



Pottership

THE ROYAL LYNGBY YACHT CLUB MAGAZINE

**Volvo Ocean Race
- Member's Report**

**Under 16 Cadet World
Champion**

Flag Officers' News

The Young in Action

November 2001 19 2002
photo by Hans Thomsen www.yacht-photos

FROM THE COMMODORE



A busy and very successful 2001 was concluded at the AGM on Saturday 2 February when Members received the Report of the General Committee on the activities of the year and approved the Accounts. Two important motions affecting the future of the Club were both given overwhelming approval.

Attendance at the AGM was on a par with previous years which, given the two Six-Nations Rugby matches, was a fair achievement, and those that stayed the course enjoyed a complimentary drink courtesy of Gales Brewery. The day concluded with the post-AGM Fish Supper, where the staff of the Catering Department excelled themselves.

But back to business: the objective of incorporation is to protect individual Members or staff from running the risk of being sued alongside the Club in the event of a legal claim following serious injury or death, where the claim exceeded the Club's insurance and net assets. Following the overwhelming vote at the AGM in favour of incorporation as a company limited by guarantee, the Officers and Secretary will now get on with the necessary preparations for a formal vote to change the legal status of the club, either at next year's AGM, or at an earlier Special General Meeting called for the purpose. Incorporation would not require alteration of the Club's name, ensign or burgee.

The Club is in a sound financial condition, with reserve funds which are considered to be adequate to see us through in the event of some serious set-back, and a steady

subscription income to finance the day-to-day running of the Clubhouse. However, at the AGM Members accepted the need for some upgrading of the "public" areas, together with improvement in the ground floor areas to make them more useable by both Staff and Members. Our first objective, included in next year's capital budget, is to improve the Reception area and Office and provide a slightly enhanced Chart Room and, hopefully, start to smarten up the forecourt. Nevertheless, the Club is not sufficiently cash-rich to finance the modest improvement and upgrading of other areas, which the Committee has in mind, and it would be imprudent to embark on such a project before raising the money.

Members therefore agreed at the AGM, by a substantial majority, with only two Members voting against, to proceed with the longer-term plans within a budget of £200,000, to be funded by an issue of debentures. The explanatory note made clear that we would raise that sum very quickly if, when called upon, each Full Member took £125 worth of stock. The Club is also very ready to accept legacies or outright gifts from Members to support such development work. I am very conscious that earlier generations have passed on to us a superb Clubhouse and facilities, but it is now some time since there was any substantial investment in bringing the facilities up to date or making them more Member-friendly, and we should be doing our bit to leave the Club for our successors just a little improved on how we inherited it. However, this larger project will not start until we have raised the money, and we will be writing to you on this issue later in the year.

I must place on record my appreciation of the contribution made by the retiring members of the General Committee - Phil Batten, Marilyn Holmes, Nigel Thomas and Jean Whipp-Goode, together with Ben Rogers who resigned from the Committee during 2001 on moving to the Channel Islands. I would like to thank all those Members who responded last year to my invitation to put forward in confidence the names of Members whom they felt had potential to make a contribution to the Club. I received over a hundred names, the five Members elected to the Committee at the AGM being amongst them. They will now help to provide a good balance of age, interests, talents and gender. Continuity and balance within the General Committee are essential if we are to ensure the required succession of Officers who can plan and manage the future with confidence.

I wish all Members an enjoyable and, whatever their objectives, successful sailing season.

Andrew Tyrrell
Commodore

Strong team elected to the General Committee



Gill Barron (56) is treasurer for the Scow Division and webmaster for the Scow web pages; also now assistant editor of *Pottership* with responsibility for writing news and stories about younger members.



Elsa Green (56) is part owner of Green Marine and works as financial controller. She has served on the House Committee, Etchell's Worlds Committee and whilst on the Sailing Committee



Robin Leuchars (58) is a retired airline captain, is married with a daughter and a son (both members) and owns a Dawn 39 *Maia of Dart*. Robin formed the Junior Committee 1985-89 and was

Gill sails a 40ft cutter, *Stella* and races her Scow. She is Finance Director of the family software company and hopes to use these skills to help improve communications within the Club.

started the Match Racing Series. Her daughter Saskia (25) and son Pom (23) are both sailors and club members and Elsa hopes to attract younger members to and in the Club.

Pippa Wilson and Charlie Hatfield from the Royal Lymington Yacht Club finished 1st U16 and 4th overall at the Cadet World Championships held over Christmas in Buenos Aires, Argentina. They were also 1st non-local boat and 1st boat helmed by a girl. Other Club sailors to do well were Iain Watson and Ed Thomas 17th, and Oren Richards crewing for Julia Cornah, 31st. ➤

Competitors from as far a field as Russia, Australia, Belgium, Holland and the Czech Republic took part in the championships, which were dominated by the very strong local sailors with 9 of them in the top 13 places. The event took place in the River Plate which is



CLUB JUNIOR SAILORS TAKE UNDER 16 CADET WORLD CHAMPIONSHIPS



Above: Pippa & Charlie leading the fleet against the backdrop of Buenos Aires.

renowned for its vicious random chop caused by the wash of passing ships, the opposing current and very light winds. The Championships were also marked by major civil unrest and the resignation of five Presidents during the event!!

The sailors, who were sponsored by the RYA, P&O Nedlloyd & Texaco, took a few days to get used to the chop and would have probably have done even better if the organisers had been able to run the last two races of the Championships. However considering that the last time the Championships were held in Argentina in 1991 the local sailors finished in the first 10 positions, our sailors did extremely well.

Pippa now moves on to sail 29ers whilst Iain will be sailing 420s.

Roger Wilson

*Contributions for the Club magazine, stories and photographs of all events all welcome.
Titbits and humour essential.
Members contributions make the Club magazine
Trish Saunders Editor*

POTTERSHP

The magazine of the Royal Lymington Yacht Club
Bath Road Lymington Hampshire SO41 3SE
Telephone 01590 672677 Fax 01590 671642
E-mail sail@rlmyc.org.uk
Web site: www.rlmyc.org.uk

Editor Trish Saunders
Assistant Editor Gill Barron
Designer Andrew Salanson

Advertising sales and print Avalon Design+Print Christchurch 01425 271333

involved with Junior Sailing at its inception. His interests are Cruising, inspiring younger members to cruise, the Clubhouse management and the good health of the Club generally.



Pru Moon (57) has been a Club member since 1983 and has worked and sailed internationally for Nautor Swan. After moving to Lymington bought a Van der Stat Splinter, crewed

on *Wayfarer of Emsworth* (Nicholson 36) and sailed a West Wight Scow. She has been involved in Junior Sailing, a Member of the Royal Lymington Cup Committee and served on the House Committee.

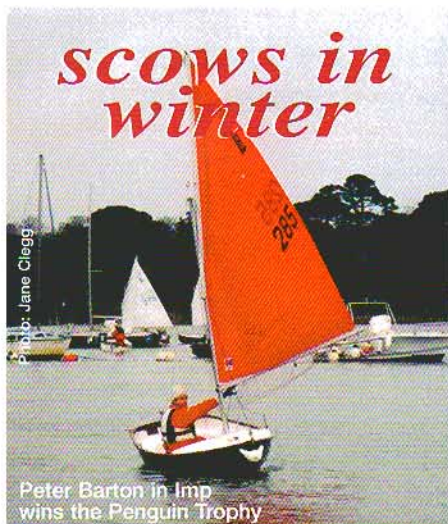


Tony Mount (64) owns a 5.8m RIB and as a retired advertising and film executive he cruises a Halberg-Rassy 36. Tony also races as a crew, drives and crews safety boats

for Club events, is a powerboat instructor, and for eight years has been Safety Boat organiser for Wednesday Junior Sailing. Tony has sailed since an early age on the Thames and gained offshore experience.

