



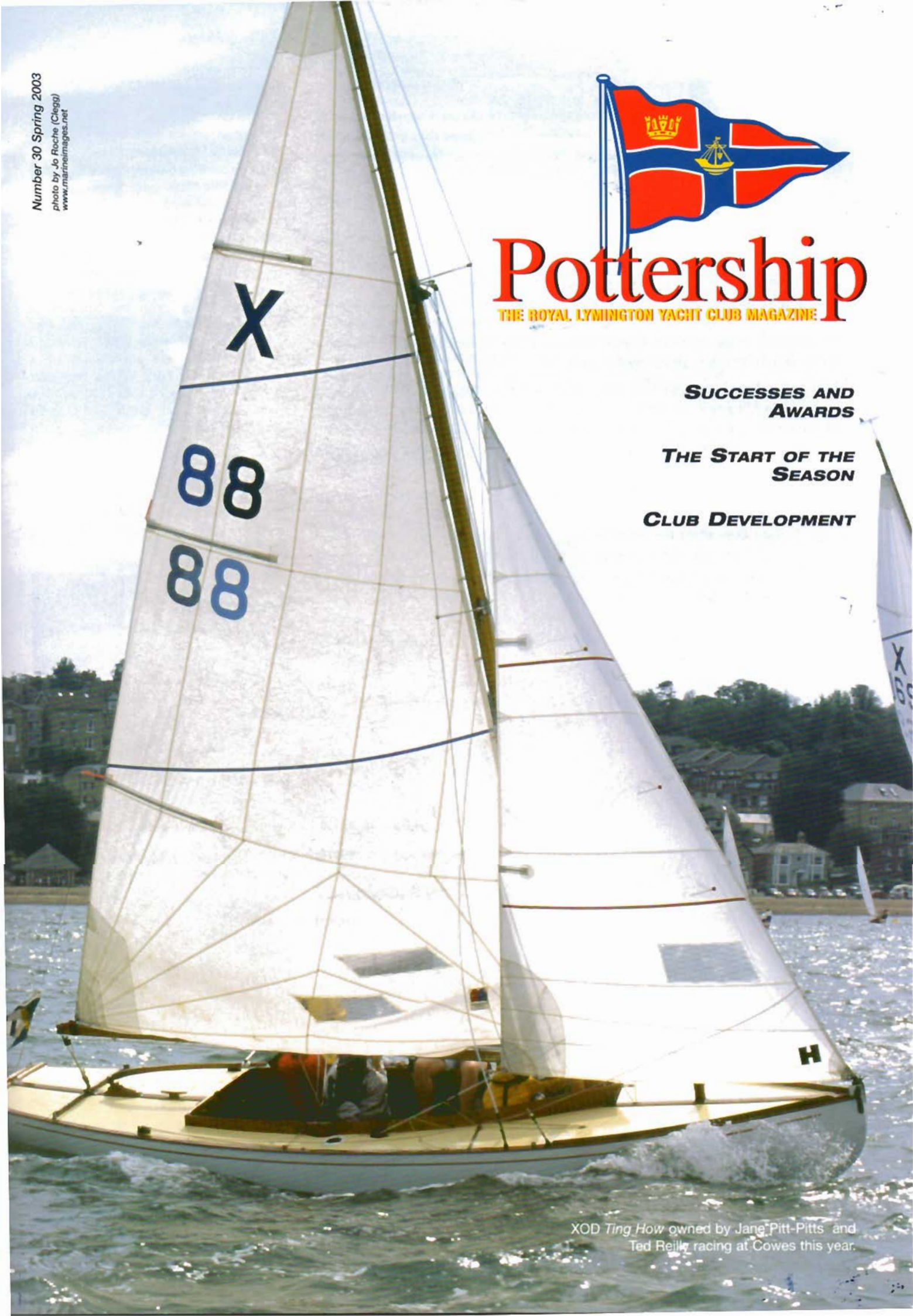
Pottership

THE ROYAL LYMINGTON YACHT CLUB MAGAZINE

**SUCCESSES AND
AWARDS**

**THE START OF THE
SEASON**

CLUB DEVELOPMENT



XOD Ting How owned by Jane Pitt-Pitts and
Ted Reilly racing at Cowes this year.



Commodore's Comment

As I look across the Solent at the start of what promises to be a very fine day, I can only hope that it is a foretaste of a fine sailing Summer to come. However, I have no doubt that there is some less welcome weather to come in between, but let us hope that it does not hinder pre-season work on our boats.

It is that time of year when we say farewell to Officers and Members of the General Committee who have served their time, so at the AGM we bade thank you and farewell to our Rear Commodore Sailing, John Bence, Malcolm Raiser, our Treasurer for five years and Committee Members Jane Brett, Adrian Jardine, Rory Paton and Rod Perry. All of them, in their individual ways, have made a great contribution to the life of the Club and we thank them most warmly.

There are other changes as well: Jenny Wilson hands over as Captain of Juniors to Amanda Dingwall (stalwart organiser of so many Junior Regattas), Nikki Thomas takes on the Optimists from David Minors and Ado Jardine becomes Captain of XODs. There are also several Members who have served their allotted span on the various sub-committee and we thank them as well.

We welcome Jane Pitt-Pitts as the new Rear Commodore Sailing and Gill Barron as Treasurer, together with the five new members of the General Committee, whose details appear on the opposite page. However, it saddens me personally that of more than 1700 full Members, only 170 voted in the election of General Committee members. Similarly, just over 100 full Members attended the AGM on 2 February, and my guess is that there were none under forty years of age and few under fifty who were present.

My New Year message, therefore, is that this is YOUR Club, and if you want to influence its development and future, and expect it to be here for you in years to come, you need to make your voice heard. Therefore do, please, vote in elections, and do come to meetings, of which the next few will be of vital importance to the future of your Club. Your committees work extremely hard on your behalf and deserve your support.

Enjoy your sailing this year.

Andrew Tyrrell Commodore

A new Rear Commodore Sailing....

Our newly appointed Rear Commodore Sailing is Jane Pitt-Pitts aged sixty-four, widowed with two grown up children, and now retired from farming and running her own business. She has been a member since 1951, and has considerable experience in racing dinghies and keelboats, having won the Macnamara Bowl, and the Scow Nationals. She owns or part owns a motorboat, XOD, Scow and a Kayak, whilst she has crewed on a Fastnet Race, the *Lord Nelson*, and with the blind in the 70 foot *Rhona*. As an RYA Open Meeting Race Officer, a General Committee Member 97 to 99 and Captain of Racing 99 to 02 she brings a wealth of experience. The Rear Commodore Sailing burgee was presented to Jane at the AGM by John Bence who commented that the burgee on a pole the size suitable for a cruising/racing yacht would look interesting on her Scow.



Club Treasurer.....

In challenging times Gill Barron takes over as Club Treasurer. Aged fifty-six Gill has a degree in Business Economics, specialising mainly in accountancy. She is also a qualified teacher of business subjects. For 20 years she has been finance director, company secretary and part owner of a company that provides training and software to help



successes and awards

Peter Barton - Silver at the ISAF Team Racing World Championships



Peter Barton is a General Committee Member and he is frequently to be seen participating in the Club dinghy racing programme. Peter helmed one of the three

420's for GBR2, helping to win Silver in the Team Racing World Championships.

The event was held in February, at Viaduct Harbour, outside the America's Cup Village, in the heart of Auckland, when GBR2

beat GBR1 and IRL1 to reach the final against USA2.

The Team Racing World Championships needs great skill, teamwork and stamina to sail the large number of races with such success. Congratulations Peter.



Nick Rogers and Cathy Foster bid for the 2004 Olympics in Athens



Nick Rogers sailing a 470 has spent the winter training in Las Palmas, Canary Islands and during the Spring he has benefited from the RYA Training Sessions in Palma Majorca, making three separate visits. Preparations are for the Cadiz World Championships, when the selection for the 2004 Games will probably be made. Nick's new 470 arrives in March. We wish him every success.

Cathy Foster and her crew chartered a Yngling at the end of January to compete in the Rolex Miami Olympic Classes Regatta, hosted by Key Biscayne Yacht Club, where they were placed fifteenth out of twenty-four. In the second regatta, the U.S.A. Sailing Yngling Pre-Trial

people make sense of financial statements. Gill's Club experience includes the General Committee, Treasurer and Web-master of the Scow division, assistant editor of Pottership and a member of the Communications Working Party. Gill races and potters in a Scow, is an Ocean Yachtmaster and cruises a 40ft cutter, *Stella*, with her husband, Mike.

....and five new General Committee Members



Philip Batten aged sixty-four has been a Club member since 1987. He learned to sail in a YW Cadet as a junior member of Christchurch SC and Parkstone YC. After his RAF pilot training he served for 30 years as a pilot with BOAC/British Airways and Virgin Atlantic on world-wide routes, and returned in 1974 to live locally. He has been an owner successively of Westerly, Sadler and Moody cruisers whilst his present yacht *Pyewacket*, is a Moody Eclipse 33. Philip has enjoyed extensive summer cruises to north and south Brittany, Netherlands and South Coast UK, also one Atlantic crossing as crew member in the ARC race. He has three years experience on the Cruising Sub-Committee and four years on the General Committee.

