at least 20kg were needed for each mark together with ground tackle sufficient to hold in 20 metres of water and 3 knots of tide. Kevin was set the task of finding the tackle, which, after some initial hair pulling, he was able to do with his usual style. Not one mark moved from its laid position. Largish workboats were chartered to lay and recover the marks.

The next problem was how to ensure these boats put the marks in the right positions. At previous Christchurch Bay events the mark lat and long positions had been written on a slip of paper and passed to the radio operator for transmission to the mark laying boat. This procedure had a number of disadvantages, not least the abundance of slips of paper with different lats and longs written on them which soon (after the committee boat had lurched a couple of times) distributed themselves around the deck. Additionally, the radio transmission of 12 digits for each position in a sea area where radio transmissions are known to be problematic, was less than satisfactory. 12 digits are required because the minutes in Christchurch Bay are so similar for lat and long that the degrees are needed to ensure no

transpositions. Inevitably, with so many positions and digits which were needed to accommodate wind changes, the opportunity for errors increased.

A new method was needed and one was devised.

Once the committee boat had anchored, its position, lat and long, was telephoned to the mark layers who entered this as a GPS waypoint. The required position of marks were then plotted, recorded and transmitted as a bearing and distance from the committee boat. The advantage in reducing the number of digits is obvious. Not so obvious is the reduction in possible errors and the increase in the speed of chart work at the committee boat end. At the mark-laying end only the GPS position of the committee boat's initial position needed to be keyed. Then all the mark layers had to do was motor until their GPS display gave the reciprocal bearing and the same distance as relayed to them.

The new system worked well and, with two exceptions, was error free. As to the two errors, both were due to the miss-keying by a mark layer of the initial lat and long. This prompted the introduction of a reporting back, double check, procedure which identified the second error before the mark layer tried to put the mark at the end of Barton Drive.

At future events an initial position other than the committee boat would be preferable, set somewhere near the centre of the course and fixed for the week. Consequently only one GPS waypoint to key in and check and reduced chart work. But this had been determined with hindsight and, as I started off by saying, there are always lessons to learn.

Ken Kershaw

COWES WEEK

There was a cheer from the Race Officers on the platform as the X class made a clean start



Picture Jo Mooring Aldridge

On the opening day of Cowes week in an excellent racing breeze, *Australia II* (the first boat to win the America's Cup from the Americans) was one of a record entry of 1005 yachts.

There was a cheer from the Race Officers on the platform as the X One Designs made a clean start with no general recall. No mean feat with 70 boats (24 Lymington boats) and the first time in recent memory.

Our Club member Stuart Jardine was first home that day in *Lone Star* and won the X One Design Class overall. Adrian Jardine in *Lucrezia* was 4th and Bill Dunsdon in *Jewel* was 5th.

The Lymington Division retained the Philipson Shield and won back the Team Race Shield which had been lost to Parkstone the previous year. The Club



The wind angle and moderately fresh conditions helped Mike Slade smash his own monohull record for the circumnavigation of the Isle of Wight. His 90ft *Skandia Leopard* set a new mark of 4 hours 5 minutes 40 seconds, lopping 65 minutes off Slade's 1996 time.

The Royal Lymington Yacht Club won the team event for the IRC small boat group III. The team consisted of Simon Rogers' *Rosina of Beaulieu* helmed by Nick Rogers (who at the Club Cruiser Prize Giving was awarded the Roman Bowl for the best Lymington boat), *White Mischief* helmed by Andy Hind and Martyn Wheatley's *Cloud Nine*. They

won a jero-boam of champagne!

Another boat to excel was Jeremy Roger's built Contessa 32 *South Haze* entered by John Holloway and helmed by Rory Paton, she beat a fifty strong fleet to finish first in her class.

Two-handed Round the Island Race

Organised by the Royal Southampton YC our successes were:

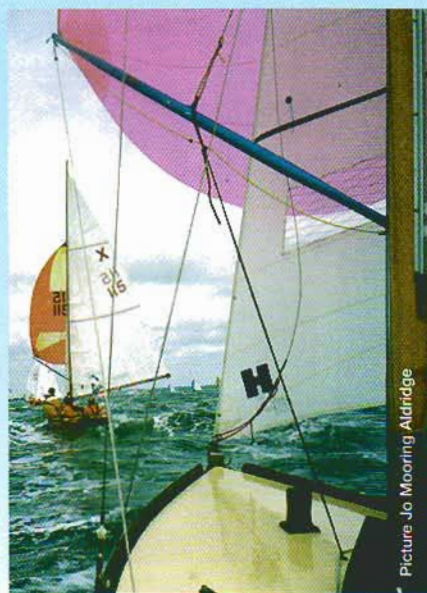
Winner IRC Class 2 and overall winner Martyn Wheatley in *Cloud Nine*. Third in the IRC Class 2 and third overall was John Syms with *Garnele*.

bar will once again have a shield for each pillar.

Rory Paton a General Committee member, helmed *South Haze* to joint winners of the Contessa 32 class

In Class 6 Martyn Wheatley in *Cloud Nine* was only able to enter five races, not being free at the weekends (6 to count with one discard). On Tuesday, the gusty day, his boom broke two miles from the finish. However he limped home with spinnaker and jib and finished 11th in that race. The boom was repaired overnight and two first positions followed plus two thirds, giving him sixth position overall having to record one 'did not start'.

Peter Scolfield helmed Jacques Delacave's *Zarafa* into 1st place in the HOD 35 Class.



J24 EUROPEAN AND UK NATIONAL CHAMPIONSHIPS

We managed to win the Silver medal at the J24 European Championships which finished in September at Medemblik, Holland from 62 entries, beaten only by Paulo Cian the Italian number two America's Cup boat helmsman and his crew. Third was Roger Harden from the USA with Chris Snow the current North American Champion doing his tactics. Five different nations took up the top five places. My crew were Adrian (brother), Mark (my son), Col Mike Brooke and James Holah from Gosport. We counted a 1st, 2nd, 4th, two 5ths and a 15th in six races to count.



Stuart and Adrian Jardine, J24 UK national champions and silver medalists at the European championships

We won the UK J24 National Open Championships, which finished later in September at Weymouth. My crew were Adrian, my son Mark and Christian Brewer from the Club. Eight races were held, three on Friday and three

Saturday and two on Sunday. We finished with 18 points, from Daryl Conyers, (Plymouth) with 40 points, and Colin Goodman (Solent) 41 points after one discard. We won with a race to spare and would still have won easily counting our 7th, which we discarded. The racing was held in moderate to fresh north west to north winds off the shore, resulting in large wind-shifts which required a great deal of concentration, any lapses resulted in loss of places.