Ted Hawkins Re elected Trustee

Ted Hawkins is a retired Air Vice-Marshall, a Member since 1979 and previously Captain of Cruising and Vice-Commodore and elected a Trustee 1997. His present boat is a Nicholson 32 *Barada* and he is a member of Royal Cruising Club, Cruising Association and RAF Sailing Association.



PENGUIN TROPHY

Undaunted by sleet and snow, twenty two competed for the annual Penguin Trophy sailed on December 29. Under a new Scow fleet racing format the Race Officer, Adrian Jardine, split the entry into two fleets. Each fleet produced five qualifiers from their three races and there were three races in the final.

In a light breeze and strengthening ebb the races took place on a small triangular course set just off the pontoon. Good clean starts proved paramount and Peter Barton won after three straight wins in the final races.

1st Peter Barton 2nd Ben Paton
3rd Rupert Stock

PETER ANDRAE TROPHY

Twenty seven junior sailors turned up on December 27 for this year's Trophy, sailed in Scows. The competitors were divided into three fleets according to age. Each fleet raced in heats of nine boats with the top three from each fleet qualifying for the final. There was a match race to decide whom in the intermediate fleet moved into the final and Gillian Reynolds won by just 10cm.

Conditions were ideal with neap tides and a moderate WNW wind that ultimately favoured the older sailors.

1st Rupert Stock Senior Fleet
2nd Poppy Husband Senior Fleet
3rd George Minors Intermediate Fleet

Photo: Jane Clegg



WINTER WALKERS

Enthusiasm is essential in the Scow Division. Undaunted by the miseries of winter weather, a lively group of winter walkers, supported by a boisterous dog team, explores the New Forest from November to April.

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LOOKING FORWARD TO ANOTHER SAILING SEASON

The 2002 season has already started as you read your Spring edition of Pottership. A few hardy and stalwart Cruiser-Racers were back in the water as early as January, and the Oppies in early March.

As we look forward to another sailing season, however, we should look back and express heartfelt thanks to those members of the Sailing Committee and our various Racing, Cruising, and Dinghy Sub Committees who have stood down after many years of contribution to our club. Without their help and dedication, we would not have the ability to run one of the most extensive sailing programmes of any club in the U.K., nor play such a significant role in helping to develop the latent talents of so many young members who go on to be National and International Champions.



Jane Pitt- Pitts ...'an unprecedented amount of time to our racing activities'.

Jane Pitt-Pitts as Captain of Racing has contributed an unprecedented amount of time to our racing activities. They encompassed Scow potters, dinghy races at local and national level, and keelboat racing at club, national and international level, such as the Etchells World Championships. Her attention to detail has been meticulous, she has been extremely visible and active on the day, and has still found time to compete and be amongst the prize-winners!

John Bailey has led from the front throughout his time as Captain of Cruising, getting the job done quietly and effectively involving his Sub Committee in the organisation of our successful Cruiser Meets and the winter lecture programme. His contribution to our Club was recognised by the award of the Commodore's Cup at the Annual Dinner.

Our new Captain of Racing is **Peter Scholfield**. Peter brings to the Club a long and successful back-ground of keelboat racing at national and international level, both as helmsman and navigator, and he is therefore ideally equipped to navigate his way through the diverse aspects of our racing programme. I am confident that he will make a significant contribution in the years ahead.

George Tinley has taken over the tiller or should I say the wheel as Captain of Cruising with vast sailing experience. He tells me his racing days are over, despite a racing career the envy of most of us, and now cruising by sail has given way to cruising by power! He has exciting ideas for the future and has a reputation for taking no prisoners!

Both Peter and George will need the help of all of us to turn our plans into successful events, and we always **NEED MORE VOLUNTEERS** to help. Please contact Melanie, our Sailing Secretary, in the Office. There will be a way **YOU** can help.

After the excitement of the Etchells Worlds in 2001, and the demise of the Royal Lyngby Cup through lack of



New Captain of Racing Peter Scholfield,...'a successful back-ground of keelboat racing'



... '2002 will be a year in which we concentrate our efforts more on club sailing'

support for a Grade One International Match Racing event in the U.K., 2002 will be a year in which we concentrate our efforts more on club sailing events, and events for fleets we regularly support, such as Contessa 32s and Folkboats, for whom we will be hosting their National Championships. We are also supporting the WSCRA programme of twelve cruiser races in the West Solent. Our junior and dinghy fleets also continue to grow as do our training and racing programmes to meet the demand, and I do not apologise therefore for repeating myself when I say we **NEED MORE VOLUNTEERS**, and **YOU** can help! Best of luck with your varnishing, anti-fouling, and the myriad of jobs before we venture out into the sun and warm breeze and head for the start line or that quiet anchorage we have been savouring all winter.



John Bailey .. 'has led from the front as Captain of Cruising'



George Tinley... 'has taken over the wheel as Captain of Cruising'



... 'after the excitement of the Etchells Worlds in 2001'

John Bence, Rear Commodore Sailing

Youth Classes are alive and kicking

Oppie and Cadet sailors have to grow up at some time and you will find many of them moving on to the youth classes. Nick Thompson, Ben Paton, Pippa Wilson, Johnny Clegg, Iain Watson, Dave Putt and Rupert Stock are all doing well in Laser radials, 29ers, 420s and Hobies respectively. Not all of our sailors have come through the junior classes and it is good to see some new blood in the club. Last season we welcomed Jenny Gales, David Cassidy and Ben Derrick, among others, to the group.

The home fleet consists of standard and radial Lasers with the exciting new arrival of the 4.7 Laser which is filling the need for a manageable boat for smaller youths.

An active programme is being provided and sailors can choose between Sunday afternoon training, occasional Saturday training with invited experts, UKLA training at local venues, a wide variety of open meetings and national events. Some of our sailors will be taking part in European Radial and 4.7 events.

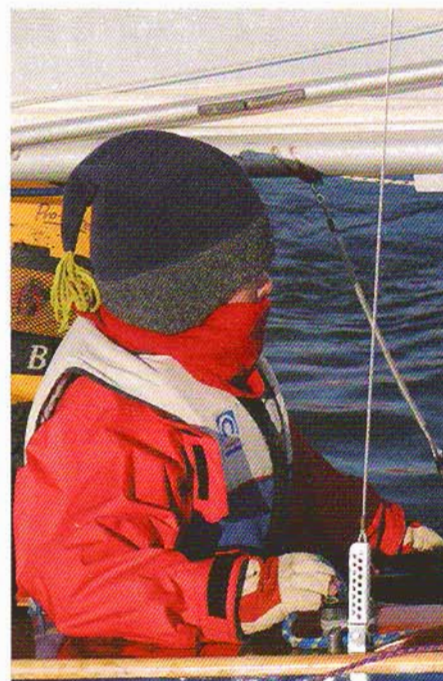
Sunday afternoon training is run by parent coaches and will consist of a mixture of exercises to improve racing skills, practice races and occasional cruises around the local Solent area. We are liaising with local clubs and have been invited to Spinnaker, Oxford and Parkstone which have developing radial and 4.7 fleets.

Some of the sailors have been trained in the New Milton gym so that they can use the fitness suite for special exercises to help their sailing. They get very serious about their sport!

A series of talks has been arranged which include presentations from Nicky Harding (Dietician), Leslie Boyd (RYA Physiotherapist) and Ian Brown (RYA Psychologist). The aim is to bring the sailors together socially and also to provide access to information that is often only available to squad sailors.

If you are under 18 and own a Laser, why not come and join us any Sunday at 2.00pm?