Debbie Brown is the RYA Sailability National Training and Development Manager responsible for the national programme of disability awareness training, volunteer investment and club

accreditation. Debbie also manages special community projects such as the Sunsail sailing holiday for disabled Hampshire children, and is a Member of the Chartered Institute of Personnel and Development, specialising in learning and development. In 1994, Debbie was team manager for British Team at the World Blind Sailing Championship in Australia and organiser of 1996 World Championship at Portland. Debbie started sailing in 1982, racing Fireballs and 505s, being the class secretary from 1986-1990. Sailing Folkboats since 1997, she is currently Lymington Class Captain, and has cruised the West Country, Northern France and the Channel Islands.



Mary Falk aged fifty-six joined the Club in 1986. She is a shorthanded ocean racing enthusiast and holder of the 35 foot monohull record for the single-handed transatlantic race with her current boat *Q11*. As a former Flag Officer of the Ocean Cruising Club, also having served on RWYC Round Britain and Single-handed Transatlantic Race Committees and on the International Sail Training Association Committee, her experience will be valued. Mary was a partner with solicitors Farrer & Co for over 25 years (bringing legal expertise to the General Committee) and retired at the end of 2001 to Lymington, where *Q11* and previous boats have been berthed since 1982.



Geoff Holmes has been a member since 1983, aged fifty-nine and retired from a career in the computing software and services business. He has sailed cruising boats for more than 30 years, beginning with a Westerly Centaur and then a Nicholson 31. His present boat, *Mainframe*, is a Nicholson 476 which he sailed to St Lucia in the ARC in 1999, returning the following year after extensive cruising. Geoff was on the General Committee from 1993-96, and led the project to install the Club card system. Geoff was on the Cruising Sub Committee 1996-99, and organised the well-received debate on 'Heavy or Light' cruising boats.



Robert Williams was CEO of a Danish public company, now aged sixty-two he is retired. He started dinghy sailing in 1947 and Club sailed a GP14, Merlin Rocket and Firefly until 1958 at Bolton SC and Forelands out of Broadstairs SC. Robert also sailed dinghies and crewed keelboats in Cape Town (1958-61). During the 70s he taught youngsters to sail whilst living in Lincolnshire, and raced Mirrors on Rutland Water and at Aberdovey. In Lymington he has owned a Wayfarer, part owned a Feeling 720, owned a Westerly Griffon and crewed XODs since 1989. Robert is a RIB driver, has just sold his Seaward 23 motorboat and is looking for a yacht.



Regatta (where the Americans select their squad) Cathy was thrilled to be placed equal seventh out of twenty-one and second in the last race.

The Team are now able to order their new boat, thanks to an anonymous local donor. This is an essential part of their build up since only boats built in the last two years from registered moulds can compete in the Yngling Women's Worlds in Cadiz in

September. The Team have also received considerable help and support from Club



members.

Ben Ainslie ISAF World Sailor of the Year and Yachting Journalists Association Top Yachtsman

Ben Ainslie was voted World Sailor of the Year when he received the award in Cyprus following his outstanding debut year in the Finn, winning the World and European Championships as well as the Greek Pre-Olympic Regatta.

Also the Yachting Journalists Association has voted Ben the top yachtsman for the third year in a row – unprecedented in the award's forty-seven year history. Congratulations.

Ben commented "The Olympics are the real focus right now and with the new Volvo sponsorship for my campaign I can now just get on with training and competition without worrying how to fund it". We shall look forward to seeing him working with our Juniors in the



photo Jo Roche (Clegg)

Volvo Champion Club Scheme and the Volvo Musto Optimist Sailing Programme. The Club is very proud of

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PETER ANDREA TROPHY FRIDAY 27TH DECEMBER

Twenty five Junior sailors turned up for this year's Trophy, sailed in Lymington River Scows. Conditions were again ideal with a moderate SSW wind and neap tides. Three age groups sailed in the heats of 8/9 boats with the top three from each fleet moving forward into the final.

Again this year with a good wind the Senior sailors were able to come out on top.

The racing throughout the event was very close, Ben Paton coming through strongly in the final to win, with Pippa Wilson just beating Richard Mason for second place by having the better count back. Here are the results:-

Heat

Junior Fleet (under 13 yrs)	Intermediate Fleet (under 15)	Senior fleet (over 15)
1st Mark Minors	Ben Muskett	Ben Paton
2nd Hannah Snelgrove	George Minors	Pippa Wilson
3rd Sam Muskett	Richard Mason	Adam Richards
4th Mark Trevis-Bell	Peter Trevis-Bell	Poppy Husband
5th Molly Bridges	Sophie Weguelin	Jo Weguelin
6th Connie Stock	Oren Richards	Rupert Stock
7th Paul Minors	Jasmine Husband	David Putt
8th Pip Weguelin	Robyn Stock	Charlotte Lawrence
9th Thomas Dudley		

Final

1st Ben Paton (Senior Fleet)	2nd Pippa Wilson (Senior Fleet)
3rd Richard Mason (Intermediate Fleet)	4th George Minors (Intermediate Fleet)
5th Adam Richards (Senior Fleet)	6th Hannah Snelgrove (Junior Fleet)
7th Ben Muskett (Intermediate Fleet)	8th Sam Muskett (Junior Fleet)
9th Mark Minors (Junior Fleet)	

Once again many thanks to everyone who helped run this event, especially Jane Clegg ashore recording and sorting out the final positions. To Robert Weguelin and crew in the RIBs, to Mary Ann Jardine allocating the prize money and finally all those on the Bridge, many thanks. As usual all went very smoothly.

Stuart Jardine - PRO



RYA AWARDS

John Doerr received an RYA Award for long serving volunteer work and support of the RYA.

John Doerr is one of the best known international judges and umpires in the world of sailboat racing. Prior to becoming a judge he was a past world champion in the Wayfarer class and also sailed Finns in the late 70's. He has been as ISAF International Judge since 1987 and an Umpire since 1990. He runs the Umpire training seminars for ISAF and is a past member of the ISAF Racing Rules Committee.

For the past 10 years John has been a stalwart supporter of the RYA Racing Rules Committee and has helped to develop the umpire judge training scheme. As the rules advisor to the British Admirals Cup Team and the British Olympic Team, he advises the Nation's top sailors when involved with on the water incidents.

John's greatest achievement was probably being nominated the Chief Umpire and Chairman of the International Jury for the America's Cup in 1995 and Chief Umpire for the Olympic Sailing Regatta in 1996 and 2000.

John is an outstanding judge and umpire and always takes time to explain jury decisions to the parties.

Although a technical expert he has a rare ability to be able to communicate sympathetically and effectively to a wide range of racing sailors.

On the pontoon at Gin's Farm on the Beaulieu River this touch of humour was overheard.

Skipper's Wife: Please could you take me out to our boat?

Boatman: Are you a member?

Skipper's wife: Oh yes. We belong to the Royal Lymington!

Boatman: There is just one problem, this happens to be the Royal Southampton launch.

RLymYC PENGUIN TROPHY SUNDAY 29th DECEMBER

Eighteen Club members with ages ranging from 8-70 turned out for this regatta in Scows. A moderate to fresh westerly wind brought frequent showers but did not discourage the sailors enthusiasm. Heats were run by Race Officer Ado Jardine, from a start boat on the east side of the river, to establish the top ten helmsmen.

Three races were sailed in the finals with no discards. The first race was won by the 2001 winner Peter Barton, with Ben Paton second and Stuart Jardine third. The second race was won by Ben Paton with Peter Barton second and John Doerr third. The final critical race was dominated by Ben Paton who took an early lead and never looked back. Stuart Jardine came through to finish second with Robyn Stock third.

Ben Paton won the Penguin trophy to add to his earlier success this week when he won the Peter Andreae trophy. The Race Officer thanked all the participants and helpers and especially all those members who lent their Scows for the event. Over £58 was raised for the Lifeboat, thank you.

Results

1st Ben Paton	4 Points
2nd Peter Barton	8 Points
3rd Stuart Jardine	13 Points
4th Robyn Stock	15 Points
4th Rupert Stock	15 Points
6th John Doerr	17 Points
7th Charlotte Lawrence	18 Points
8th Sophie & Robert Weguelin	19 Points
9th Jo & Nick Ryley	26 Points
10th Hannah Snelgrove & Thomas Dudley	30 Points



CLUBHOUSE REDEVELOPMENT

Within the next month or so there will be a display in the Clubhouse showing the proposed changes to the ground floor and first floor. The display gives plans and artists' impressions as well as descriptions of the changes, an explanation of the reasons for the improvements, and a summary of the estimated costs.

All Members are encouraged to study this display and to submit any views or comments to the office on the slips which are available next to the display. These will be considered when working on the final specification for the work.