Stuart Jardine

Editor's note: They also won the J24 class at Spi Ouest Easter keel-boat regatta - the only UK winners out of 27 classes, collecting as part of their prize 600 oysters and 50 bottles of wine.

EUROPEAN FARR 40 WESTERN CHAMPIONSHIPS

The The Western Championships of the Barlo Plastics European Farr 40 open series was run in the Western Solent on May Bank holiday weekend by the Royal Lymington Yacht Club. There were eight races run over the three days. The races were hard fought with constant place changes and race six on Sunday proved particularly close with all boats crossing the line within a minute of each other.



The Firefly fleet at this year's Easter Regatta

Memories of a busy season

Team racing preceeded the Lymington Easter Regatta started on Good Friday. Nine races were held on the following three days and, on the final day, a course with a choice of Pylewell Lake, (not good for those with fixed rudders), or up the main channel to the Club line.

Monday evening racing was more popular than ever this year. We regularly had five Firefly entries and the close racing was an ideal training ground for the season's open meetings.

Spring Bank Holiday meant the South Western at Restrouquet. My crew arrived as the warning signal went and we just made it to the start. Before I could complain, we had won the first race! The weekend continued well and we took the lead in the last yards of the last race. Glorious sailing, late night lock-ins and racing success easily outweigh memories of the M5 traffic and wet camping.

Local opens followed, one at Spinnaker in desperately light winds, the other at Hamble which saw a good turnout for a practice prior to the Nationals.

And so to Weymouth SC for the 55th National Championship. I was hoping for a good result and Rory Paton and Rhiannon Jones were hoping that the early arrival of Rory's first child didn't curtail their series! Weymouth put on a great week with a good mix of conditions. The sailing club, the accommodation and the nightclub were all within 400 yards.

There were new friends; old friends; a toga party and no protests. After a good start we snatched defeat from the jaws of victory and were second whilst Rory was still not a father and finished 16th overall, just ahead of Jamie McEwen in 18th.

The last meeting was at Upper Thames. A 30 yard wide stretch of river, cows on the start line, made for a very shifty wind. Two days of painfully difficult racing were quickly forgotten over the traditional cream tea and we were second, again!

Now just the Inlands to go and then winter team racing before regrouping for next year. Hope to see you on the Club line then.

Ian Sanderson



The Wilson Cup Team: left to right, back: Luke McEwen, Peter Barton, Jamie McEwen: front Emma Evans, Rhiannon Jones, Jonquil Brooks

Team Talk from Costa del Wirral

The Wilson Trophy goes back to West Kirby after nine years

You might have been fooled into thinking you were in southern Spain at this year's Wilson Trophy event held by West Kirby Sailing Club on the Wirral, near Liverpool. Temperatures soared into the 20s and the winds were a perfect mix of force 2-3. The racing was equally scorching as 33 of the world's top teams fought for the coveted title. Teams sailing in Firefly dinghies included four from America, Ireland, North and South, Czech Republic and Holland.

Three boat teams of six people compete against each other in turn. They use the right of way rules and wind blanketing to slow the opposition and manoeuvre their team into a winning combination. With races of approximately ten minutes over several short legs there is much emphasis on good starting and mark rounding. Each set of three boats has distinct colour matched hulls and sails easily identifiable to spectators.

Our Royal Lymington team put up several close battles against some top teams to score half marks with five wins from ten races, finishing in 15th place overall. West Kirby won the final from RYA1 (Spinnaker). The grandstand went wild when they realised that the Wilson Trophy was returning to West Kirby for the first time since 1992!

Peter Barton

Scows go from strength to strength

A brief roundup of a busy and enjoyable summer

Racing started with the Easter Regatta quickly followed by Monday evening racing, where our class was the largest with around 20 boats. Conditions, varying from idyllic to horrid, produced exciting racing with good tussles and close finishes.

Especially for Scows were Peter Barton's 'Short Series' and the 'Figure of Eight Race' around the marshes. Line honours went to Jane Pitt-Pitts showing us her knowledge of local tides.

Wonderful weather for our midsummer Newtown rally produced a fleet of ten Scows and a strong tribe of supporters. Cooler and breezier weather for September's Keyhaven and Hurst rally gave good cruising through Hawkers Lake to the Quay, then on to Mount Lake and to Hurst for a picnic.

Thursday 'Potters' are attracting good numbers with 'Picnic Potters' a popular introduction.

As the season ends, we say thank you to our stalwart supporters on the water.

You turn out week after week to guard us, guide us, and feed us toffees; we do appreciate your care.

Jane Clegg
Captain of Scows



Photos by Mike Saunders

Club Scows in Newtown

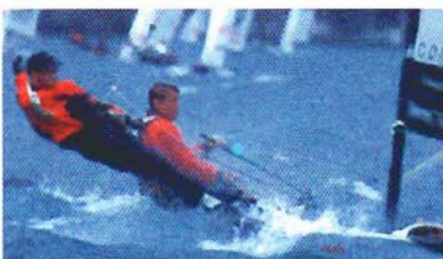


Picture by Ocean Images

4000 Successes

Results from the 2001 season

Peter Barton, after a two-year break from the class, had a very successful season on the national circuit. With his new crew Simon Knatchbull, and with sponsorship from Control Software, he dominated the class by winning three major events, including the Italian Eurocup on Lake Garda. Their other two wins and great



consistency helped Peter and Simon clinch the Crewsaver UK Open Meeting series.

Luke McEwen and Emma Evans also won three events, all in the Grand Slam Open Meeting series, giving them the series overall title for the 2nd year. Luke was one of the first young sailors who benefited from the RLymYC Junior Sailing programme, racing an Optimist and then a Cadet for eight years.

Ian Sanderson is sailing this season with 'Bird' Watson, a new pairing that is showing great potential. They came 2nd to the reigning national champion at the Hayling

Island open meeting in July, and finished 5th in the Crewsaver series.

Other Royal Lymington 4000 sailors to watch out for are Jamie McEwen, sailing with Jo Sutcliffe, who finished a creditable 18th at their first national championships this year, and Will Gatehouse who was 25th in the Crewsaver series.

Luke McEwen

4000 Grand Slam

The Club played host for the third year running

Around 25 Club members helped to make this a popular and successful event last April despite a forecast of high winds and the great distances travelled by the

Northern and Scottish competitors.

Robin Markes and his team of seven safety boats managed to hold the fleet together throughout Saturday's racing in Southwesterly winds of up to 36 knots, even after twelve dismastings. Lighter winds on Sunday, gave race officer Adrian Jardine and his helpers on Jonathan Hutchinson's committee boat, the chance to fit in four races back-to-back. Events of this calibre and intensity cannot take place without the support of such able and enthusiastic members.