Clare Carden, Youth Classes Co-ordinator



Cadets - a busy year ahead

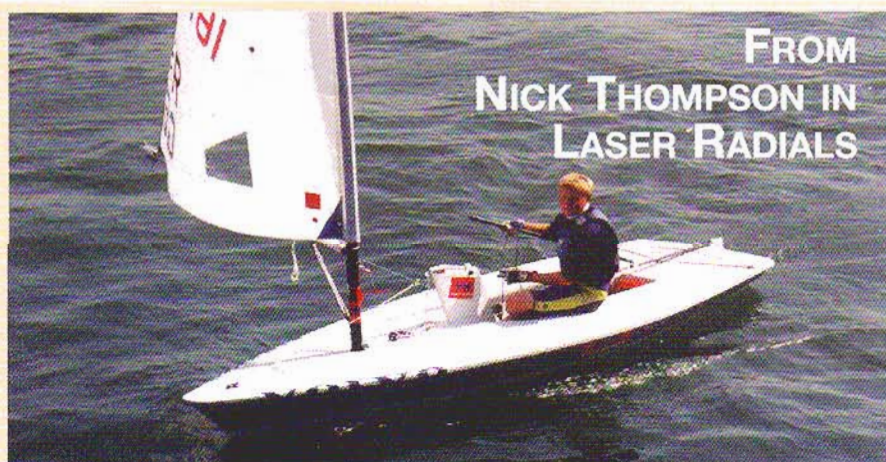
Many of the Cadet sailors are already attending RYA Zone and National Squad Training week-ends.

In addition, Four Club Training with Frensham Pond, Highcliffe, Parkstone, and Royal Lymington takes place on various Saturdays during March. These culminate in two days training and the first Indicator at Rutland Water over Easter.

The following two Indicators are at Parkstone and Weymouth in May and June. These select the Cadets for the Worlds, which this year are being held at Ribnitz in Germany during July.

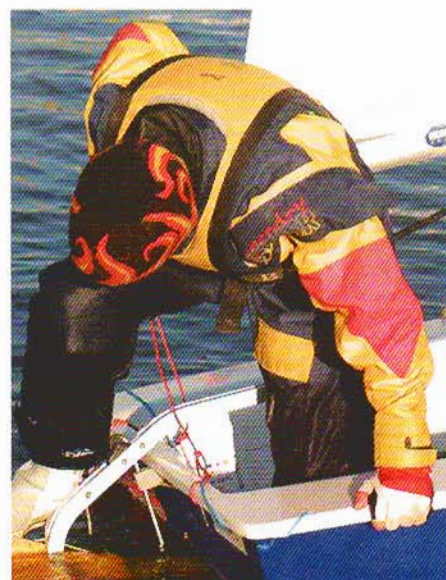
After the Worlds, the Cadets will be heading for Torquay during August for the Nationals, and the usual social events at Meadfoot!

Alison Husband



Following my result in the 2001 season in the Scott Bader Laser Radial Grand Prix circuit, where I achieved a ranking of 3rd overall, 1st Youth (Under 19) and 1st Junior (under 15), I attended the Laser Radial Youth Grand Prix circuit, where out of these 5 events in Holland, Belgium, Germany, Spain, and Croatia; and with up to 300 competitors, I achieved an overall European Ranking of 4th and 1st Junior.

My 2002 season will include amongst other major events, the Laser Radial Youth and Senior World Championships in Buffalo Canada. Fellow RYA Youth Squad members Dominic Hutton and Ben Paton from Lymington will be there too. The Laser Radial European Championships are in Austria, the European Youth circuit which will compose of events in Switzerland, Italy, France, Holland, Germany, and Croatia, along with the Scott Bader Radial circuit in the UK.



Summer Junior Regatta

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Annie Littlejohn retires from Wednesday Junior Sailing

In September last, Annie Littlejohn, who has been a member of the Club for 56 years, retired from Wednesday sailing. She has been a staunch supporter for the last nine years where her job has been to distribute the numbered discs and the coloured cards, which indicate the level to which the youngsters are working. Nowadays the children wear the discs and the cards around their necks but Annie recalls the original system when the children had coloured paper spots stuck on their foreheads. Unfortunately these fell off as soon as they came into contact with water!

To mark her retirement, Annie was presented with an engraved glass whisky tumbler. She says this glass is very, very special to her and she uses it with great pleasure.

Annie will be greatly missed on Wednesday afternoons.



Photo Jane Clegg

XODs HIBERNATION AND HEDGEHOGS

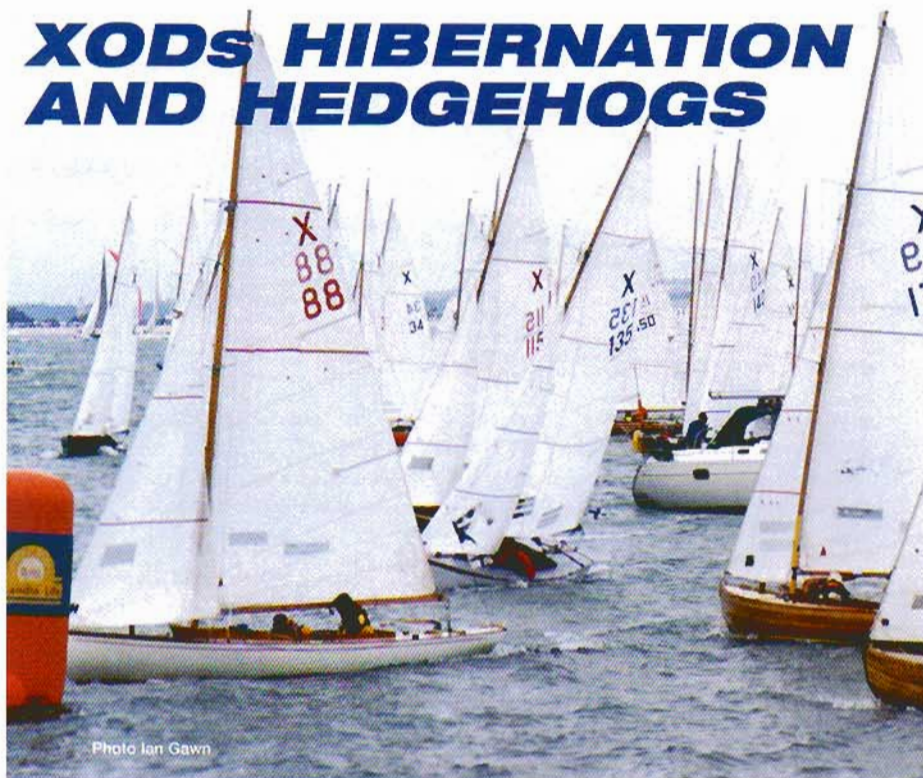


Photo Ian Gawn

At this time of year XODs are hibernating, like hedgehogs, in the corners of the New Forest barns, but the little grey cells of their owners continue to vibrate. The subject of this cerebral activity is XOD masts. Should masts continue to be fir (usually spruce) changed to metal or even, dare I venture, carbon fibre.

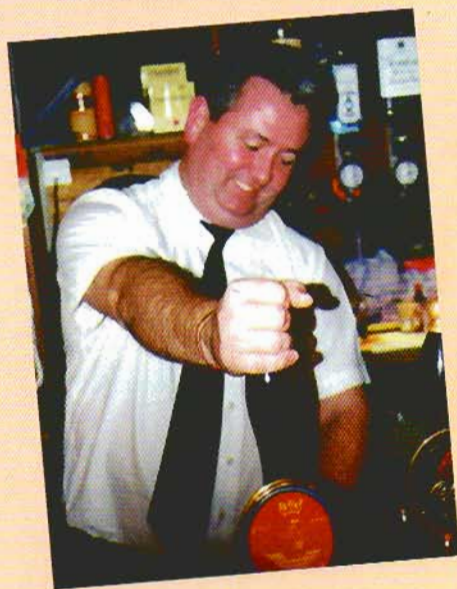
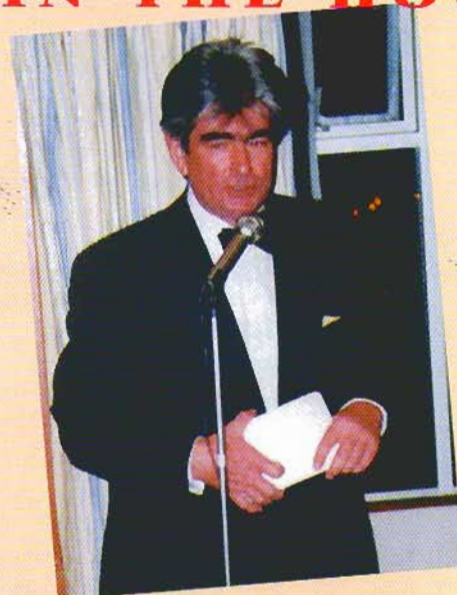
"At the present time consideration is being given to the possibility of accepting alloy masts within the Class-----". This quotation is from the history of the class published thirty years ago!