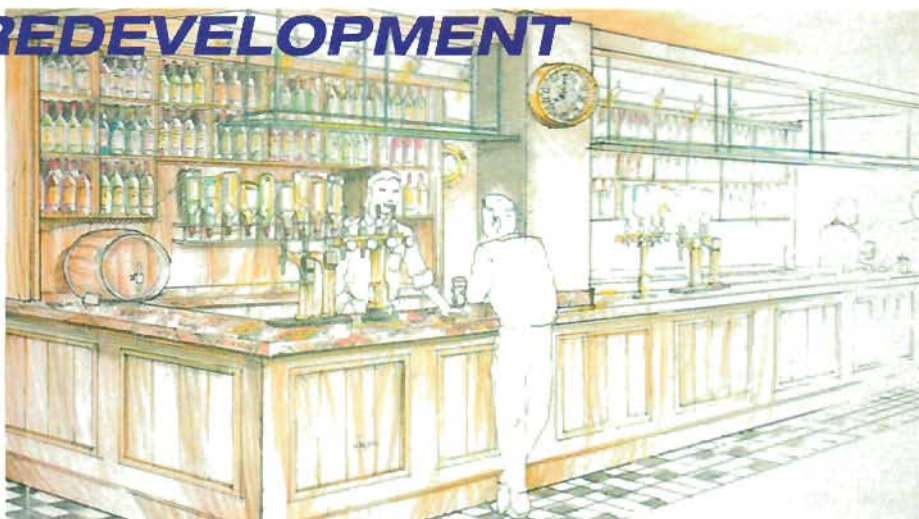
There will be an informal open meeting in the early Spring to enable Members to ask questions and make comments about the proposal, and a Special General Meeting will be called later in the year at which further discussion will take place, and at the end of which, Members will be asked to give their approval to the work to go ahead next winter.

The improvements will be funded by the issue of up to £250,000 of debentures (effectively loans from Members), which will entitle the holders to a discount on their subscriptions, and also by any donations received from Members. Details of the debentures were circulated with the papers for the AGM last month and signs so far suggest that there is likely to be plenty of demand.

In the briefest outline, the proposed improvements are:

Services

Upgrading of the present boiler, much of the hot and cold water system (including showers), heating system in the bar & kitchen, and the replacement of the water tank on the roof. All these are old and now in poor condition and inefficient.



First floor

Bar: Replacement of present bar serving area with a new, more efficient and much more welcoming alternative; improved acoustics and ventilation in the bar area and the bar office. Redecoration and some re-upholstery. New and much improved lighting.

Dining room: Redecorate, including wood panelling, and install much improved lighting throughout.

River room: Redecorate and replace flooring. The roof will not be altered.

Kitchen: Replace flooring.

Ground floor

Office/reception: Rearranged/improved layout for office/reception area to provide for much improved efficiency of working, fewer interruptions and better service to Members, and also a more convenient and welcoming reception for visitors.

Ladies Shower room: General refurbishment.

Old Sail Loft: This to be rearranged to give natural light, improved layout and ventilation. This will make the area suitable for training sessions, and make it more convenient and a much better working environment.

Chart Room: Chart Room to be relocated and improved.

Forecourt: Part of the forecourt to be fitted with decking and awnings/screens to give additional covered area for social gatherings associated with sailing events.

Race Office: Will be relocated and made more convenient.

Summary

It is now about 20 years since the last major changes to the Clubhouse.

These planned improvements will provide a modern, efficient and welcoming environment for Members and guests, of an appropriate standard for a club of our size and status. They should encourage Members to make greater use of the Club, to the benefit of the Club generally and its finances in particular.

It will also greatly improve the appeal of the Club to potential new Members, and hence should make an important contribution towards reversing the present trend of falling Membership numbers and the consequent negative effect on the Club's finances.

David Wansbrough
Vice Commodore

Stop Press

SCHOLFIELD RESIGNS AS CAPTAIN OF RACING - KERSHAW APPOINTED

Peter Scholfield resigned as Captain of Racing at the end of February and with effect from March 1 Ken Kershaw takes up the mantle - again, he previously served in this position in the 90s so he already knows what to expect and should be able to drop into the job seamlessly.

Ken is a Professional Engineer and Naval Architect and has been a member of the Club since 1978. He is currently racing a National Firefly in the Monday dinghy series, second in class in last year's late series, but is well versed in cruiser racing having successfully crewed on many keelboats including the highly regarded *Smokey IV*. Ken is the author of the IRC computer programme, is a National Race Officer, an International 12 Metre Class Measurer and a past International Europe National Champion. In his professional capacity as Technical Manager of the RYA Ken acts as the Technical Representative for the European Boating Association (EBA) and is the main recreational boat user representative to BSI, ISO and the EU.



So what does being Secretary of the largest yacht or sailing club in the country entail?

There are ten meetings a year of the General Committee and an AGM to prepare for, draft reports to be drafted, meetings attended and the minutes written in a way that will be accepted at the following meeting: in the meantime the Staff and Members need to know what has been decided, and decisions have to be implemented.

The building has to be maintained, sometimes in the face of nature's onslaughts from sea or sky. Heads of Departments need to know what is in the programme, what is expected of them, when and with what financial constraints. Flag Officers and the Treasurer call in at the rate of about one and a half a day, and more frequently as the Committee cycle comes round. The needs of our 2900 Members have to be dealt with, be it a lost card, a booking for a course or a social event, a discussion about some aspect of the Club's activities or, sadly, the arrangements for the wake of a deceased Member.

Then there are the outside contacts. We need to maintain good relationships with the local authorities, with other clubs and organisations using the River - including Wightlink- and with the RYA and the wider sailing community. Some five years ago, I established an annual meeting of Secretaries of some of the larger clubs on the South Coast and around the Solent. At last November's meeting at the Royal Yacht Squadron there were more than twenty of us, and discussion ranged over a wide variety of club-related topics. In February I will be representing clubs on a working party on Health and Safety at the Central Council

SECRETARY'S JOTTINGS

of Physical Recreation with the Deputy Chief Executive of the RYA. Importantly, of course, there

are the contacts with our Patron's Office at Buckingham Palace, and with the Lieutenancy Office at County Hall.

This leads to another important strand of my work - the Club is treated for most purposes as any other business, so we have to comply with all the legislation on PAYE, VAT, Health and Safety, Employment Law and so on, which can be complex and time consuming. I also hold the Firearms Certificate in respect of the starting cannon, and have to appear on behalf of the Club in front of the magistrates when the House Committee wishes to keep the bar open late for a function.

Given that we are here to promote yachting, I do try to get afloat so I help as a powerboat instructor, as a safety boat driver and sometimes as a deliverer or collector of XOD crews. Junior Regatta usually sees me on the slipway, and on Passage Race day as a Mother Ship in my Jaguar 25.

When I am not here (my weekend is normally Sunday and Monday), the Club is in the able hands of the Deputy Secretary, Stephen Carden-Noad (who works weekends Friday and Saturday). Stephen's great expertise is in our computer systems, and he attends and writes the minutes for the House and Sailing Committees, keeps the sailing programme on track, looks after day to day maintenance of the building and is responsible for our superb team of June, Melanie, Michele, Sandie and Lisa in the office.

Now, where are those draft AGM minutes? Good sailing!

Ian Gawn



Ian Gawn Secretary



Stephen Carden-Noad Deputy Secretary

INCORPORATION

Progress has continued at a frustratingly slow pace towards changing the Club's constitution from its present form - technically a 'Members' Association' - to that of a Company Limited by Guarantee. The purpose of this change is to protect Members from the possibility - unlikely but not negligible - of personal liability if a claim was successfully made on the Club, which exceeded any effective insurance cover together with the value of the Club's assets.

The principle of this change was agreed at the 2002 AGM, but the technical complexity of achieving the change without incurring Stamp Duty on the value of the Clubhouse, and the need to rewrite the constitution in the form of Memorandum and Articles of Association while retaining the same effect as the present form, have led to repeated delays. However, the problems now seem to have been cracked, and a Special General Meeting will be called for the Spring to give full details to Members and seek their final approval.

David Wansbrough Vice Commodore



Cut your speed

this applies to everyone particularly in crowded waters, harbours, rivers and marinas.

Look before you tack

sailors, don't assume those around you can anticipate your actions.

Watch your wash

motor boaters, be aware of the effect it can have on other water users, particularly the slower and more vulnerable ones.

Motor sailing is motoring

if you have the engine on, you must obey the rules for vessels under power.

Look around & be aware

particularly if it's a busy day, and remember to check behind you too.

Be friendly - don't buzz!

motor boaters, give sailing boats plenty of room, where possible, and don't use them as navigation markers - your intentions may not be clear.

Printed with no apology having been swamped in the Solent on a Scow Rally, by, dare I say, a motor boat flying the Club burgee!

Trish Saunders



The Harbour office continues to hear of many near misses between small craft and the Wightlink ferries. We remind all river users of the need to comply with both the International Regulations for Preventing Collisions at Sea when navigating in the river and with the Harbour Byelaws, copies of which are sent to all mooring holders, and are available from the Harbour Office.