The strength of the Solent tides surprised many of the competitors and the difficulty of judging the lay-lines gave very tactical racing. Saturday's waves were also an education for those who had not had the pleasure of experiencing similar conditions at the Easter Regatta. The 4000 fleet thoroughly enjoyed the weekend and hopes to return to Lymington in the future.

Luke McEwen

Club members' results:

1st	Luke McEwen & Emma Evans
6th	Pete Barton & Simon Knatchbull
15th	Ian Sanderson & Bird Watson
20th	Jamie McEwen & Jo Sutcliffe
43rd	Rory Paton & Nick Thompson
49th	Will Gatehouse & Hazel Carr



The idea for the America's Cup Jubilee came out of a suggestion in 1994 from Kenneth Beken of the famous Cowes family of photographers to the then Commodore of the Royal Yacht Squadron, Maldwin Drummond. What a good idea to celebrate the 150th anniversary of that race suggested Kenneth; what a good idea indeed agreed the Commodore.

A company Cowes 2001 Ltd was formed in 1996 to organise the event together with a variety of committees. I joined the organisation pretty late in November 1999 with the task of co-ordinating the project as a whole and to bring the many disparate strands together. In concept the intention was to provide a marvellous occasion that embraced not only excellent racing but with suitable high quality arrangements ashore, both in terms of facilities and a comprehensive social programme, to complement the racing. Such a vision is probably unique. We drew on experience of Cowes week, the New York Yacht Club's 150th anniversary and some of the Mediterranean Regattas, but overall we were certainly breaking new ground.

Two aspects were crucial: firstly to persuade the owners of those marvellous yachts to bring them from all over the world to Cowes and secondly to raise the necessary funds.

Organising and planning the rest of the Jubilee did need an enormous amount of hard slog, whether it was planning the racing, which the RYS did admirably, the Harbourmaster shoe horning over 200 yachts all over 45 feet in length - many with considerable draft - into the finite space of the harbour of Cowes or providing facilities for the 4000 expected participants and three social events for over 2000 people.

The opening day arrived with a forecast of heavy showers in the afternoon and evening and we did not have a proper wet weather routine for the opening ceremony. We decided to go ahead, the rain just stopped in time and the cloud-base cleared sufficiently to allow the Red Arrows to do a magnificent display.

The Jubilee Race Around the Island on Tuesday

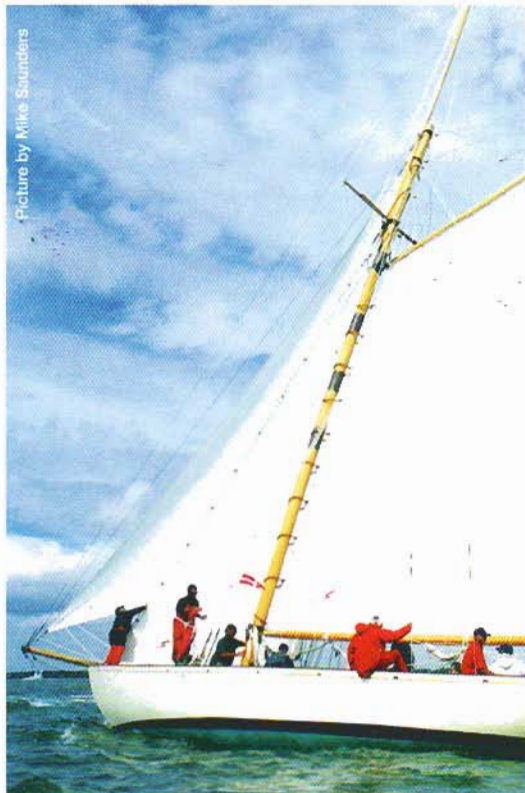
We closed all three of our offices and went to watch the starts. And there it was - to exceed our wildest dreams. - Class after class of yachts starting off Cowes and sailing east in tight formation. Classic yachts, modern yachts, 36 12 metres (all together), nine America's Cup Class yachts and finally the three Js with *Cambria*. Sunlight, good wind condition, huge crowds on the Green really enjoying what isn't normally a spectator sport. After that I knew that the success of the whole Jubilee was guaranteed, whatever else happened.

A ball at Osborne House with the interesting logistic challenge of getting most of the competitors from Cowes to East Cowes - the weather was just perfect and the evening a wonderful success.

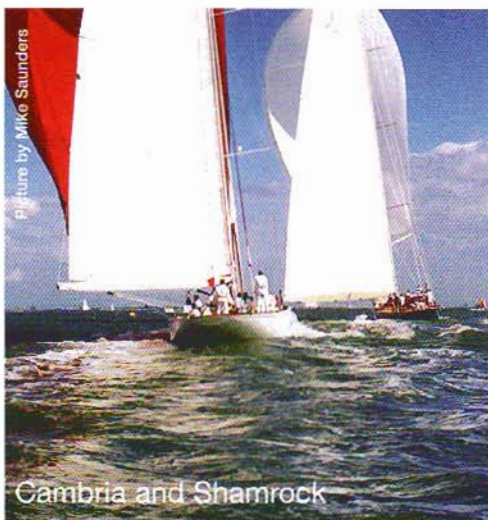
A closing prize-giving where we catered for 2000 and over 3000 turned up, but with the help of our excellent caterers it all went well, even though it was a bit of a squash. That was 'Rounds Complete' and we really had achieved a great week throughout.

Tim Jones

Chief Executive America's Cup Jubilee



The America's Cup



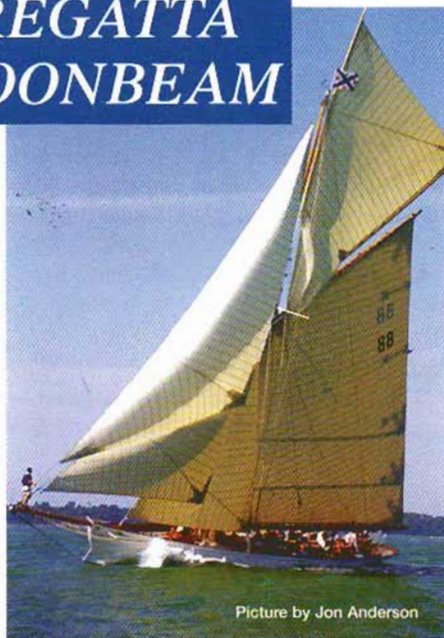
THE JUBILEE REGATTA SEEN FROM MOONBEAM

The America's Cup Jubilee Regatta held all the promise of an event of the century, as indeed it turned out to be. Thus I gladly accepted the invitation of Michael Campbell and his three associates to be their tactician in whatever yacht they would find to charter. This turned out to be *Moonbeam*, a 101ft gaff cutter, designed and built by William Fife in 1903. Thankfully, I was joined by Nick Ryley as navigator.