From the same history we learn that after the first major rig change in 1928 that, although by the end of 1933 most of the racing fleet had adopted the new rig, several yachts that did not make the change resigned from the Class. We would not wish upon ourselves a repeat of this situation.

The XOD Class requires a seventy five per cent majority to change a Class Rule. We proceed slowly and carefully – rather like handling hedgehogs.

Paul Driscoll XOD Captain

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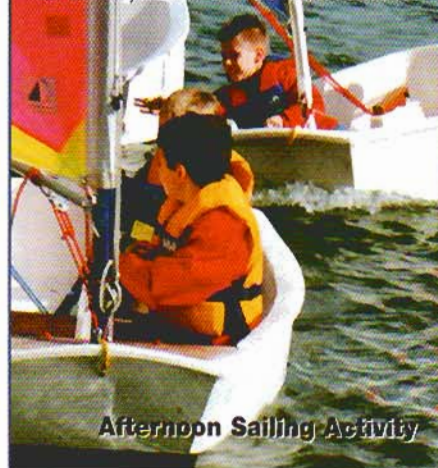
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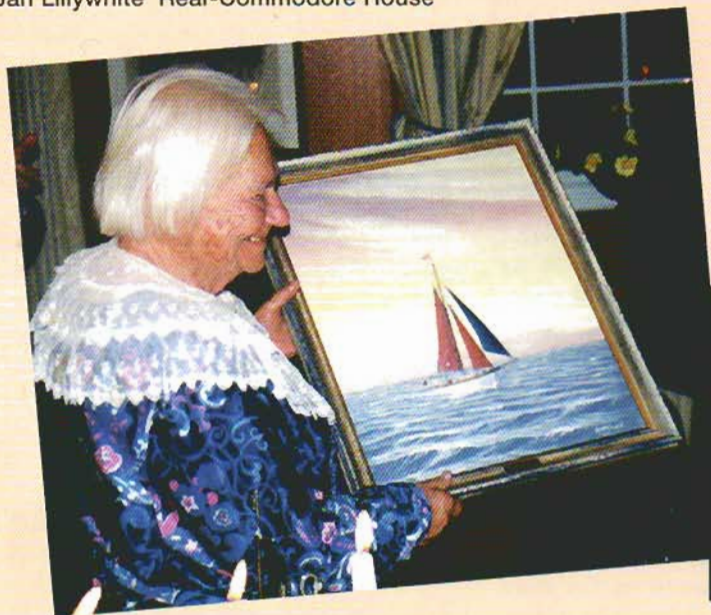
BE IN THE HOUSE IN THE HOUSE

It has been a very interesting and industrious time for the House Committee since we last reported in the Autumn edition of *Pottership*. The two Sub Committees, Bar & Catering and House Services, under the leadership of Chris Seddon and David Brett respectively, have aggressively reacted to their charters with the results of their labours hopefully now visible to members.

Major milestones within the House are the completion of the landscaping at the front of the Clubhouse, (our thanks go to Jane Clegg for all her advice and assistance), the re-organisation of the pictures around the Clubhouse (an ongoing task), action on cleaning, replacement of curtains and window cushions in the River Room and planning the re-organisation of the Pudding, Salad, Sandwich and paying area. Hopefully this will be completed by Easter. We are also investigating how to reduce noise level in the Bar area.

On the social side, events have been very well attended with the diversity attracting many different groups of people from our varied membership. Vince Sutherland very gamely accepted our challenge to organise the successful monthly Quiz Nights and also to join the House Committee. The ongoing challenge of providing a range of food to meet the budgets and tastes of the membership, whilst keeping up with the fast moving trends of our local restaurants, continues to be addressed by us in conjunction with our very able Catering Manager and his team. The House Committee and our loyal catering and bar staff will continue to provide social and house facilities which they believe the membership expects. We always welcome input from members in these areas.

Jan Lillywhite Rear-Commodore House



Top left: Speaker at the Annual Dinner, Malcolm McKeag, a past Rear Commodore now Chief Sailing Officer at the Royal Thames Y C.
Bottom left: Mark Fishwick in the bar. Above: The Club's commemorative gift, a picture of *Mary Helen*, the boat in which Helen crossed the Atlantic, presented to Helen Tew. Right: The Trafalgar Day Dinner at which Jonathan Hutchinson was the speaker.

Joining the Club?

Not as difficult as you think!

It is widely perceived that the procedure for joining the Club is lengthy and inflexible. This is not right.

The Rules state (in summary) that an applicant must have been well known for at least two years to the proposer and seconder, who must themselves have been full Members for at least five years unless the General Committee considers otherwise.

The reason for this is to ensure that newly

joined Members will be generally congenial to existing Members, and this is vitally important. However the General Committee is willing to consider alternative evidence to give comparable "quality control", such as letters of support from Flag Officers (or the equivalent) of other clubs – preferably but not necessarily sailing clubs – or strong letters of support from prominent Members of R Lymington YC. Provided the Committee is fully satisfied as to the candidate's suitability, discretion can be used regarding the periods mentioned.

There remains, of course, the fundamental criterion that a new full member must be 'actively involved in yachting'.

There have also been some changes to streamline the joining process, including:

- separate forms for completion by proposer, seconder and applicant, so that

these can be completed in parallel, and the Club and the applicant will know where any hold-up is being caused. It is still the responsibility of the proposer to ensure that there are no undue delays.

- no letter required in addition to the (revised) form to be completed by the proposer.

- the interviews with two General Committee Members can be combined into one meeting.

So it's less of a hassle than you may have thought. The Secretary or I will be happy to elaborate or answer any questions.

If you know any newcomers to the area who haven't known any Members for the two year period, and who you are confident would be good Members, come and talk to one of us about it.

David Wansbrough
Vice-Commodore

Volvo Ocean Race

At the time of going to press, after Leg 4 to Rio de Janeiro, Assa Abloy is in third position with News Corporation one point behind in fourth place.

ASSA ABLOY Crew



Jez Fanstone reports from Team News Corp

I sit here with just over a week to go until the restart in Sydney for the third leg, which will take us via Hobart to Auckland. We will be racing to Hobart with the rest of the Boxing Day fleet where we will have a 3 1/2 hour pit stop before heading across the Tasman to New Zealand where we began training for the race in June of last year. In Auckland we built the boat rig and sails, training until June of this year. When we shipped the boat to New York for the launch with News Corp. after which we sailed across the Atlantic in time for the Fastnet Race where we won our class by just 21 minutes. Since then

Below: Jez Fanstone, skipper of Team News Corp, on the podium receiving his leg three prize at Cape Town