The Wightlink ferries arrive at and sail from Lymington at roughly half hourly intervals, which equates to over sixty daytime crossings at peak times. They need to be treated with caution by skippers of small craft, who need to appreciate the constraints under which they operate. The two Voith-Schneider propulsion units, which also steer the ferries, consist of four vertical blades; one unit is at each end of the ferry, close to the ship's side (see picture right). Each unit rotates continuously even when the ship is stopped or at its berth. Every effort should be made to avoid close quarters situations.

NEAR MISSES IN THE RIVER

Most of the incidents involved keelboats racing in the river, presumably because the skipper's attention was firmly focused on the competition rather than seamanship.

Commercial ship operators are bound by statute to report near misses to the Marine and Coastguard Agency. The clubs have a duty of care in the organisation of races. For their part the Harbour Commissioners have a duty to take reasonable care that craft may use the harbour without danger. All of us therefore have a lively concern for the safety of races.

For the coming season, we will lay a mooring buoy inside the river entrance specifically to enable the clubs to finish races in the lower reaches when low water and adverse wind conditions make club finishing undesirable. Those responsible for the management of races are urged to make full use of the new facility in order to avoid alternative solutions being considered.

Alan Coster Harbour Master



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ROBERT PERERA FINE ART



"XOD off Yarmouth" Original by Deryck Foster RSMA

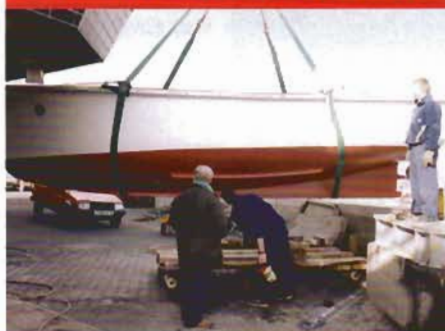
Exhibition of Marine Paintings & Etchings Including work by:

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WHAT DO BOATMEN DO IN THE WINTER



16 red dinghies, plus 6 RIBs and two workboats.....all to repair and anti-foul. Then throw in the odd yellow Solent race mark (they each weigh 0.5 ton) add the

occasional flood in the ladies loo... Ever wondered what our Boatmen do in the winter?

Then there's the starting platform to worry about, nice work on a February morning, plus the pontoons to clean and maintain. Oh, by the way, the sailing never stops. There's team racing, Oppie and Cadet training, the new RIBs to fit out and equip - looking after the Club's fleet is no easy task.

Not that Head Boatman Kevin Smith is complaining. Back in 1984 he saw a job advertised in the local paper and got his Dad to drive him down to the Club where he met his famous forerunner Doug Baverstock, who never seems to be far from the action, see picture top left. No time for an interview, it was out to the



photo Mike Saunders

starting platform, up a ladder and the rest is history.

Kevin is one of the highly qualified coxswains of Lymington's Inshore Lifeboat and Chief Power Boat Instructor for the Club's Training Establishment. In fact all four Boatmen, Kevin's brother Barrie, Philip Baker and Austin Honeysett are members of the lifeboat crew. Austin recently received a Formal Letter of Appreciation from the Director General of the RNLI following his involvement in a rescue last October.

The Club is a seven-day, all year round, operation so the Boatmen usually take their weekends during the week since all four are on duty on Wednesdays, Saturdays and Sundays.

Did you know that last year there were 500 boat scrubs scheduled? For Health and Safety reasons two men are needed per lift and each lift lasts on average 45 minutes. That could be just one of the reasons you had to wait a few minutes for the ferry service to your boat on that sunny Tuesday last summer.



NIMBUS BOATS



APRÈS
SAIL

It is interesting that over half the Nimbus boats sold each year are to yachtsmen changing from sail to motor cruising.

The seaworthy semi-displacement hull forms and the economy of shaft drive diesel power combine to make a comfortable cruising boat.



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if you are considering making a change from sail, then please contact us today and we will be glad to send you a full information pack or, better still, arrange for you to come and try a boat from Lymington.



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**SAILBOATS
TAKEN IN
PART
EXCHANGE**



Kevin Smith, Head Boatman, coxswain of Lymington's Lifeboat and Chief Power Boat Instructor for the Club's RYA Training Centre.

Sotheby's Valuation Day in aid of RNLI will be held on Monday 31st March, 10.30 to 4pm at Lymington Town Sailing Club when Sotheby's valuers will provide auction room valuations of marine paintings and works of art, antique and modern jewellery, silver, ceramics and general items. They will charge £2.50 for first two items and £1.00 for each item thereafter.

This will go to RNLI.

IN THE HOUSE

Until I got inveigled into being on the House Committee I had never given a thought as to who dreamt up all the activities provided at the Club through the winter. Now I know! However we do need feedback as to what would be popular so ideas and suggestions are always welcome.

ANTIQUES QUIZ EVENING

Seventy Members, many not frequently seen at Club events, attended a most interesting evening's entertainment, when auctioneer, George Kidner

provided twelve artefacts for us to scrutinise. He then invited us to answer a variety of questions on each piece, such as age, value, material from which it was made, place of origin etc.

After dinner, George then gave us a most entertaining and amusing denouement on the items, and awarded points for correct answers.

The winners were Billy and Heather Howard to whom George kindly presented a bottle of wine and a free subscription to his catalogue for a year.

It was deemed to be such a success that George has kindly agreed to do a repeat performance next year.

BRIDGE EVENINGS

Our bridge evenings are ever increasing in popularity. Last month we had ten

tables, and I had to go out and buy some more cloths! Our stalwart supporters are very loyal, but since we started in October no one pair has ever won more than once.

New faces are always welcome, but if you haven't attended a bridge evening yet do bear it in mind for next Autumn.

Judy Ruffell



Two of the artefacts in the antiques quiz - Japanese gold lacquer vases with Shibayama decoration c.1880 valued at £1,500 - £2,500 and the Seven Dwarves by Chad Valley, felt, 1940s valued at £400 - £600

ROYAL LYMINGTON YACHT CLUB	
Tuesday, 11th June, 1968	
Table d'Hôte	
LUNCHEON	
Fruit Juices	9d.
Potage Italienne	9d.
Fried Fillet of Plaioco	7/6
Roast Beef and Yorkshire Pudding	8/-
Roast Chicken and Bacon	8/-
Chicken and Ham Vol au Vents	7/6
Cold Salmon and Mayonnaise	8/6
Cold Roast Beef and Salad	8/-
Cold Roast Lamb or Pork and Salad	7/6
inclusive of vegetables	
Roast and Boiled New Potatoes	
Buttered Cabbage	
Bread and Butter Pudding and Cream	1/9
Sherry Trifle and Cream	2/-
Fruit Salad and Cream	1/9
Disouite and Cheese	1/6
Bread and Butter	9d.
Coffee	6d.
A COVER CHARGE OF 1/- PER PERSON	

The House Committee members are Jennifer Cutmore, Una Flanagan, Tony Harris, Charles Oswin, Hugh Paton, Judy Ruffell and Vince Sutherland, who organise the wide range of social events during the year; which are displayed on the Notice Board approximately four weeks ahead of the event, and in the Club Summer and Winter Programme.

Where events are ticketed, which include the formal functions, e.g. Trafalgar Night Dinner and Annual Dinner, the tickets are available from the office on pre-payment, which can be made by telephone using a credit card. Non-ticketed events should be booked direct with the Caterer (Michael Webb) either by telephone or in the Clubhouse.

We have progressed since 1968 (see menu left), offering a more modern approach to eating in both our lunch and supper menus, complemented by excellent house wines. Members are not always aware that we can also cater for Member's private parties and Michael Webb (Catering Manager) can prepare a special menu for you if you book well in advance. Should you wish, tables can be pre-booked in the River Room or the Dining Room for lunch or supper.

CLUB REGALIA

Badges, buttons, ties, burgees, ensigns, mugs, etc. are available from the office.

Club Clothing with a wide choice of designs, colours and Club logos, can be obtained from Rainbow Copy & Embroidery Services, Bath Road, Lymington.

Telephone 01590 673186. (Only 5 minutes walk from the Clubhouse).

Jan Lillywhite - Rear Commodore House



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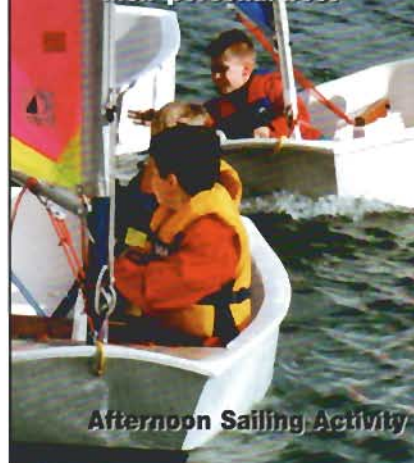
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In February, I was voted in as your new Rear Commodore Sailing. John Bence retired after three years of working hard on your behalf and deserves a well-earned rest. I wish him well.