The 28 man crew achieved three practice days before the regatta started, the jolly crew being rather competent and mainly sons or relations of the charterers. Several facts soon came to light. *Moonbeam* was enormously challenging and fun to sail. With a decent breeze she could easily achieve a serene 10 knots on a reach. However she required all of her fit, able and strong young crew to manage her successfully. For example, trimming the three jibs and hoisting the topsail was a big test of skill. Moreover, when gybing, it was necessary to pull the hugely long boom weighing nearly a ton onto the centreline, then hook up and tension the runners by hand on the one side and release them on the other before the boom could be allowed over. Though we had an electric winch to help, this was agonisingly slow and we found that we could only help things along by putting 15 men on the opposite end of the mainsheet. Nor was she very manoeuvrable: one could put the helm over yet it could be some time before any response was detected. It was just as well that most racing yachts treated *Moonbeam* as an obstruction.

We thought we were reasonably well prepared for the first race but, in fresh conditions, the starboard spreader bracket broke just before the start. Without use of the spreader the mast was bending like a fishing rod under load so there was little option except to luff up into the wind, lower the sails and have a new bracket made at Spencer's. However there were no more gear failures, and in succeeding races we maintained a consistent second. Not at all a bad effort for a new and amateur crew.

The Round the Island Race was, perhaps, the best race of all. Between Nick Ryley and myself we seemed to get all the calls right. The reach from St Catherine's Point to the Needles buoy was particularly enjoyable. With our huge balloon jib hoisted and 10-11 knots of boat speed on the clock, the 12-metre class couldn't hold us, nor could many others.



Moonbeam, a 101ft gaff cutter, designed and built by William Fife in 1903.



...she required all of her fit, able and strong young crew to manage her successfully

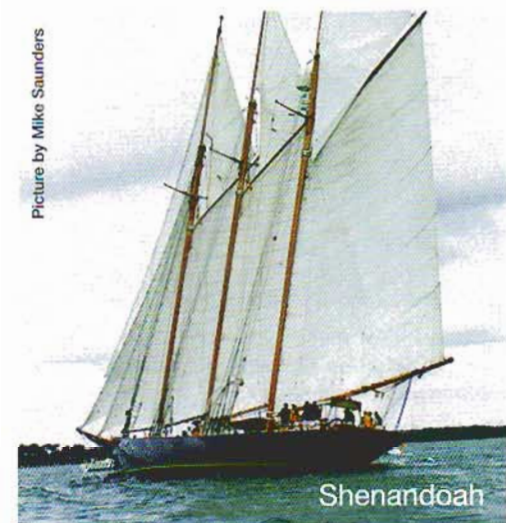
Both the charterers and all the rest of the crew clearly enjoyed the whole experience and there was never a break in the happy smiles all round except, perhaps, on the occasions when my own face may have betrayed anxiety that a gybe or tack might have been called a little too late. We had a ball sailing her, and had just as much fun ashore. It was truly an event of the century.

Peter Bruce

SAFETY

Simon van der Byl did an excellent job as Chief Safety Officer, as one participant commented, "If you get it right you get no thanks, if you get it wrong constant criticism." He organised four main sections of safety and related issues: on-the-water safety, damage and injuries, (four broken spars and one mast over the side, three crew injuries, two groundings and one crew overboard), spectator control, air traffic control and communications. His paper is helpful reading for those organising sailing events and is available at the Club.

Cup Jubilee



Shenandoah



Cenda

What's this all about then?

We have all seen these acronyms in the magazines but what do they mean?

GMDSS The Global Maritime Distress and Safety System was agreed internationally to improve safety at sea. It is a complete system for communicating with the coastguard and with others. It is now operational and commercial shipping has had to comply for the last two years.

DSC Digital Selective Calling is the means by which we can quickly send important safety and distress messages far more reliably than we have been able to, and gives us the ability to contact individual boats.

NAVTEX Navtex is also a digital system that the coastguard can use to send weather, safety

and navigational information to boats at sea, even if no one is aboard to listen to the radio!

EPIRB Emergency Position Indicating Radio Beacon are self contained devices which transmit a signal, when activated, which is received by satellite and an accurate position quickly determined, almost anywhere.

How does all this affect the yachtsman?

There is no obligation to install radio equipment of any kind on small pleasure boats, but since most of us do, we need to consider updating our VHF radio to DSC at some stage. The coastguard will continue to maintain a full headset listening watch on channel 16 until 2005 when they will revert to loudspeaker only which means that a channel 16 distress call is much less likely to be heard.

DSC VHF radio telephones look similar to the radios with which we are familiar; they do however have one or two extra buttons, the most important of which is to be used when a distress call is necessary. In most other ways the radio function hasn't changed, we can still use the radio in the usual way to talk to other boats or the marina etc. In an emergency however, pressing the distress button automatically switches the radio to the correct channel (70), and sends your own identity number and present position, derived from your GPS. Another advantage, which will become greater as more people fit DSC, is that the radios have the ability to call another DSC radio station, or group of stations, individually, irrespective of which channel is selected or if the volume is turned down.



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New House Wines

Have you tried the new House Wines yet? The House Committee, after several enjoyable wine tastings, has

selected the new house wines - a choice of two white and two red.

Table Peak Colombard South African Dry White and Parsons Brook South Eastern Australian Dry White. Parsons Brook South Eastern Australian Soft Red and Caberult del Venezie Italian Red.

So now you are convinced that you can't possibly manage without a new VHF, what is available?

Most of the major manufacturers, now offer DSC radio telephones, some of these are self contained with the radio and DSC controller in one, some have the two parts separate, and some have the controls on the handset. Dual station radios are becoming popular especially on flybridge motor cruisers and boats, which are often sailed short-handed, as then full radio facilities are available in the cockpit.

What are the installation problems?

First you will need to request a Mobile Marine Identification Number (MMSI); this is issued by the radio licensing authority and is free of charge. This number is programmed into the

radio, which sometimes has to be done prior to installation; this number is unique to the vessel and is registered on a database that is accessible by the coastguard. The radio will work with your existing antenna and will, ideally, need to be interfaced with your existing GPS. Some radios need an additional antenna for the dedicated channel 70 receiver. The installation is not difficult, but it is recommended to be done professionally and the opportunity taken to test the efficiency of your antenna, part of the radio installation that is often neglected. Your existing ship's radio licence covers DSC equipment but your personal operator's licence will need to be upgraded to the new Short Range Certificate. This can normally be completed in a morning

and several organisations are currently offering courses; job for the winter!

From the beginning of this year it has been illegal to sell VHF radio equipment, which is not DSC compatible, but it is possible to purchase a radio now and add the DSC controller later. If your radio is more than about a year old it is unlikely that it will be possible to update it.