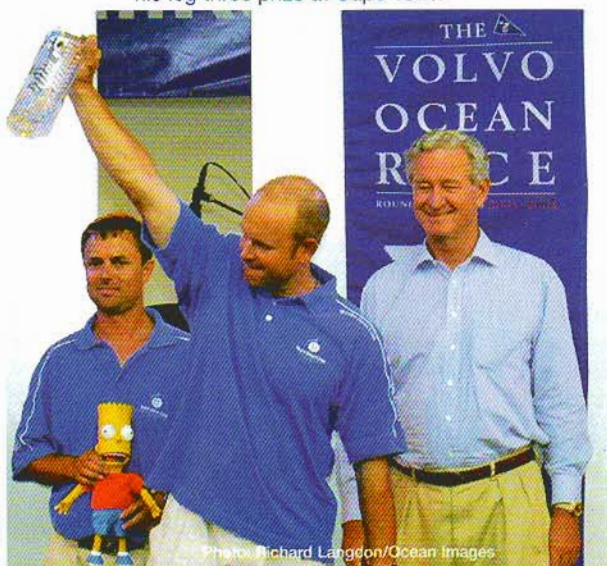


Photo: Richard Langdon/Ocean Images

we have travelled almost halfway round the world in the race but have as I write, only completed 2 of the 9 legs of the race, which this time have equal points so that a win in the Southern Ocean is the same as a win in the last 240 mile leg! The racing has been very intense with every imaginable wind so far from the drifting conditions of the Atlantic high to high sea surfing of the southern ocean where in one 24 hour period we managed to cover 452 nautical miles. It has also been extremely close with the places constantly changing whilst the first three boats into Sydney finished within three hours of each other after 6600 miles of racing. We have seen too many ice bergs for comfort and been through some boat breaking seas but boat and crew are in good shape apart from the odd bit of bruising. We are currently in second place overall, having two third places, and with a strong team and steady development we are looking to improve on that.

It was great to see a few familiar faces on start day as we left the Solent. This time the race finishes in Kiel so I will not have the pleasure of seeing the Needles appear on the horizon on our approach or pass the entrance to the Lymington River with its tell tale starting box and I still haven't come across roast potatoes as good as Michael's at the Club so those pleasures will have to wait.

Jez Fanstone
Skipper of Team News Corp

Leah Fanstone Team News Corp Shore Manager

My job involves the logistics for the boat, the sailing crew and the shore crew. I arrange all the travel for crew who fly in and out of port and the shore crew who fly around the world, and book the accommodation for the various ports. Having done the race before, I was quite sure it would be important to get onto the accommodation quickly to acquire some good choices in each port (before anyone else!), which meant going to Rio de Janeiro to check it out.

The movement of all the freight around the world is my responsibility – we have two 40 foot containers – they are both fully contained workshop containers and each one of them goes to certain stopovers – for instance, container A goes to: Southampton, Sydney, Auckland, Miami and La Rochelle. Container B goes to: Cape Town, Rio, Baltimore and Gothenburg.

Ken and Jackie Hay's daughter Eleanor sailed the first leg on *Amer Sport Two* and is now shore manager.

Jason Carrington, Assa Abloy, flies the flag before the start of the race

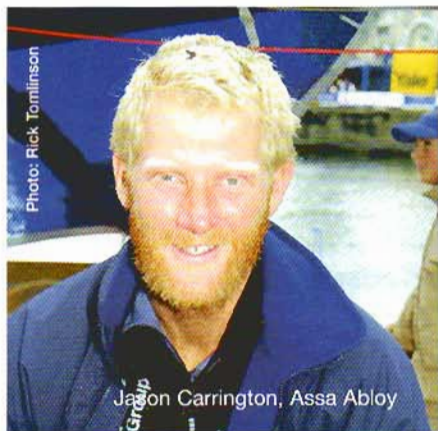
Jason Carrington, who many Club Members will remember in the days when he crewed for Peter Bruce on *Owl*, is now a top British Sailor and has extensive experience in building round-the-world racing boats. Jason master minded Assa Abloy's, novel lighter female mould construction, at Green Marine. The female mould method (to the layman constructing the boat the right way up) is a bit more complex and expensive than the traditional male plug. Assa Abloy is the only syndicate ever to build its VO60 boats using this method, but it makes maintaining the correct hull shape easier, which is crucially important as Green Marine built two identical boats in Southampton and Lymington. The



Photo: Ian Gawn

resulting lightness, finish and detailing has their rivals impressed.

Jason crewed three legs of the race on Assa Abloy. Although the boat won line honours in the Sydney – Hobart Race and arrived first in Auckland, sadly Jason collapsed on deck just outside of Hobart, to be hospitalised on arriving at Auckland



WORKING ON THE BLUE PLANET

When Kit Rogers and his partner, Jessie Lane, were contracted to work on the preparation of The Blue Planet wildlife series they needed to find a suitable boat. Fortunately, they soon found *Silurian*, a 60 foot ketch and sailed her from America to Lymington where they modified her for her new life. For an amazing two and half years, commencing in March 1999, they were working on location with the BBC film crews.

The Bahama banks were the venue for filming dolphins. The Azores proved ideal for filming ocean life and whales; on a second Azores trip they filmed the fantastic bait ball feeding frenzy. In the Mediterranean, off Southern Spain, they filmed pilot whales and off Florida it was barracuda.

In all *Silurian* and Kit travelled about 30,000 miles and crossed the Atlantic five times before returning to Lymington last Autumn. Jessie missed one Atlantic crossing because she came back to the UK for the birth of their son, Jonah.

Silurian has now been sold and Kit will shortly be delivering her to her new home in Tobermory on the Isle of Mull. Happily she will still be involved with sea life because her purchasers, the Hebridean Whale and Dolphin Trust, will use crews from schools in Scotland to carry out surveys in the region.



Jo Burchell – 'What 2001 was for me'

Last year was a fantastic year sailing wise for me, all culminating in the surprise and honour of being nominated for the British Nautical Awards alongside Helen Tew and Ellen Macarthur.

Initially I'd started the year not planning to do anything too hectic; however, as the spring approached and the invitations started coming in, the winter lull had taken effect and I said "yes" to nearly everything. Three months leaping around Europe from the French J24 nationals, to the Solings in Blackpool, then off to Ireland for the Royal Saint George Regatta, epitomised the perfect combination of social sailing and hard racing.

As the season wore on, the projects got tougher. The 65 strong fleet in Holland for the J Europeans tested the brain tactically and then the Fastnet tested not only mind but body too. Lorna Graham and myself entered again double-handed on our 35 foot HOD *Criterion*. As we left the Solent in 35 knots on the nose, picking our port crosses carefully through the 80 foot sleds that were screaming up behind us, Ireland seemed a long way off.

Everything broke in the first 6 hours; the jib sheets, the tiller extension, the hydraulic ram on the backstay, the windex dislodged itself falling off a particularly large wave and we had concerns about the stability of the lead we'd added above the keel.

Despite that first horrible night of hunkering in the cockpit, taking it in turns to steer and watch for starboard boats while waves crashed along the deck, we stuck it out. The weather did abate eventually and we had a cracking 4 days racing, finishing 3rd overall in Class 2 and being the first British boat home.

For me, all sailing from Scow evenings to short-handed offshores has its place on the pleasuremeter, and the more didactic a season, the more fun.



Jo Burchell and Lorna Graham (not a Club member) in the Fastnet 2001 finished 3rd overall in Class 2 and were the first British boat home.

I said in my last article that I would tell you a little more about the NAVTEX system. Navtex is part of the GMDSS by which important navigation and weather information can be transmitted from shore stations as text, to be received on board suitably equipped vessels. The various types of information are divided into categories and are transmitted at published times from the different coast stations. The range of each station is around 400 miles and they are spaced such that most of the coast is within range of at least one station, the transmission times are also chosen so that they don't overlap another station within range. The area around the British Isles is covered by

three stations in the UK, at Niton on the Isle of Wight, Portpatrick and Cullercoats and there are stations at Corsen in France and Oostende in Belgium, which between them, cover the Channel and UK waters.

Most yachtsmen fit Navtex equipment for weather information; this is transmitted from each station twice a day with weather warnings sent as soon as received by the station. It is not a weather forecast on demand system, as is sometimes believed. To get the maximum benefit from the Navtex system the receiver is best left on all the time you are on board to ensure you always have the latest forecast to hand.