As I write there is snow forecast and a stiff northerly wind is blowing through my letterbox (needs something stuffed into it to fix the draught, but then the postman cannot deliver the mail) but as sure as day follows night the new sailing season will come rapidly upon us all. There are stirrings in the boat sheds already with thoughts of anti fouling, varnish and tweaking of fittings. Chat round the bar about cruise planning and racing schedules. We need to get ourselves organised.

The Club programme for the year ahead has, I hope, something in it for everybody. Our Committees, Class Captains, Race Officers and Support teams are working hard to make 2003 a huge success. Amongst our usual sailing events there will be a number of exciting national and international events run by the Club. These provide wonderful opportunity for members to increase their sailing knowledge by assisting in these regattas and witnessing racing at its highest level. Volunteers are needed for most events, so I do hope you will bear this in mind when planning the season ahead and sign up with the office to help.

All we could wish for now is sunshine and fair winds to blow us wherever we wish.

Jane Pitt-Pitts Rear Commodore Sailing

XODs

The XODs continue to prosper with indications that more boats will be on the water in 2003, with our active fleet at Lymington up to 45 boats. We hope once more to increase the regular turnout for both our Wednesday and Saturday points series. The racing season starts on Saturday 3rd May, and ends on Wednesday 29th October.

It is with great sorrow that we have to record the loss of two of our senior race officers, Bobby Bongers and Cyril Lyon. They will both be greatly missed by the whole class.

In 2003 we hope to see Roger and Jenny Wilson back in *Zest*, after her major

overhaul. David Markby will be out in *Rooster* which he bought at the end of last season and John Bence has hinted that he might be seen racing *Annex*. Peter Lashmar has purchased *Crumpet* from Philip Grundy and we look forward to seeing Philip on the starting platform.

We have two new open events to look forward to in our programme. Mia Bongers has presented the Bobby Bongers Trophy for an open regatta which this year will be held on the weekend 26th- 27th September in conjunction with our last Saturday Points race and Allott Cup Races 5 and 6. We hope that this open event will encourage owners from Poole, Hamble and Yarmouth to stay on for our Autumn Series. The second event will be the Royal Solent Yacht Club's

125th Anniversary long race into Christchurch Bay (weather permitting) on Saturday the 14th June.

The Class Committee feels that communications could be greatly improved by having all our Divisional members Email addresses held on file. The Class Association's email system will shortly be up and running, I have been informed.

Here at Lymington our plan is not only to include our owners but also as many of our crews as we can on the list. In this way we hope to ease the hassle of crew-finding in the Division.

Please send your addresses to our Class Secretary Jo Smith, email - jsmith@btinternet.com

three photos Jo Roche (Clegg)



READY TO SAIL? ARE YOU SURE?

When days are short, grey, and decidedly chilly, it's easy to find an excuse not to shiver in shed or garage; our little boats will not take long to prepare for this year's sailing, we think. Yet, while you huddle by the fireside, think of your Scow, and prepare a list of items for purchase and tasks to be tackled. Spare a thought for the boat builder and sail-maker; last minute thinking by owners usually gives them work overload in April.

And what about you? Will you be fit to sail in the chilly winds and waters of Spring? Many of us are surprised when joints and muscles complain after the first session on the water. Winter walks are good exercise and fun, and some Scow sailors are regular swimmers – good practise!

Look at your lifejacket – does it fit you, and is it buoyant? If in doubt, get it checked now. Is your sailing clothing windproof and waterproof so that you will not risk hypothermia after an hour or so on the water? Hands, feet, and head can easily be neglected – keep them warm to increase not just comfort but your safety.

It's worth remembering that if we neglect or rush our preparations for sailing, we risk damage not just for our own boats and bodies, but possibly for others if we have to be pulled from the water when we cannot cope. I know I've much to do before *Imp* and I are well prepared – now where's that list ?!

Jane Clegg, Captain of Scows

RACING NOTES



Welcome to the new season, and hopefully by the time you read these notes firstly the weather will be a bit kinder and secondly all the antifouling and other winter tasks will be complete. Several changes have been made since last year's programme and I hope that we have kept the good points and changed those events that did not work so well.

Yet again Ken Kershaw has kindly agreed to act as PRO for our Spring Series and if the race management and courses are as good as last year then we are all in for a cracking good series. It is hoped that some of the courses will be a little longer once the clocks go forward and if the weather is suitable. It will make a nice change to go East of Durns Point or even venture out into Christchurch Bay; but the tides do not look good for that.

Sandra Allpress is as ever leading the organisation team for the Easter Dinghy regatta, and with Easter being later there should be slightly more clement weather. This season it is hoped that the Scows will be out in force and may form the nucleus of a river fleet. The other dinghy regattas are much as before.

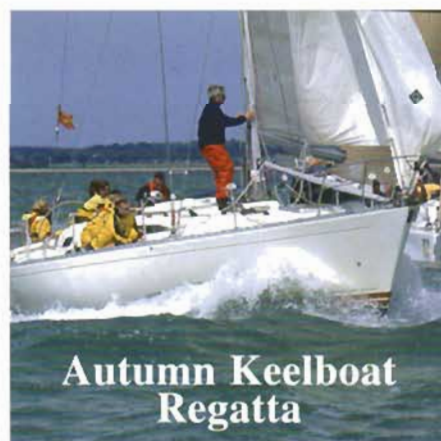
Now that the Admirals Cup is being run from Cowes during July there is a golden opportunity to run a major keelboat tune up regatta. This used to be called the Berthon Source Regatta, but the Royal Lymington Yacht Club led the race management. We are now moving ahead and setting up a major event, to be called the International Keelboat Regatta 2003, to take the place of the Berthon Source Regatta. It will take place in Christchurch Bay or the Western Solent from the 4th to the 7th of July for yacht rating between 1.035 and 1.60 with separate classes for the Admirals Cup boats.

Peter Scholfield

FORTY STRONG FOLKBOAT FLEET LOOKS FORWARD TO AN ACTIVE RACING AND SOCIAL PROGRAMME THIS YEAR



The Folkboat fleet has grown to forty boats for this season with the addition of five new owners, including the return of Chalky White with *Bosanova* but will be without *Skidpaws*, so the top of the fleet is wide open. However we have not lost Tony Blachford who will be providing fleet support and training with motorboat *Skidpaws*. Racing this year will include fleet starts on Thursday evenings and Saturday afternoons and the Christchurch Ledge and Folkboat Round the Island feature races. The club will also be running the Folkboat Nationals in September. Check the Club programme for dates. This, with the addition of Folkboat Week and the Southern Area Championships at the RSOLYC in August makes a very full programme. Nor is the social side neglected, rallies, barbecues and bar meets are planned. Class Captain Debbie Brown has all the details. It's going to be a brilliant season. So make sure you are out there and let's have double figures on the start line every race.



The other significant change for the season is the dates and format for the Autumn Keelboat Regatta.

Whilst the Summer Keelboat Regatta was a resounding success, the Autumn event had a very poor turn out.

To try and remedy this we are bringing it into line with the Summer Regatta and it is being held from 27th to 29th August.

The Cadets have a busy year ahead of them with plenty of events around the country. The National and Zone Squad training started in the Autumn and continued until March, with five week-ends of practical and theory sessions. We have three boats in the National Squad, Adam Richards and Sam Muskett, Charlotte Lawrence and Molly Bridge, and Oren Richards and Connie Stock. We also have three boats in the Zone Squad, Jasmine Husband and Bethany Bridge, Catherine Hough and Louise, Ben Muskett and Pip Weguelin, so we are well represented.

Four Club Training began in February. These are one day events which combine training sessions in the morning and one race in the afternoon. This is a combined

THE CADET FLEET HAS ALREADY STARTED

event with Frensham Pond, Highcliffe, Parkstone and Lymington. We all take turns to host one day. This is a particularly useful series for encouraging the more recent helms to go travelling.

In April we all travel to Rutland for two days training and the 1st Indicator. The other Indicators are at Highcliffe and Brightlingsea in May. These culminate in the World Team travelling to Flanders in Belgium for the Cadet Worlds, held at the end of July.

The Nationals this year has been moved from Torquay to Weymouth. This will break a long tradition for many Cadet families.

We wish all the Cadet sailors every success this year, and hope that we see many of them fulfil their ambitions.

Ali Husband

Exciting Changes to Wednesday Junior Sailing



photo Jo Mooring Aldridge

The Year 2003 will bring some exciting changes to Wednesday Junior Sailing. We have been very fortunate in securing substantial sponsorship from Lymington Yacht Haven and the project will now carry the title Wednesday Junior Sailing supported by Lymington Yacht Haven.

The funds that we have been given will help us to reduce the charge per child on a Wednesday, upgrade our equipment, buy a replacement Scow, support the Junior Regatta, introduce RIB driving in a safe and supervised way to our Wednesday Sailing youngsters, and provide extra racing tuition in the summer holidays for some of the youngsters from the scheme who show promise.