To sum up, if the worst happens and you need urgent assistance, with a DSC radio telephone you or your crew can quickly tell the rescue authority precisely who you are and where you are, which will greatly improve the speed and the efficiency of the rescue.

More about NAVTEX in another issue.

Peter Gribble

IN THE HOUSE



Lunchtime At The Club

Over the last few months you may have noticed some changes in the Restaurant and River Room both in the décor and the lunchtime menu. We hope you like the changes.

With the new Menus in the River Room and Bar, we hope we have made it easier for you to choose your lunch and make it a better place to meet friends for lunch in our lovely surroundings. You now have a chance to try Michael's excellent bacon or hot roast beef baguettes. For the diet conscious you can now choose from a selection of salads including caesar's salad, salad nicoise or a great Greek salad with feta cheese. There is also a Children's Menu to keep the youngsters happy.

If you have not had lunch at the Club for a while, do come and give it a try.

Denise Moore
House Committee

Re-Structure of the House Committee

The House Committee has been re-structured to form two Sub-Committees - Facilities & Finance and House Services (Bar & Catering), similar to the arrangement by which the Sailing Committee discharges its duties.

This is intended to spread the workload within the House Committee and much work has already been done. We hope you will see the results in the future!

Jan Lillywhite

Rear Commodore House

Appreciation Of Our Boatmen

14th April 2001

Dear Boatmen

Thank you very much for your assistance after I had capsized my small dinghy. I am by no means sure that I would have been able to bail out the boat without your help.

I shall be sending an additional donation to the Royal Life Boat Institution as a material expression of my thanks to all those who care for us when we are out on the water.

With very many thanks
Yours sincerely

John Fairbrother

Charities

Members might like to be aware that the Club supports two charities, the RNLI and RYA Sailability. Members who give to either organisation on a personal basis may also wish to know that there are tax advantages to the charity by using the Gift Aid scheme. Details can be obtained from the head office of either of the organisations.

CONGRATULATIONS

In March Philip Baker (Boatman) married Tracey Anderson in Thailand. September saw Kevin Smith Head Boatman and Melanie Farlow Sailing Administration Secretary in Club office become married at New Park Brockenhurst.



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CADETS

Alison Husband took over as Captain of Cadets after the Lymington Cadet Open Meeting in September.

A poem by Jasmine Husband, age 11, who was helming Grapefruit at the open meeting.

When you launch off that slipway
Your sails all new and crinkly
When you get to that racecourse
The wind a five or six.
The knot deep inside you tightens more and more,
The Committee Boat big and scary
Flags and beeps from everywhere
Then that hooter that means you have started
A charge of boats up the beat
Up and round the windward mark,
Quickly bear away
The boats crashing, hearts smashing.
The familiar smell of sea salt
and the pounding of the waves.
Adrenaline flowing, sugar level high.
The gybe, the reach, the beat, the rain,
The laps. And then the finish,
A warm glow of achievement
We have done it, we have made it.
Chocolate bars all round!!

Four Club Sailors to represent GBR

Pippa Wilson and Charlie Hatfield, along with Ian Watson and Ed Thomas have been selected for the British team at the Cadet World Championships to be held in Argentina over Christmas and the New Year.

Congratulations and our very best wishes to them.

THOUGHT FROM A MOTHER SHIP

Could the Easter Regatta be used to reform young offenders?

We were a mother ship at the Easter Dinghy Meeting - crew ages from 60 to 91. Rolling in a Solent chop we contemplated our Nation - youths kicking in shop windows, trains running late and disease cutting us off from the countryside. Are we becoming a Banana Republic?

But hang on! What are all those little boats doing out here, who is sailing them and who has organised it all?

The first day was horrendous and six

disabled boats were soon streamed astern while their disconsolate crews were given resuscitative hot drinks. One 11 year old Cadet helm was hauled aboard shouting "Where is my crew, where is my crew?" She, all of 8 years, was contentedly tucking into hot soup and a Mars bar. The older helms had suffered expensive gear failure, broken masts etc and were pretty disheartened although they disguised their feelings well. Meanwhile, we heard over the radio that a slightly reduced racing programme was progressing like clockwork. The RIBs had laid the buoys and were shepherding the damaged and capsized boats to our side. You might argue that many of these people come

from privileged backgrounds but by no means all do, although a few may have been sent to boarding school which would have inured them to almost any horror.

We wondered how the underprivileged vandals could be persuaded to change their ways. Perhaps three days on the draughty forecourt taking orders and running errands for Jenny Wilson and her team who organised the event so well. Better still they could be sent out on a RIB, to the Committee Boat or to a mother ship. They would be denied Stuger and told that if they repeated their crime they would be sent out again.

Anon

Cadets Oppies Hobie Cats....

OPPIES IN 2001

Early season

The Oppie sailors have enjoyed an active season at home and away with a number of notable successes. Well done also to the parents for carting them around the country, watching them sail and maintaining their sanity.

An excellent winter training programme ran each Sunday from late February to April. On average 20+ keen sailors (and parents) braved the cold for a full day of training with invited, experienced coaches. We were particularly lucky to have Nick 'Stru' Rodgers as our chief coach for most of our training. The kids loved him and even learnt a thing or two.

This year, Robbie Claridge, Chris Carden, Oren Richards and Richard Mason were in the national squad and Chris Sanders, Sophie Weguelin and Robyn Stock in the intermediates. The main selections series was very tough with near gale force conditions. Despite that, the Optimists raced, and Richard Mason was placed 10th, giving him a place in the UK European team for 2001.

In May the first major events was at Grafham Water for the Inlands with some 220+ entries in the main fleet and 50 in the silver, with 24 sailors from Lymington. Unfortunately winds were very light and there was only one race the whole weekend. A few of our older sailors were caught OCS and so carried high points at the end of the weekend.

Lymington Open Meeting

For the RLYm Open Meeting in June, good weather and stiff breezes created testing conditions for both fleets and

produced an unrivalled weekend of competition sailing. This Open is now established as the biggest Optimist event outside the three majors. Our sponsor Yachtmail of Lymington very generously ensured that we could award a wide range of well-earned prizes. My personal thanks also go to a number of Club members who, with no parental involvement, gave their precious time to supporting the event and helped ensure its total success.

Successes at the Europeans and the Nationals

Richard Mason flew the Lymington flag at the Europeans in the Canaries. He finished a fantastic 20th overall, with the British squad 3rd in the team placings. This was a great result; well done to all our Optimist sailors.

Seventeen Lymington Optimist sailors ventured up the M6 and beyond to have a great week at the Nationals in Largs. In general, the weather was kind although the winds were fickle. The final results were excellent with Paul Minors 3rd overall, Robbie Claridge 5th in the Seniors and Greg Carey 6th. In the Juniors, Sophie Weguelin came 7th and Oren Richards 11th. The Regatta fleet had a fun week of training, picnics and racing.