Until recently the information available has been fairly general, it is transmitted on 518khz and is aimed more at commercial vessels often steaming several hundred miles a day! A new National Navtex service is now available on 490khz which will transmit inshore weather information up to 12 miles offshore. These bulletins include the general situation, forecast for the area and a three day outlook. This has made the service a lot more useful to yachts, but we will need to brush up on our French, if we are crossing the channel, as this service is transmitted in the local language, the 518khz messages are always in English.

The Navtex receivers available today, can all receive signals on both frequencies; with some you have to select the channel you want with a switch, though the more sophisticated units will receive both 518 and 490khz signals, leaving you to decide which to view. Popular units now have large LCD screens, which can often display an entire message at one time, but many people still like the traditional paper recording units where the printed messages can be saved in the ships log.

If you already have a 518khz Navtex installed and would like to be able to receive the new National service then it is usually a simple process to upgrade by replacing the antenna. The installation of a new system is fairly straightforward, being a longwave frequency antenna height is not critical and both the antenna and receiver are small, some units benefit from a GPS interface which enables them to automatically select the closest station. Like any radio receiver the Navtex can be susceptible to interference, which is often the problem when messages are missed, you can't hear the signal on the Navtex but you can check with a portable radio to see if interference is present on the long wave. More details of the system along with the transmission schedules can be found in most almanacs.

Peter Gribble

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More about the Windjet Project race visit
www.windjet.co.uk

Clubhouse Development



The response to the Questionnaire survey made it clear that Members generally would not welcome a major redevelopment of the Clubhouse of the kind that the General Committee, with the help of various sub-committees, was considering through 2000 and part of 2001. Such schemes would have involved significant extensions, either onto a third floor, or alternatively onto (or over) adjoining land. Although the benefits would have been great, so would the costs, and subscriptions would have had to rise significantly. This would have been unacceptable to many Members.

The Committee is now investigating the possibility of implementing a more modest scheme, which could achieve some of the same benefits, but at a fraction of the cost. This scheme would be contained within the existing Clubhouse area, and would concentrate on the ground floor and the forecourt. Main objectives would be:

- To make the Old Sail Loft area more useful and much more comfortable and more welcoming to use. In particular, this would greatly improve shore-based facilities for Junior Sailing and for Committee meetings.
- Relocated and improved Chart Room.
- Relocated and improved Race Control Office.
- Much improved forecourt area, making it more useable for social elements of regattas and other sailing events.
- Improvements, without significant reorganisation, to bar and dining areas

and possibly the library.

Very preliminary indications are that most of this could be achieved at a cost of no more than £200,000.

If this is confirmed by further analysis, the Committee's intention would be to finance this work by the issue of new debentures to Members. Debentures are in effect loans to the Club from Members, on an entirely voluntary basis. Rather than paying interest on these loans, the Club would make corresponding reductions to the subscriptions of participating Members. This would offer tax advantages to taxpaying Members, and thus increase the effective interest rate paid.

The effect of this debenture scheme would be to spread the cost of the development work over a period of fourteen years, and so have the minimum effect on subscriptions generally.

Full details will be advised to Members as and when the arrangements are finalised.

Meanwhile the Committee is trying to negotiate with the New Forest District Council an option to buy the adjoining land, which might be needed for a more ambitious redevelopment at some point in the future.

The Questionnaire Survey

The Survey of Members' views and opinions carried out in the late summer of 2001 was an unqualified success.

Seven hundred Members sent in

completed forms, and most of these had clearly taken a lot of care, and a lot of time, to make sure that their views were well thought out and clearly expressed. This means that the General Committee can now be confident that it understands the views of a representative sample of Members as a whole, or at least of the more active Members, on a wide range of important issues.

The Committee would like to express its sincere thanks to all Members who responded. It will certainly help the Committee to manage the Club in a way, which accords with the majority of Members' wishes.

It was very clear that the great majority of Members are satisfied with the Club as it is, and are very glad to be Members. The high level of unprompted favourable comments about the Club generally, and about the staff in particular, was most encouraging.

However, many criticisms were made about individual aspects of the Club. Almost all of these were constructive, and were clearly made in the spirit of wanting to make a good Club better. A more detailed summary of the findings was circulated to all Members at the AGM.

The Committee and several Sub-Committees are now studying how these suggestions can best be put into effect, and we hope that Members will soon see the resulting benefits.

David Wansbrough
Vice-Commodore



**HOW WELL DO YOU
KNOW YOUR HOME
WATERS**

WHERE ARE WE MOORED?

Answer

looking North West
Harbour just above Hardway Sailing Club
The Fareham Channel, Portsmouth

The Current Cruising Scenario



It could be that some of our Members might think that our Club's cruising mainly consists of a few organized Meets during the season. Far from it, for while

these do take place and create fun for those that attend, at the same time a lot of real distance cruising takes place!

Sadly, there is only space here for a few. For the last three years Mike Pocock, a Member here since 1951, has been Commodore of the Ocean Cruising Club. Now retiring from this he is handing over to another of our Members, Alan Taylor.

Last summer, Mike and Pat, already circumnavigators, sailed out to the Azores in *Blackjack* (Mike's own design), thence to Newfoundland and back to attend an OCC meet in Falmouth.

This same summer Alan Taylor sailed back from the Caribbean mostly single handed in *Bellamanda*, his Bowman 40. He came via the Azores to return his boat home and his amusing short log will be in the chart room shortly.



Top left: Pat and Mike Pocock departing in September 99. Above: Close but not too close, *Blackjack* at 52°10'W homeward bound from Newfoundland, August 2001

The Club has several circumnavigators in its ranks, and more on their way around. Hopefully in future issues we can cover some of these.

You will all know by now of Helen Tew, perhaps the oldest person to complete a transatlantic circuit and in one of the smallest boats, and a member since 1950 to boot. Other Members keep Ireland and Scotland busy, several of our burgees fly in the Mediterranean, the Canaries, and all down the Brittany and North Spanish coasts.

In other words, we can all be proud of our Club's continuing cruising expertise and adventurous spirit.

George Tinley
Captain of Cruising



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Then, having established your preferred proportions of the ingredients you may, if you wish, progress to two or even three yolkers.

Leonard Wesson

Or as the late and much lamented
Spike Milligan had it:
"A sure cure for seasickness
is to sit under a tree"



Junior Model Boat Race



Ten monohulls and eleven multihulls reflecting a wide variety of design influences came to the line for this annual classic. A heavy frost on Christmas night left the New Forest Setley Pond racecourse strewn with sheet ice on Boxing Day morning. However, bright sunshine (and the Salterns sailing club rescue boat turned icebreaker) enabled the racing to start after twenty minutes postponement. Four races were completed for each class (monohull and multihull) in a 6 to 8 knot north-east breeze.

In the Setley Cup (monohulls) it was to be a battle between the sleek red-hulled yacht *Planet* of Danny Tewy's, finishing first and the beamy but powerful white



Photo: Yachting and Yachting

boat *Robber* of Aron Merton, both Stuart Jardine designs. Micole Donvitto secured the multihull class, Seahorse Trophy with his John Doerr design. Thomas Dudley was fast learning how to control his Claridge design and finished second, just one point behind Micole. Some excellent construction work was in evidence; a little carbon fibre was in evidence, but lemonade bottles, garden cane and supermarket bags still prove to be highly competitive for this event.

Top tip for next year (courtesy of Nick Hassell): Make sure your wellington boots are at least as high as your yacht's keel is deep.

Stuart Jardine

WINDJET PROJECT

The Windjet project, a unique British campaign to break the Wind Powered World Speed Records on land, ice and water is growing ever closer to breaking the first of the three records. Twenty five year old Richard Jenkins is project leader and pilot, and project manager Richard Down are both members of the Club.

The land craft, built by Green Marine of Lymington, combines Formula One racing technology with cutting edge aircraft and sailing aerodynamics resulting in a sleek, highly efficient vehicle that has already set a new British record of 113.4mph, 3mph away from the current world record!

The land record is only the beginning; by changing the wheels for skates, the craft will challenge the ice record of 146mph, which would make Richard the fastest naturally powered human on the planet!