Wednesday Junior Sailing had a very successful season last year with over 300 children from the local community taking part. We averaged 101 juniors each week and our total attendance over the 23 sessions was 2,334!! Our list of volunteer helpers numbers well over 100, but that certainly doesn't mean that we have too many or even enough. We are always looking for people who can sail,

row, tie knots, drive and crew RIBs, help in the office, etc. especially at the height of the summer when many helpers are away cruising, holidaying etc. If you think you could help us in any way, I would be only too pleased to hear from you.

And finally, this will be my 10th year of involvement with WJS, the first five were spent helping my husband Roger, who ran the scheme then; the last five I have been in charge. I feel that the time has probably come to think of moving on. Time for someone with fresh ideas and enthusiasm to get involved in the running of the scheme. I am sure I shall still be involved with teaching the children to sail as that is the part I really enjoy, but it would be good to find someone else to do the administration and head the project.

Any ideas? If you can think of someone who would be just perfect for the job, please talk to them and talk to me.

Jenny Wilson

Head of Wednesday Junior Sailing which is supported by Lymington Yacht Haven

inverted opi - no problem

photos by Jo Mooring Aldridge



opi



YOUNG SAILOR OF THE YEAR

Runner-up Pippa Wilson



At the YJA Awards ceremony, held at the London International Boat Show, Pippa Wilson was named runner-up in the Young Sailor of the Year category.

She was short listed by her success in the 29er class, RYA Youth National Champion, ISAF Youth World Champion and 29er European title. Pippa is certainly our Club's Young Sailor of the Year.

The Cadet and Optimist fleets meet regularly on Sunday mornings for training and racing whilst the Youth Classes consisting of the Laser fleet which comprises Standards, Radials and 4.7s meets on a Sunday afternoon along with a few 420s. A number of children from all classes compete on the various Class racing circuits, attending Open Meetings, National Championships, European and World Championships, whilst some prefer to stay at home and join in with Club Racing. Saturday afternoons are designated as junior racing time when children from all classes can race together on linked courses for some fun racing. It is ideal for those children who are fairly new to racing and wish to practise racing techniques before going away to open meetings.

Wednesday Junior Sailing supported by Lymington Yacht Haven is a Community Sailing Project that runs every Wednesday afternoon from April through to the end of September. It has two sessions from 1400 – 1600 and 1600 – 1800 which are open to local children between the ages of 8 and 18. It is run by volunteers and is open to both beginners and more experienced sailors alike. There

The Royal Lymington Yacht Club has a very active Junior Section run by parents and volunteers



photo Jo Mooring Aldridge

is no need to be a Club member to join in this activity and indeed many of the children who go on to sail other boats at the weekend, and later become members, have started off as Wednesday Sailors.

The Junior Regatta held in August is a week of fun racing for over one hundred children from the beginners who have started as Wednesday Junior Sailors to the many skilled juniors who compete at National and World level in a great variety of boats.

Open Meetings are run by the Optimist, Cadet and Youth Classes at various times throughout the year and involve large numbers of competitors and helpers.

All these activities are only possible with a great deal of help and support from volunteers. We need people to drive and crew RIBs for Safety Cover and to help with mark laying; people to act as Race Officers for the Junior Racing – an ideal way for newly qualified ROs to get some low-key practise; people to help with shore duties - slipway, results, running kiosks, race office, etc. Motherships and RIBs are always needed to support these events. All offers of help are gratefully received.



photo Jo Mooring Aldridge

Lymington Optimists have had a very successful year, beginning with a healthy intake from Salterns early on. Training continued almost unabated throughout the year, and at all levels from Lymington River, through Zone Squads to the National and Intermediate Squads. Robbie Claridge, Richard Mason, Greg Carey and Sophie Weguelin were selected for the National Squad, and Chris Sanders, George Minors and Robyn Stock for the Intermediates. Congratulations to them, and especially to Richard, who was selected for Team GBR for the World Championships in Texas, and Sophie who sailed in the Europeans in Portugal.

Selection for the Southern Zone squad places is fiercely competitive, and Nick Hassell, Max Holloway and Ben Muskett did very well to be selected. Well done to them. In major events, Robbie Claridge was 7th in the Nationals with Greg Carey 13th in the main fleet; top Lymington boat in the Junior Fleet was Maria Claridge. Robbie won the End of Seasons at Draycote, and Richard Mason won the Lymington Open, sponsored by Harken, with Greg 4th and Robbie 6th.

For 2003 the Squad selections are: National: Robbie Claridge, Greg Carey, Richard Mason, Sophie Weguelin and Robyn Stock. Intermediate places go to George Minors, Chris Sanders, Max Holloway and Maria Claridge. Paul Minors, Mark Minors, Nick Hassell, Hannah Snelgrove, Philip Sparkes and Simon Kitchin have won Southern Zone places. Congratulations to them: this really is an Optimist Fleet with depth! Finally we thank David Minors for all his hard work as Head of Optimists as he hands over to Nikki Thomas.

Ian Gawn

Is yours A Dedicated Sailing Dad (DSD)? Here's a checklist

- Is gifted in hindsight in all race matters
 - Always did better in his day
- Has a bank facility just for equipment upgrades but can't find enough money for a new kitchen
- Thinks a family holiday is three days in the rain at Weymouth
 - Carries two shackle keys
- Buys a distinctive coloured spinnaker to be spotted easily through binoculars

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2003 JOHN MERRICKS TIGER TROPHY

This prestigious and challenging event took place on Rutland Water one chilly (incredibly chilly) weekend in February. Royal Lymington was well represented by many of our best youth sailors. It is a charity event with the proceeds being used to help young sailors including one of our own local sailors.

Three handicap races were run on Saturday and a non discardable pursuit race on Sunday. In freezing temperatures this really was a test of fitness and endurance. The wind was variable, reaching 16 knots in the second race but decidedly brisk on Sunday. The best spot to be watching was at Normanton Church

where the gusts provided a number of spectacular capsize, courtesy of the 420 leaders among others.

The asymmetric classes did particularly well. Justin Visser, sailing a 29er, was the highest placed Royal Lymington competitor scoring a 4th in the first race and 11th overall. Bethan Carden (RLymYC) and Alison Martin were the highest placed all female team (24th) and won the Lady Tiger Trophy. Special mention must go to Johnny Clegg for looking particularly elegant in his 49er, swooshing past the rest of the fleet at lightning speed. He and his helm Ben McGrane were discarding a 7th on the

first day but were unable to complete the pursuit race so dropped to 40th. Pippa Wilson and Sophie Ainsworth sailed a consistent series, showing tremendous determination, completed all races. Richard Mason and crew Chris Carden with very little 420 experience behind them, stayed on top of the water while others were drinking it.

Possibly the best bit of the event was the black tie dinner on Saturday evening. These young sailors look absolutely fantastic when they are scrubbed up and ready to party. An excellent weekend and one to put in the calendar next year!

RLymYC results

11th 29er Justin Visser (RLymYC)/
Simon Wheeler (Parkstone)

17th 29er Pippa Wilson/Stephen Wilson
(RLymYC)

24th 420 Alison Martin (Burghfield)/
Bethan Carden (RLymYC)

40th 49er Ben McGrane (RLymYC)/
Johnny Clegg

77th 420 Sophie Ainsworth (RLymYC)/
Lucy Cripps (Bewl Valley)

92nd 420 Richard Mason/Chris Carden
(RLymYC)

Clare Carden



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2003 YOUTH CLASSES

Firstly, many thanks to my predecessor. Clare Carden has done a fantastic job providing for the Youth Classes and, in particular, helping to introduce the Laser 4.7 Class to Lymington. Congratulations also to all of you who gained National Team places.

This year we will have a core of Lasers and 420s. There will be open meetings for the Youth Classes in September, and we hope a Laser 4.7 open meeting in June (yet to be confirmed). I would like to know what Classes are preferred. Also, do you want visiting coaches, courses, to try your hand at cruiser races, X-Boat racing or race officering? Do those trying for National Team places need extra support or coaching?

Let me know your views so we can try to set up the best sailing for you. You can always contact me by emailing through Stephen@rlymyc.org.uk. Or call me on 01590 679188. I hope to get the programme complete by late March so let me have your details to ensure you get on the circulation list.

Parents too – please let me have your contact details. There are those rotas too....

Robert Weguelin Head of Youth Classes

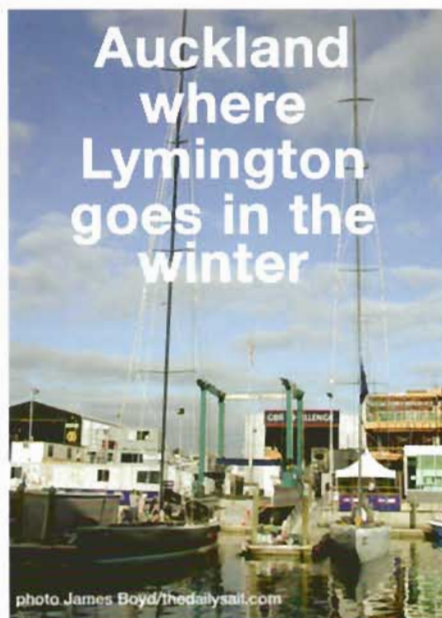
By the time you read this it will be mid to late March, Lymington will be awakening from its winter slumber and thoughts will be turning to the first races and cruises of 2003.