The End of Seasons in Poole

Currently our young Oppie sailors are preparing for the last major event of the year, the End Of Seasons in Poole. (Not too far to go for a change). This is the decider event of the year which determines the final national rankings and hence the selection of national and intermediate squads for 2002. On current standings we are hopeful for at least five

in the national squads and three in the intermediates for 2002 – good luck to them all.

Finally I would like to wish Chris Carden, William Gawn, Peter Treviss-Bell and Jess Ress all the best in their new sailing activities as they have all moved up from Optimists during this year to either Laser 4.7s/Radials or Hobie Dragons. Naturally, I thank them all for their invaluable contributions to the Lymington Optimists over the past few years.

David Minors

Head of Optimists



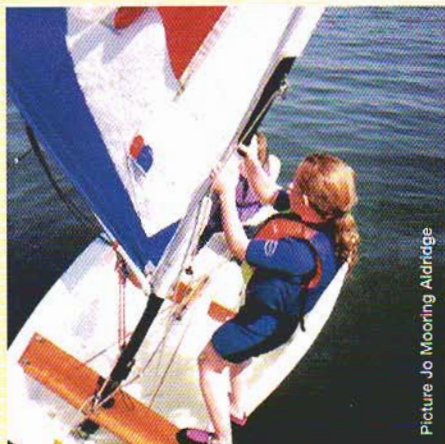
EXCITING CATAMARANS

Three Club youngsters join the RYA Catamaran Youth Development Squad

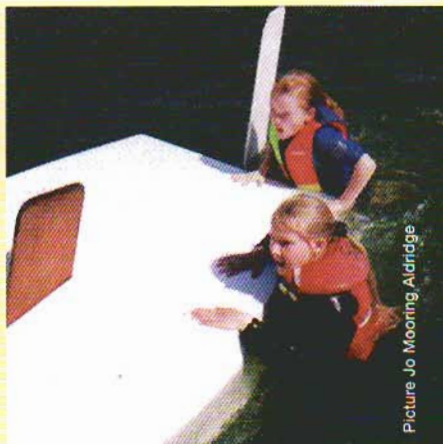
The selection programme for the Squad began one Sunday in June. Two Lymington crews, Rupert Stock with Adam Richards and Peter Treviss-Bell with William Gawn, joined eight youngsters from the south at Datchet SC. They were given practical instruction on the Dart 16 and sailed four short races. After a busy day there were some broad grins and high hopes for selection to the Squad. Although all 4 boys were later chosen, Adam decided to concentrate on Cadets, so Rupert teamed up with Ben Cripps from Papercourt.

Peter and William were offered a Hobie Drogue under a joint Hobie/RYA scheme. This gives them a lease boat for 4 months training whilst they decide if they like cat sailing and the trainers assess their potential. The Drogue is designed specifically for 11-14 year-olds, yet has twin trapeze wires and an asymmetric spinnaker – exciting!

In August the three boys went to



Picture Jo Mooring Aldridge



Picture Jo Mooring Aldridge



more junior sailing



Felixstowe SC for four days training under the eagle eye of Brian Phipps and his team and, later that week, the RYA Youth Multihull Nationals were held as part of the Hobie Nationals. The final results put Ben and Rupert 2nd in the Darts and 2nd Overall in the Youth

Nationals, with Peter and William 4th in the Dragoon Class and 7th overall. There are now eight weekends racing and training ahead after which decisions must be made about the future – anyone got a good second-hand Hobie Dragoon for sale?
Ian Gawn

COULD THE CLUB WIN A RIB NEXT YEAR?

New challenge event launched at Southampton Boat Show



Tom Morgan (seen left) and George Farrow (both age 9) represented the Club at a new 4.5m RIB Challenge event for 8-16 year olds launched at Southampton Boat Show in September. The competition consisted of a high-speed slalom course, man-overboard procedures, slow speed reversing manoeuvres and a high-speed dash to the finish line. Twenty children entered the two events on Friday for local children and on Saturday for RYA affiliated clubs.

Next year it is planned to extend the event to more keen young people and there will be a new Avon RIB with Honda engine and Indespension trailer for the winning club. Since much emphasis has been placed on safety the boat will be equipped with two extra kill cord switches.

Congratulations to Tom who came 2nd in the Club event despite being six years younger than the winning competitor. He also helped RYA Motorboating make a promotional video.



Bosun Needed for Wednesday Sailing

Ruth Evans has retired and we miss her badly. Is there anyone with some spare time who enjoys working on or around boats to take over this valuable role?

It is not a job that has to be done on Wednesday afternoons, it can be done at any time and involves replacing damaged fittings, taking sails to be repaired, checking the boats before Junior Regatta and organising winter maintenance.

If you are interested call Jenny Wilson on 01590 679877 or leave a note in the 'Head of Wednesday Sailing' pigeonhole.

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Anchoring Meet May 2001

If you look on the bows of your boat you will find, in all probability, a large galvanised iron object. These will vary in shape and sizes, but the idea is that you find a lovely unspoilt spot, and having done so, let this bit of iron down on its chain.

This should result in pleasant seclusion at an affordable price. Mind you it must also be admitted that it can, just can, also result in a lousy night's sleep and a bit of worry!

In the case of the Club's anchoring meet it resulted in an exceptionally pleasant weekend in idyllic surroundings.



Gill and Mike Barron,
Angela Dunford-Wood and Jean Venn

The incredibly foul weather of the preceding week turned itself off on Thursday night to give us a day of intermittent sun through some cloud cover, but with a nice sailing breeze for those using sail power.

The group of eleven club yachts and twenty six members that met up in Chichester Harbour to make a change from the normal marina meets were indeed blessed with a wonderful weekend.

We chose Thorney Channel to anchor our fleet and could not have chosen better. We had the place more or less to ourselves with a beautiful outlook across Thorney Island on one side and over the flats to Itchenor on the other.

In the morning the Terns were fishing around us while the seabirds were calling, and the sun did its bit for us as well. The harbourmaster's rib arrived with a pleasant young man who told us that he absolutely loved his job in this beautiful place, and what is more, they paid him to do it!