The project climax however is the water record. Summer 2002 will see the revolutionary craft unveiled in the Solent, a design that will represent a fundamental leap in sailing technology. The yacht is the result of over four years of research and development in laboratories, wind tunnels and on open water. Prototype tests have demonstrated that the craft could not only shatter the current record of 46kn, but also break the now legendary 50kn barrier by a considerable margin.

The project still lacks a title sponsor, which will be key to ensuring that this unique project can continue to fruition and bring three World Records back to Britain.

Richard Jenkins

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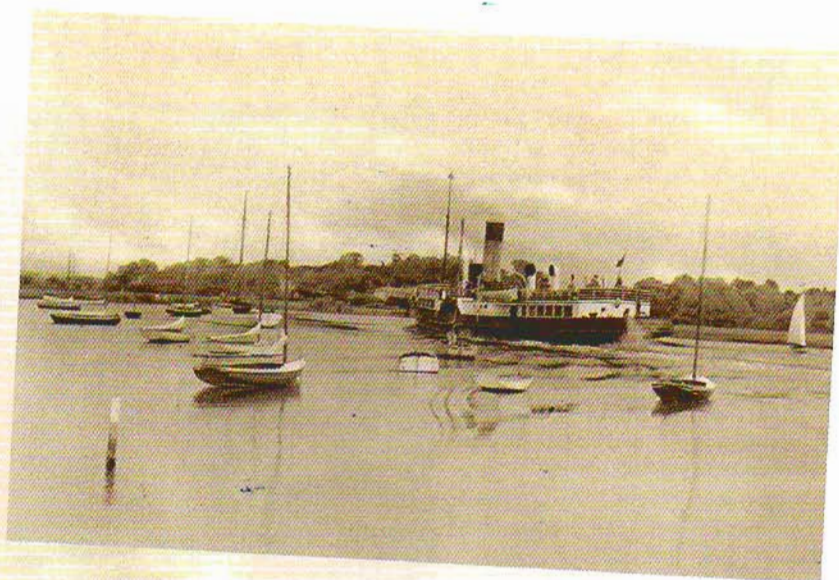
in the Bar and the new

help pay for a wide range of

The Club Lottery is promoted by Members of the Finance Sub-Committee

Club Archives

Right: View from the Club. The ferry *Freshwater*, built at Cowes and launched in 1927, was 159ft long, 264 tons and carried 300 passengers. She was requisitioned for war service and the alteration in paintwork suggests the photograph dates from the late 1940s.



Left: Royal Lymington Yacht Club with the *MV Lymington* in the background a roll on roll off ferry which started running in 1948. On the far left, in front of the Club, is the wartime air-raid shelter, which was demolished in the early 50s. In early pictures pre-51 the gaff on the mast is in-shore, so confirming dating of the picture to early 1950s. The jetty in the foreground was the public pontoon – the tall pile showing holes was an old bowsprit, the motorboat *The Gem* is on the slip where Dan Bran kept his boat.

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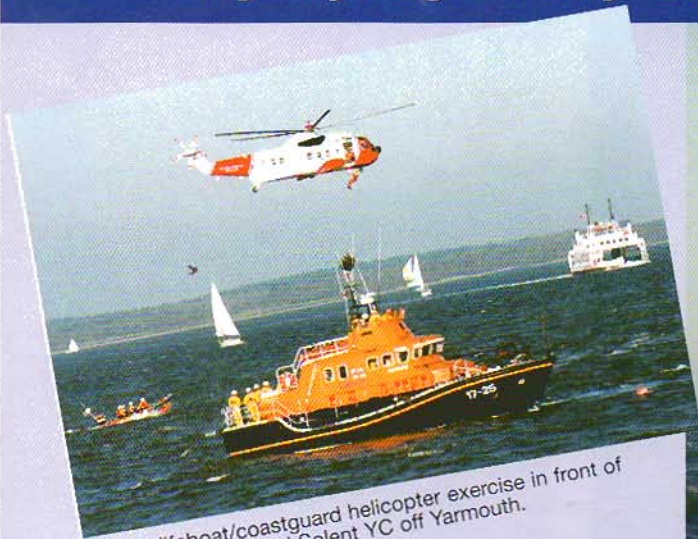
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Royal Lyminster / Royal Solent Needles Relief Event



RNLI lifeboat/coastguard helicopter exercise in front of the Royal Solent YC off Yarmouth.



Highlander won the Needles Relief Race.



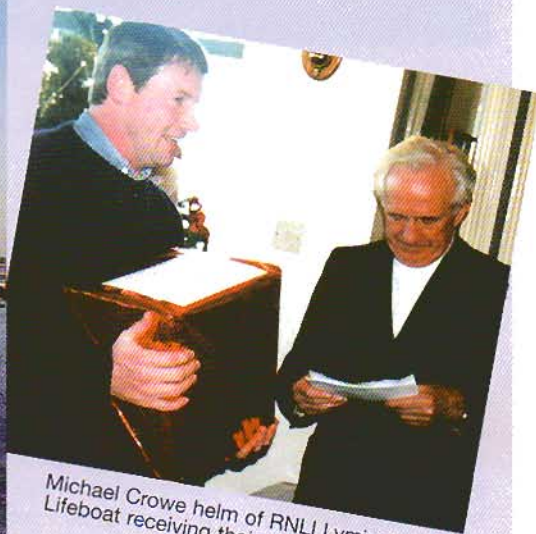
Mac MacDougall skipper of Highlander and organiser of the event



Hurst Castle Ferry leaving our Club pontoon, ensuring all who wished could attend this enjoyable event.



Mainframe and other yachts crossed the Solent to join the seasonal hospitality including carol singing.



Michael Crowe helm of RNLI Lyminster Lifeboat receiving their gift of gratitude.

All pictures by Mike Saunders

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A Challenge for Children with Special Needs

I work with children with severe learning and/or physical disabilities and recall thinking how brilliant it would be for them to experience being on the water. I eventually found Roly Stafford, who was calm and reassuring and arranged everything.

It was a warm sunny afternoon with a breeze ideal for sailing, I was told. The kids were amazing to watch. For children with learning difficulties it was sensory paradise, their enjoyment was apparent just by the looking at their faces. I am really grateful to everyone who helped to make the event so successful.

Dorothy Haden

Hampshire County Council Social Services

Roly writes

Clearly we could not use the river, but the Salterns Sailing Club kindly agreed to the use of its facilities. The logistics were interesting: twenty one children aged 7- 14, twenty one carers plus a nurse, a supervisor and four supernumeraries (forty two on the water were too many, so half played in Woodside gardens whilst the others sailed and rowed); Scows to be towed from the Club to the Salterns; thirty Wednesday Junior Sailing buoyancy aids, hopefully fitting the children and carers; some eighty large, prenamed, stick-on labels with neck disks for the children.

Over thirty adults and young people mostly from Wednesday Junior Sailing, gave their time (forgoing the J's racing round the Island), including six very experienced Scow instructors, a rowing party of half a dozen, two experienced Oppie sailors (Robbie & Maria Claridge) rounding the marks to show how it can be done by the young, a wading party in the water to provide confidence and prevent unnecessary collisions, a substantial shore party to process the children and carers, and very importantly, tea and doughnuts for eighty arranged by our Club Secretary.

Smiles with no tears was more than sufficient reward for those who helped.



SPRING SERIES 2001 FIRST RACE

The setting, Committee Boat Mainframe anchored near Berthon with a strong, chilly wind blowing from the north-east.

Race Officer to Marklayer

Please proceed towards Sowley - i.e. to lay the windward mark.

Dragoon

Roger - on our way.

3rd crew member

Where are we going - you seem to know?

Cox'n

To the vicinity of Sowley boom beacon - as requested.

2nd crew member

Oh, I thought the Race Officer said towards Surrey which I did not understand!