The party will also be over in Auckland.

The spoils of the America's Cup will have been divided up and an army of Lymington-ites will return home having spent six months involved in the greatest yachting show on earth. Most of us out here are first-timers, Cup virgins, but the infamous 'Cup bug' has infected us all and the majority will return to the fray whether that be to Europe or back once again to the land of the long white cloud.

Britain's first entry to the Cup in sixteen years, GBR Challenge, enjoyed a smattering of talent from our part of the world from the bow to the stern of *Wight Lightning*. Up front it was 28 years old Matt Cornwell dancing around the pitching and rolling bow. Having won numerous Cowes Weeks, Fastnets and Sydney-Hobart races (including the windy 1998 version) he joined GBR in October 2002 and quickly replaced the existing bow team. In the middle of the boat, big George Skuodas was the powerhouse at the mast, whilst at the back came the experience of long-time cup campaigner Chris Mason. 'Maso' is also well known on the world sailing circuit as well as the Optimist circuit, campaigning and supporting his son Richard who is one of youth sailing's and the Club's rising stars.

Shoreside, James Dadd is the British representative on the four man measuring team and therefore saw the secrets of the Cup syndicates back in 2000. The 'Hula' and the 'J-Lo' rocked the sailing world but Lymington based James, kept quiet from the Chequers to the Loaded Hog, Auckland's answer to Lymington's favourite drinking establishment.



With the billionaires in town and more super-yachts than you can wave a stick at, their consumption is hardly conspicuous and it's in this field that two of the hardest working Lymingtonians can be found. Kate Webb spent the early part of her career as the Personal Assistant to the captain of *Velsheda*, perhaps one of the most beautiful yachts ever built. In Auckland, Kate can be found rushing hither and thither provisioning the super-yachts for the agents, 37 South Ltd. With admirable Lymington nepotism her friend Kate Maudslay became a colleague and the two are hard-working, hard partying girls seen at all the best Cup do's whilst glamourising the super yachts on a daily basis.

In the media centre, there's more than a smattering of South-Coasters with Sally Collison, having traded up from picture editor at Yachting World, now to be found as the photo editor for the Louis Vuitton and America's Cups. With the world's top photographers just outside her office

door, Sally's job is to filter the wheat from the chaff and find the photos that fit the stories for the LV website and numerous other media. As picture editor, Sally has the keenest of eyes for the action shots that tell most graphically the story of the day plus the hard-bargaining abilities needed to do the deals with the snappers.

Downstairs in the media centre is where the journalists go to work pumping out stories for the news-hungry British and world media. Bob Fisher has covered twelve Cup campaigns and is revered throughout the yachting scribes world. Hard on his heels though is Magnus Wheatley who came to the Cup for Yachts & Yachting and Seahorse magazine before securing a string of freelance jobs. Starting with the press releases for Mascalzone Latino, Magnus went on to write the press releases and race reports for Larry Ellison's Oracle BMW Racing whilst doing regular features for the New Zealand Herald and Sunday Star Times.

Apart from the full-timers there are the inevitable holiday-makers, keen to sup on the unique atmosphere that the Cup provides. Cycling around the Viaduct Harbour or along Syndicate Row is guaranteed to elicit the, "hello, you're from the Yacht Club aren't you?" and new friendships and old acquaintances are made. With the Millennium Cup super-yacht regatta preceding the America's Cup, Mike Slade's new *Leopard* docked into town replete with a crew based at Hamble and Lymington. With the party season in full swing and a do just about every night, it's sometimes hard to believe that we're really 12,000 miles away from home. Imagine Cowes Week, the Jubilee Regatta and the Admiral's Cup all rolled into one, double that, add some billionaires and you're not even close. The America's Cup is the greatest show on earth.

Magnus Wheatley

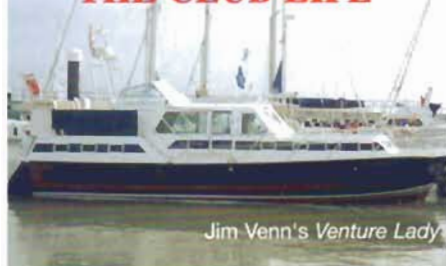
Highline transfer practise aboard *Sulali*. Solent Coastguard asked us to tune in on Channel 67 and sail close hauled on port tack while the weighted rope was lowered into the cockpit, followed by winchman on highline winch cable.

Jo Mooring-Aldridge



all photos David Harding

MOTOR BOATS ARE PART OF THE CLUB LIFE



Jim Venn's Venture Lady

Stink Pots I hear you mutter and driven by old fools. We will have to change the name of the Club next. Not at all! Motor Boats or Stink Pots, call them what you will, are a fully integrated part of the Club member's life. Many people now

own and enjoy motor boats, cruising the Solent, South Coast and Northern France. The young need them to commute to Cowes to crew early in the morning and again later to get home from the beer tents. Serious racers have them as chase boats, which are often very luxurious motor yachts - they also use them for cruising of course. Seamanship, passage planning and navigation are still essential skills, so that cruising including the possibility of exploring new areas out of reach to the yacht, through time constraints and to members of the Down Wind Only sailing club, mean that boating enjoyment is still an exciting challenge.

RIBs are essential to help run races and for the safety of dinghy sailors and all the RIB drivers and crew, who often have

yachts of their own, enjoy being out on the water, propeller driven or not. Family picnics in Newtown or boat-loads going up the River Yar on the tide know the pleasures of motor boating. Thus the enjoyment of the power driven vessel is appreciated by all ages of Club members.

No need for a name change but whilst no Member has been heard to say anything impolite about motor boats and their owners, not seriously anyway, it would be nice for there to be a more welcoming atmosphere and perhaps sometimes even encouragement for motor boat owning. The owners, even the bus pass ones, are usually quite nice chaps after all!

Duncan asked that his identity be withheld for security reasons.

RIBs are essential to help run races and for the safety of dinghy sailors



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NICHOLSON 36 Classic long keeler. Massive refit 1998/9 by Berthon incl full epoxy treatment top & bottom. Yanmar 30hp Diesel (1987). Up to 6 berths. Lying Lymington. £25,000.



FALMOUTH PILOT 6 TON Traditional long keeler. Pitch-pine on oak. 13hp Diesel. 4 berths. Lying Hythe Marina Village. £8,750.



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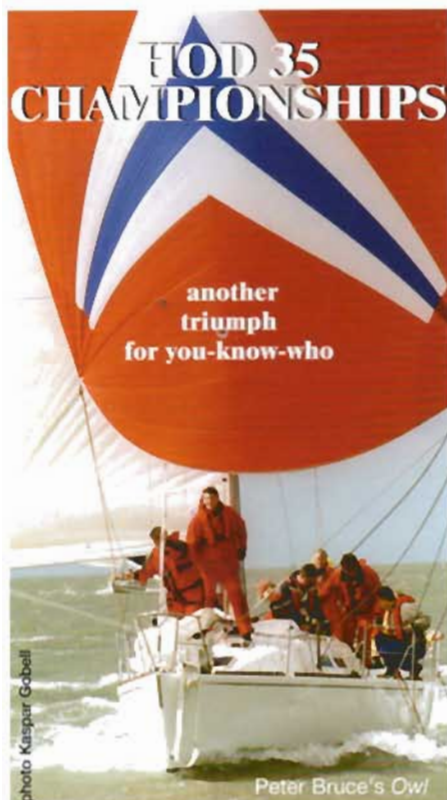


OYSTER HERITAGE 37 (MK. II) - 1986 Holman & Pye fin & skeg design with encapsulated keel. 7 sails. Sleeps 7 in 3 cabins. Volvo 2003 Diesel (rebuilt 1999). Lying Hamble. £78,000.



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Unusually the HOD 35, designed by Lymington's very own Rob Humphreys, is both a hot and rare yacht. In spite of conspicuous success on the racecourse, production has ceased at sixteen. Results this year have been as good as ever... for example HOD class secretary, Tim Harrington, won his class in the Warsash Spring Series in *Capitalism*, David Jesty won his class in Cork Week in *Krush* and Jacques Delacave's *Zarafa* won his class in Cowes Week with two other HODs second and third. Of course the Club's very own Captain of Racing, Peter Scholfield, sails *Zarafa*, named *Dog Tag* for Cowes for sponsorship purposes.

Three years ago the HOD championship was won by *Zarafa* and two years ago she was beaten only narrowly by Peter Bruce's *Owl*.

Happily, last year the Club agreed to go ahead with just the HODs in play. There were to be three races on Saturday and a longer race on Sunday. Jane Pitt-Pitts was the Race Officer, with Tony Blachford not far away, the committee boat was *Haden* and the RIB was to be driven by Dick Thorn.