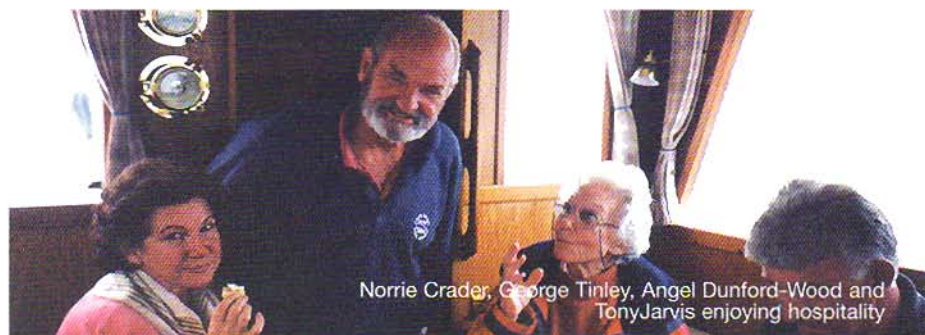
A midday party on *Hi Banks* catered for those that did not come the night before and helped quench the thirst of those who had gone for a hike around Thorney Island during the morning. Our cruising captain could be seen in his cockpit producing a salsa to go with his specially produced sausages for the evening get together, while on *Hi Banks* we only had to take quiche out of cardboard boxes and unwrap cheeses!

The evening raft consisted of three motor cruisers, Ray and Betty Williams with their beautiful old Rampart 48 *Calena*, was the centre with a nice large Danforth holding us all. With *Hi Banks* on one side and Jim and Jean's *Venture Lady* on the other there was plenty of room for all comers.

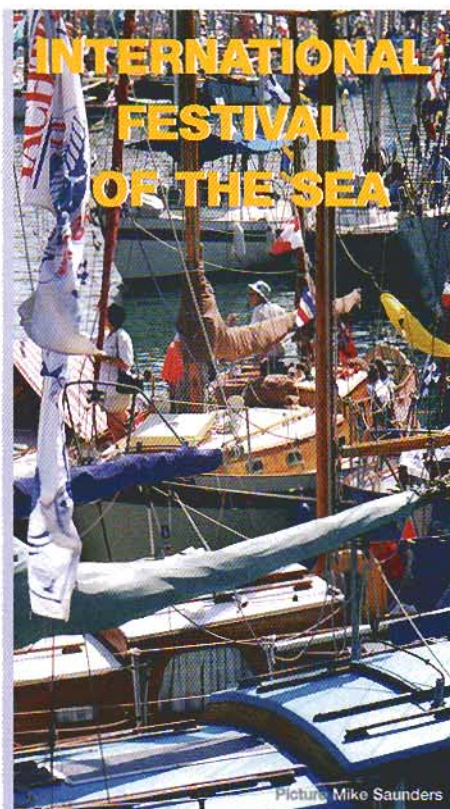
This worked well and apart from one enthusiastic crew going for a quiet swim it was an uneventful and enjoyable party. *Calena's* partners departed to re-anchor for a peaceful night in simply ideal conditions with not a breath of wind and a clear spring sky.

I have to say it. What a change from Marinas. Boating more as it used to be. An all up cost of a fiver a head for the food and four pound fifty per boat for a weekend's anchoring.

George Tinley



Norrie Crader, George Tinley, Angel Dunford-Wood and
Tony Jarvis enjoying hospitality



The International Festival of the Sea is a huge maritime celebration and we wanted to be part of it. Traditional boats and those with some history were preferred. *Charm of Rhu* is an 8 metre cruiser/racer launched in 1963 and probably the last yacht built at the Fife yard in Scotland. We applied in early spring and were accepted in June. The boat would be on display so had to look good. She was refastened, recaulked and varnished. We set off from Lymington to be met by the America's Cup Jubilee, the J yachts and other classics, tacking down the Solent into a light westerly. There is no more graceful sight than a classic yacht under sail. Eventually we were moored alongside 600 other boats in No2 Basin at the Naval Dockyard, Portsmouth. For three days we enjoyed a carnival atmosphere and saw close up some famous vessels from *Lively Lady* and the *Jolie Brise* to *HMS Illustrious*. Don't miss it next time.

(A fuller account appears in the November issue of Yachting Monthly).

Martin Thomas



Charm of Rhu

THE
VOLVO
OCEAN
RACE
ROUND THE WORLD 2001-2002

THE VOLVO OCEAN RACE ROUND THE WORLD 2001-2002

Two Club members are taking part having left Southampton for Cape Town on the 23rd September. Jez Fanstone is skipper of Team News Corp and Jason Carrington is a member of the crew of Assa Abby.

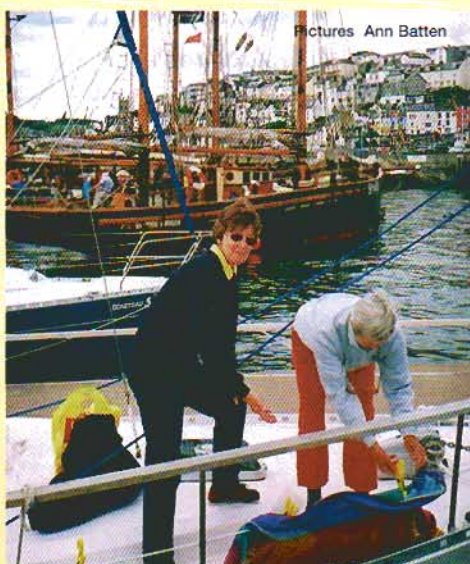
Cross Channel Meet 2001

Old gaffers, battered pre-war hulks in need of some refurbishment and that was only the Club cruising members gathered in Brixham for this year's Cross Channel meet! It was still called Cross-Channel because we had all seemed to cross a lot of Channel to get there in face of the fairly strong westerly winds, which had been blowing for some time.

Contrary to received opinion, there are some excellent eateries in Brixham and we managed to find one at short notice. This being the first of our informal meets, nothing had been pre-booked. One of the local hotels served us a first-class meal at an excellent price in a delightful setting. See the picture on the right. The manageress commented. "So you have come in your own boats. Do you sleep on them?" "Not a lot!" replied David Brett who had endured a lively night in *Cygnets*. This harbour is open to any northerly swell or winds.

This was Heritage Week in Brixham and Saturday brought us the delights of trawler races, a parade of the old gaffers and a firework display in the harbour. Various bands played on the quayside with some excellent singing.

Good company in an informal setting under clear blue skies. What better for this year's Cross Channel venture



Phil Batten

Helena Eakins and Jane Brett at Brixham



... some excellent eateries in Brixham

BERTHON SOURCE REGATTA - JULY 2001

Overheard at the dinner for the Royal Lympington and Royal Thames race teams:

R Thames member: Our Committee Boat has an Aga.

RLym member: Really?

R Thames member: Yes - only a small one, but it's nice to have freshly baked bread each morning.

RLym marklayer: We could have done with an Aga for the recent Farr 40 regatta here.

R Thames member: Oh?

RLym marklayer: Yes - despite 300 feet of line and chain, and two 35lb anchors the leeward mark still persisted in dragging towards Hurst. An Aga on the end would have held it a treat!