Robin Markes

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A GREAT YEAR FOR CONTESSA 32 SOUTH HAZE

South Haze is 21 this year, and I have owned her for 15 years and raced her for eleven years. The crew are nearly all RLYM members, with this year Rory Paton as main helm, Stuart Paton as main 'catch all', and other crew, Caroline Mitchell, Dan Smith, Rhiannon Jones, Ned Neve, Sarah Small, John 'Canada' Akitt, Rob Perera, Rob Malcolm, Helen Pawley and Chris Bunce, achieved great success in Contessa 32 racing in 2001; at the commitment dinner in January (where crew, over much beer and wine, sign up in blood for the year's racing!) we expected a good year - having moved up through the fleet over the last ten years, (with about forty improvements to the boat/sails/crew), to win six Trophies in 2000, coming 2nd at Cowes, 2nd in the Nationals and 3rd Round the Island. Also Jeremy Rogers had done a super job in restoring *South Haze* two winters ago, and I had been persuaded to buy new sails from Peter Sanders. However 2001 exceeded all our hopes: -

- eighteen wins in twenty six races, (with six 2nds and only two 3rds).
- nineteen Trophies out of twenty six available. (One still in dispute!)
- Cowes winner with six wins and two 2nds.
- Inshore points winner (first half, second half, overall).
- Victor Ludorum winner.
- Round the Island winner.



- Cowes Saturday cup.
- 2nd in the Nationals (again on last race!)

South Haze was also a tied winner of the overall Black Group (big boats!) at Cowes, with a wonderful presentation to the whole crew at the RYS by Shirley Robertson.

I had declared we could not give up until we had won Cowes, Round the Island, and the Nationals in the same year, and if we did I would go cruising, so it is fortunate we came second in the Nationals! Never the less we will probably sack Rory as

helm, and give Stuart a go in 2002!

For me winning has been good, but more importantly we have had great fun (on and off the boat!), teamwork, friendship, and wonderful support from the ground crew (lead by Coral).

South Haze will try again next year!

The Club Contessa Class

One of the highlights of the year was in May when the Contessa fleet visited Lymington for the regatta at their 'spiritual home' and thanks to the efforts of Damian Dingwall and his race team, we managed to get good racing despite a distinct lack of wind. On the Saturday evening we had a drinks party at South Hayes, (the house not the boat!), and eventually persuaded people to leave for a splendid dinner at the Club. *South Haze* certainly benefited from all the local knowledge, from Sunday mornings and Thursday evening racing to win the weekend.

We also had team boat racing for Contessas' for the second year, very well organised by the Royal Southern Yacht Club. Team boat racing started from an idea I had about match racing, from seeing old pictures of Contessas racing in the Lymington Cup in the Pottership some time ago, which Rory took up with the CO32 Association and came back as team racing.

The event, which drew the strongest boats with the weakest boats based on the season's results to even things up a bit, certainly improving boat handling, rules knowledge and camaraderie within the fleet and been huge fun.

Notable newcomers to the Contessa fleet were *Fresh Herring* owned by new Club members John Corden and Anne Merryweather who recorded a fantastic third place overall in their first CO32 regatta and 4th place at the Nationals. Also Angela Mitchell and her *Snowflake* all girl crew joined *Connie* for the season and continue to improve. David Cox, who started Contessa racing at Cowes, decided to slow down after twenty five consecutive years at Cowes week in ATV and he is thanked for a huge amount of effort for the class over many years. There's talk of at least five boats taking part in the Spring series, so if you have a CO32, six boats and we will have our own class.

Whilst racing is taken fairly seriously the partying is almost as important and new boats are always made very welcome to the fleet.

John Holloway



Stuart, Dan, Canada John, John H, Caroline, Rory and Rhiannon - the winning CO32 team at Cowes last year.

CLUB SAFETY BOAT COURSE

The General committee has now laid down the minimum standard for those in charge of Club RIBs is RYA Level 2 with specific training on our own policies and operating procedures



On five Wednesday afternoons this winter, a keen band of twenty five RIB drivers turned out come rain or shine to learn how to drive safety boats better. We used the RYA Safety Boat Course syllabus as a guide but tweaked the course a little to emphasise those areas that we, as a Club, find most applicable. Many were helpers from Wednesday Junior Sailing, some help at the weekend or on Monday evening. They learnt about, then practised, mark-laying, recovering sailing dinghies which were inverted with masts stuck in the mud, how to find a tennis ball dropped somewhere in the Western Solent, 101 ways of rescuing a dinghy stuck on a lee shore and how to tell the difference between asthma, hyperventilation and hypothermia!

If you want to attend the Powerboat or Safety Course or help on a RIB, speak to Melanie in the Club Office. You will be welcomed, given the opportunity to drive a RIB under supervision and if you are enjoying it and continue helping, you will be asked to attend a basic Driving Course and after some experience as a qualified driver, a Safety Boat Course.

Roger Wilson
Principal RYA RTE

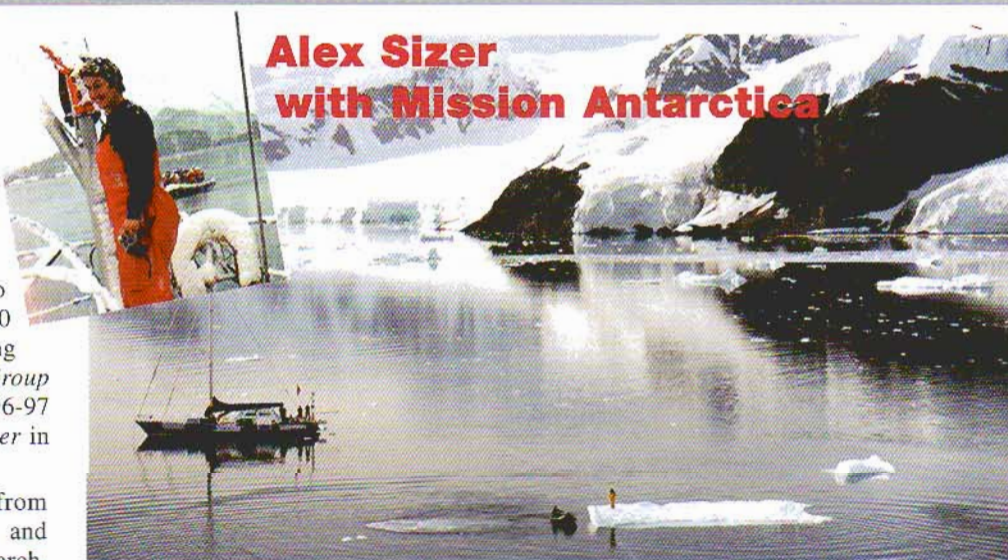
The yacht 2041, an ex BT boat, is the communications flagship for the Mission Antarctica charity, whose key objective is to remove over 1000 tonnes of scrap metal and waste oil from the Russian Base of Bellingshausen in Antarctica.

On board as Mate is Alex Sizer who has been a Club Member for about 20 years. Alex has an impressive sailing career which includes sailing on *Group Four*, the winning boat in the 1996-97 BT Challenge and crewing on *Ecover* in the recent EDS Challenge.

2041 arrived at Bellingshausen from Cape Town just before Christmas and will stay in the Antarctic until March. Young people and corporate sponsors of the Mission Antarctica who visit Bellingshausen to watch the clean up operation will also join the yacht for a 7 to 10 day trip to see some untouched areas of Antarctica. Four of these fabulous trips are planned.

In March, *2041* plans to return to Cape Town via South Georgia. She will then be taken out of the water and trucked to Johannesburg to the World Summit in September 2002. On her hull, in the form of a petition, will be the names of those who have pledged to support Mission Antarctica in its efforts to ensure the preservation of Antarctica as the last great wilderness on Earth.

Alex Sizer with Mission Antarctica



...key objective is to remove over 1000 tonnes of scrap metal and waste oil from the Russian base of Bellingshausen in Antarctica.