In view of the light variable northerly, the courses were excellent and all had a good time, except for some in the second race, when three boats were disqualified for not sailing the course correctly. In the opinion of most of the HOD fleet the race instructions were undoubtedly correct but just a teeny weeny bit un-user-friendly.

On Saturday *Zarafa* had not only interpreted the sailing instructions correctly but also had won every race. However there was doubt as to whether she had read the class rules correctly, which specify that crew weight must not exceed 750kg. Everybody had noticed that *Zarafa* had ten doughty crewmen aboard. This irregularity was overlooked until after dinner when the class secretary, to accompanying cheers, produced some bathroom scales. To everyone's delight *Zarafa* crew were duly weighed and hefty substitutes found to make up their number. The class secretary announced the crew weight to be 'a ton' and then magnanimously allowed Peter Scholfield to collect a bottle of champagne for every race he'd won. Scho was notably generous with the bubbly, which all helped to conclude a hilarious and most excellent dinner.

Next day, again warm and sunny, *Zarafa*,

now with nine crewmen aboard, led the HOD fleet round the course, being only briefly overtaken by *Owl*. It was a most successful series with *Zarafa* the clear winner overall. Peter Scholfield received the new silver platter, presented to the class by Tim Harrington. Every boat that made the prizegiving won a prize, which included best quality Lewmar winches, courtesy of Lewmar's Havant Manager, Martin Cowell. Even the boat coming last gained some Lewmar winch grease, a bottle and a copy of *Solent Hazards*.



Rob Humphreys designed the HOD

Peter Bruce



Web Watch

The Royal Cruising Club
Pilotage Foundation
passage planning guide.
www.rccpf.org.uk

2003 RYA Motor Cruise Call
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Jubilee Flags

During The Queen's Golden Jubilee Celebrations at the Club, John Hutchins was inquiring what all the flags dressed overall represented. Annie Littlejohn said she had forgotten and he should ask somebody with Royal Naval connections. So John said he would contact Rear Admiral Mike Harris who had been Clerk of his Livery Company and during his time had organised an affiliation with HMS Marlborough. Annie then told him her father was Captain of the battle-cruiser HMS Marlborough at the Battle of Jutland - he later became Admiral Curry.

Pictured right is Annie Littlejohn and John Hutchins with Lady Black and Captain Mark Anderson on their visit in December to HMS Marlborough.



Here's some excitement for the anoraks*. A quote from Stephen in the office (who is certainly not an anorak) ... "In the last mailing we used 36,000 sheets of photocopied paper at a cost around £700, 2,000 envelopes at 4p each and even a simple mailing costs around £400 in stamps."

That's why we want your email address. We are very keen to keep Members fully aware of all the good news but we cannot

afford to miss out on other ways of keeping everyone in touch. So please email the office sail@rlymyc.org.uk with your brief details (forename and surname or initials and surname) to enable us to connect the email to the correct Member record, and also let us know if you make any changes.

A working party is currently thinking about communication in the Club and has suggested a revamp of the new Members' evening. In addition to introducing the Flag Officers and General Committee we hope to give new Members an idea of all the sailing activities enjoyed by Club members and present opportunities for training for the race team, RIB driving, first aid etc.

Now we need your help with the web site, www.rlymyc.org.uk/.

What you would like to see on the site? It

could be merely a brochure publicising the Club or it could be an up-to-date directory of information for Members full of news about forthcoming events both on and off the water. Race entry forms and results could be included plus booking forms for social events and lectures. We could even have up-to-the minute weather information from the Starting Platform and save more of the Club's paper.

There are cost implications for all of this so please let Stephen in the office know what you think or speak to a member of the General Committee. We look forward to hearing your views.

**Anorak - a waterproof jacket; colloq a boring, studious person with unfashionable interests. In the Royal Lymington? Certainly not!*

Tony Mount



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2003 CLUB RACING EVENTS PLUS A FEW MAJOR SOLENT EVENTS

March	23	Spring Series 1	July	3	Swan Europeans - Cowes
	30	Spring Series 2		4 / 7	International Keelboat Regatta
April	6	Spring Series 3 & 4		7/9	Club Summer Dinghy Regatta
	13	Spring Series 5 & 6		12/22	Admirals Cup - Cowes
	19/21	Easter Regatta		22/24	Club Summer Keelboat Regatta
	24	Thursday Evening Keelboat Racing Starts	August	2/9	Cowes Week
	26	Folkboat Racing Starts		10	Fastnet Race
	27	Spring Series 7 & 8		11/15	Junior Regatta
	28	Monday Evening Dinghy Racing Starts		21/25	Honda Cowes Classic - Powerboat Racing
May	3	XOD Racing Starts		27/29	Club Autumn Keelboat Regatta
	24/25	RNC & RAYC v RLymYC Regatta		19/21	Folkboat National Championships
June	12/14	Etchells National Championships- RSolYC	September	19/21	Contessa 32 National Championships - RSolYC
	21	Round the Island Race			
	27	Swan Europeans - Cowes	October	4	Pottership Race



This photograph was, we think, taken at the start of a Ladies Race in 1953. The interesting feature is that 12ft National number 1138, which was owned and sailed by Peggy Sharland, was the prize for the outright winner of a special event at Stokes Bay to mark the Coronation which had been won by Richard Creagh-Osborne, sadly no longer with us but, at the time, the Club's leading figure in the dinghy sailing fleet. Richard having just built a new National, number 1100, appropriately called *Mach One*, had no use for his prize and sold the boat to Peggy who enjoyed a number of years sailing her quite successfully.

Mike Pocock

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CRUISING NOTES



It went through my mind when asked to write about the coming season that some Members are happily engaged in a season-less roaming of the globe.

Alan Taylor, who lectured to us this winter, has been to the Antarctic on *Northanger*. Stuart and Annabelle Ingram with *Troubadour* are currently heading for Panama and beyond. David and Annette Ridout with *Nordlys* are likely to meet up with them in Panama. Alan Spriggs with Richard Rouse and his crew has headed west across the Atlantic again. Will others please let me know by Club email where they are from time to time?

This is real cruising and long may our

club Members continue to do it.

The Cruising Members who like a bit of socialising as well will have noticed some of this year's slightly new look meets. I refer particularly to the Brittany Roving Meet which using daily communication will meet up here and there as they progress southwards. The method and timing of communication is under discussion and will be organised in plenty of time. You may go as far as you like, for as long as you like, and start from where you like. Daily co-ordination will tell you where the next meeting might be. Some boats will leave from Dartmouth after the West Country Meet, whereas others may choose a more port hopping route via Channel Islands and

the North Brittany coast. Wherever you come from, you will be made welcome whenever we meet up.

Those who maybe find the Roving Meet too long, then the Rance is for you. Again, how you get there is up to you. The plan is to meet up as we lock in at the barrage. You don't need telling I am sure, that it is a beautiful stretch of water in superb countryside with many good watering holes and benign anchorages.

More traditional is our first Spring Meet, Friday evening in the Folly reach, and on Saturday dining at the Yacht Squadron. Expensive! Yes - but surely a one off way to start the season. Anyway the next meet, in Chichester harbour, anchoring and traditional, will be economical, in wonderful surroundings, and saving pennies overspent at the Squadron!

The Cruising Members who like a bit of socialising ...



photo Mike Saunders

Saturday 14th December 2002 provided a cold, damp and rather dismal day for the Needles Relief Race and Party. A brisk NE/SE force 4/5 gave the racing yachts no problem in completing their course and provided a comfortable reach for the party goes crossing to Yarmouth. On arrival in Yarmouth the free berthing and water taxi were much appreciated as was the warmth of the Royal Solent YC. In addition to liquid refreshment the bar gave a grandstand view of the RNLI/SAR helicopter exercise, close inshore opposite the club. The commentary, from

a retired helicopter pilot, describing the activity and operating procedures provided a useful reminder of what to do if ever in need of assistance. Following the exercise we were joined by the crews of the two lifeboats for lunch in the club. By this time the crush and sound level in the bar/restaurant provided a good indication of the level of enjoyment and that the racing crews had arrived!! Presentation of seasonal gifts from the members of the Royal Solent/Royal Lymington clubs and the race prize were made by the two Commodores. This was

followed by lunch and on going parties in the Club and local pubs.

Proceeds from ticket sales are used to provide the seasonal gifts given to the Lymington and Yarmouth lifeboat crews, SAR helicopter crews, HM Coastguard and the Harbour Masters and their Staffs at Yarmouth and Lymington. In addition over £400 was raised for the RNLI in the raffle run by the Yarmouth lifeboat Ladies Guild. Even though the need to visit the Lighthouse no longer exists, the excuse for a race and party proves difficult to resist and was enjoyed by 35 yachts with over 200 crew. This coupled with the opportunity to say thank you to those on whom we rely to give help and backing whenever required ensures the long life of the event.

Brian Cowell