Robin Markes

Christmas Search and Rescue Charity Event Saturday 15th December

The Needles Relief Event has a new format this year.

The race for those boats wishing to participate will take place as usual. For those who do not wish to sail over to Yarmouth there is the opportunity to cross the Solent on the Hurst Castle Ferry on pre-booked tickets leaving from the Club pontoon. The Royal Solent Yacht Club will provide a hot dish or snack lunch by pre-booking. This year, the RNLI/Helicopter exercise will be held off the Royal Solent Clubhouse, and may be viewed from there or the Island shore. The presentation of prizes for the day's race will take place at the RSYC followed by the presentation of seasonal gifts to the Lympington and Yarmouth RNLI and the SAR services. Please support this event. See the Club notice-board for ticket prices and booking details



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Sixteen boats attended the first Spring Meet at Port Solent. The weather conditions were fair, not exactly springlike but offering a good beat and good visibility, up the Solent to Portsmouth Harbour. There's a waiting pontoon outside the lock and a very efficient system to pass boats through into the marina without delay.

The Marina staff were helpful, having provided a special pontoon for us which is normally used by the Sunsail Group to berth their fleet.

Thirty six members, and Jo-Jo the Labrador, enjoyed several very sociable on board parties, and a selection of good restaurants on the Broadwalk of the Marina were well patronised on the Friday evening.

Saturday brought the usual spring showers, but in no way dampened the spirits of the members, nor the enthusiasm of the owners, to exercise their 'reciprocals' by providing lunchtime parties and drinks for the



entire fleet.

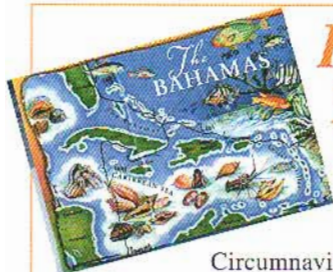
In accordance with the rules of good drinking practice no drinks were poured before 12.00 hours. And if you believe that~~~~~!!

A splendid dinner was organised by the Cruising Committee at the Portsmouth Harbour Yacht Club and a number of members attended the function, having

decided to make the passage to Port Solent by road.

The Commodore welcomed the fleet to the first Meet of the season with the opening remarks "Sailors & Motorists", but for all the wine in the Club cellar we won't disclose who sailed and who drove. On the other hand!!

Roly & Hayden



Postcard from Independent Freedom

Dear editor

Circumnavigation of the World commenced New York Oct 12th, 1997. Completed March 18th 2001. Some 33,000 miles. Same crew all the way! Now on the way to Bermuda, and home in July. My book, *Sailing in Grandfather's Wake* published by Reeds Nautical Books I sell in my shop on the quay.

Regards

Ian Tew



Ian Tew in pensive mood on board *Independent Freedom* with his mother following in *Mary Helen*. British Virgin Islands

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RIB Otter

Sheila Snowdon kindly donated the RIB Otter for the use of the Club and particularly for Junior Sailing. She can be seen below left at the presentation ceremony with John Bence and many Royal Lymington junior sailors.

Nick Rogers shares his prize money with the Club

Nick Rogers, who finished 4th in the 470 class at the Sydney Olympics, presented a cheque for £1020 to the Club. Nick and his crew Joe Glanfield were among 92 athletes who achieved personal bests at Sydney and shared a prize fund of £100,000.

Thanking the Club that taught him to sail and supported his Olympic campaign, Nick said, "This is a small token gesture of thanks for all the help with my



sailing." The Club will use the funds to pay for an Optimist trainer so that new Wednesday afternoon sailors can learn the basics before going onto the water. (Incidentally Nick helmed and Jo was tactician on my Swan 40 *Kalevala* in the IRC Nationals and Swan Europeans. This was their first experience of big boat racing and they took to it like ducks to water.)

The picture below right shows Greg Carey watching Nick hand the Kellogg's

cheque to Jenny Wilson, Head of Junior Sailing.

Scow Valmi

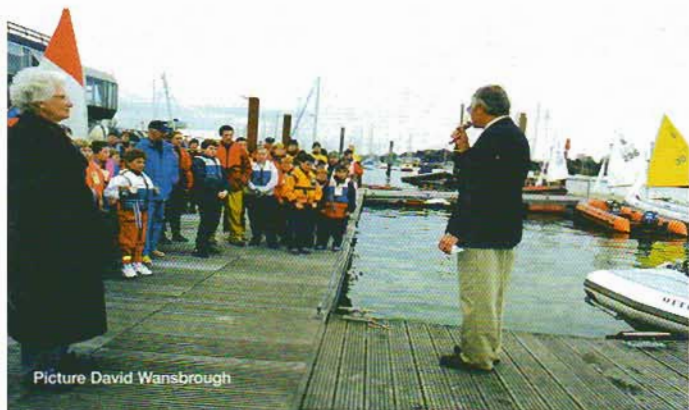
Valmi donated by Brian and Philida Dally is for the use of any Club member as well as Junior Sailing. Those members with sailing or motor cruisers do come and try a Scow, it's lots of fun and very stable.

Pottership Photographs

Mike Slade under the banner of Ocean Marine has donated £250 to help with the production of photographs in this magazine.

We are all extremely grateful for their very generous gifts, which will contribute greatly to the Club's activities.

David Wansbrough
Vice Commodore



Picture David Wansbrough



Picture David Wansbrough

Yacht Club de France Regatta

«Royal Lymington» enlève le défi

Regatta and were awarded the Challenge Trophy, plus the Shield which remains in the Yacht Club de Cannes.



Eric Williams was invited by the Commodore to represent the Club in a Regatta sailed in Dragon class boats and organised by the Yacht Club de France. Eric sails his own Dragon *Frantic* in this country, however borrowed an Italian boat for three races and a French boat for the other two – boats were decided by a draw. Racing took place in the Golfe Juan between twelve clubs, nine French, two British (The Royal London YC and RLymYC) and one Spanish. Eric, his crew, son Philip plus the owner of the loaned boats were very successful, won the

JACOBITE SUCCESS IN SWAN EUROPEAN REGATTA

Stephen James's Swan 48 came away from the Swan European Regatta this year, hosted by the Royal Yacht Squadron in the Solent, having won the bigger of the two Swan Classes, in a regatta with 62

competitors, 28 from over-seas. This is a bi-annual event and Jacobite won the big boat class and the overall title two years ago. In the interim year, when the North European Swan Championships are held, comprising the best of all races and all classes at the British National Championships (ROAC), Cork Week and Cowes Week, *Jacobite* was placed first, helmed mainly by Ben Ainslie (Olympic gold medallist) and he was scheduled to helm this season, however the offer of a place in an America's Cup Syndicate meant he steered Olympic gold medallist Shirley Robertson towards the helm of *Jacobite*.