



Pottership

The Newspaper of the Royal Lymington Yacht Club

No.9 Autumn 1993

The 1993 season seems to have been particularly mixed, for some sun shining and wind abaft the beam all the way there and back, for others 90% head-winds and regular days of waiting for a "window" - on second thoughts this would seem to apply to every year. However, we were usually fortunate with our Meets, the Saturday of the Spring Meet being particularly good which was just as well as we had an unexpected walk from Brading Haven before an excellent dinner at Bembridge Sailing Club.

Cruising 93

Many boats going from Cherbourg to Guernsey for the Joint Meet with members of the Yacht Club de France had a particularly lumpy time going round Cap Le Hougue but we again had fine weather for our walk, uphill this time to make up for the shorter distance, to the Candie Museum where the Guernsey Tourist Board had kindly arranged a reception before the Dinner at the Duke of Richmond.

For some boats the Summer meet was the most successful yet. Again the sun shone on us for the main event - lunch on the larger yachts on Saturday.

St Vaast will be remembered for different reasons - the BBQ on Tatiou on one of the wettest days of the year, our French hosts looked after us superbly and whilst spitted lamb and oysters were prepared outside, we were all in the dry but we did have to walk there and back.

The lecture season starts in November and a particular date to remember is 14th November when the Yarmouth Life Boat will be alongside the club pontoon from 1730 for anyone who would like to look over it. The talk by Dave Kennet, their Coxswain, should be particularly interesting.

In addition to the Winter Programme lectures, we hope to offer a series of First Aid courses; more details in the Chartroom when available.

Finally, I have a bottle of Scotch as a prize! The Club regulations require our burgee to be flown 'at the masthead unless this is impossible'. The prize is for the first cruising boat that proves to me that they have no option but to fly their burgee from the alternative position of the starboard spreader.

James Beattie Captain of Cruising



I am pleased to say that our Patron, HRH The Princess Royal, has approved our exhibiting a fine photograph of herself which was taken by Noel Bond Williams during the opening of the forecourt at the Club. HRH consented to sign the mount when the photograph was framed (as above). More details and photographs of the forecourt opening appear on the rear cover.

Peter Wilson Commodore

YEAR OF YOUTH SAILING

J24 weekend. A very successful Youth Training Weekend for 16 to 21 year olds in J24s was hosted by the Club in conjunction with the J24 Class Association.

The J24 Class produced 15 boats for 60 selected youngsters to use, sailing with four plus the owner/rep on board. Most of the youngsters were past or present members of the RYA youth squad - including the 1993 IYRU Womens World Youth Champions Storm Nuttall and Cathy Cuthbert from Poole, and our own young champions, Luke & Jamie McEwan, Nicholas Rogers and Kate Nulton. Stuart Jardine recruited a number of past J24 National Champions to help instruct, including John Greenwood and David Bedford. The weather was extremely kind, with two lovely sunny days, the light winds allaying most of the owners' fears that



J24 Zaphod (owner Hassan Chelache in the pink cap), sailed by Nicholas Rodgers, George Nulton, and Mark and Donna McCafferty

these enthusiastic youngsters might destroy their boats. The weekend finished without any damage which highlighted the skills of the young people sailing unfamiliar craft in close combat. Our thanks go to all the Club members, and the Lymington Yacht Haven Marina who helped make this weekend an outstanding success.

Stuart Jardine

From The Commodore

For some months now two of our members, Annie Littlejohn and Patrick Croker, have been collecting, sorting and cross-referencing all the available historical data concerning the Club. When completed, it is the intention to have a rotating display of these archives during the winter months. I think it is important that we do not lose sight of the history of our Club even though we cannot really call ourselves 'ancient' - yet! If any of our members have any material such as historical photographs, articles or newspaper clippings, please would you give them to our archivists for listing and preservation. They will of course be returned to you.

As some of you may have seen in the decisions made by your General Committee in June, the Terms of Reference for the Planning Sub-committee were agreed. It will be chaired by the Vice Commodore and will consist of one member of the General Committee from each year of their service, totalling three, and will have authority to co-opt members who have specialist knowledge. The development possibilities which may affect the Club and which are being discussed at the moment include: the clubhouse; sea water baths area; moorings; access to the water; race management; harbour limits and control. If any member wants to make a contribution to these deliberations, or to widen the scope to include others, please send me your ideas in writing.

On a lighter note, I thought it may be fun to start the "Line Book" again. This book will be in the bar and it would be appreciated if entries are kept as legible as possible - i.e. not too late in the evening! I will be producing a suitable trophy for 'The line of the year' at either the Annual or Cruising dinner (others may well be quoted).

Peter Wilson
Commodore

Letters to the Editor

Dear Pottership,

Nick Ryley is quite right in saying that our sport is widely misunderstood. Since I have been involved with the RYA Cruising Committee and have attended some Conferences on Coastal Matters, I have been astonished at the widespread ignorance at what we actually do. The trouble is, of course, television. They think we are all "Howard's Way" types, who should not be allowed to disturb the birds or spoil the view.

Sailing is a participatory rather than a spectator sport and does not make good viewing. Even some local people appear quite unaware of the facts, and seem to think that yachting is of no benefit to the community. When you point out that 80% of the Club members live within 30 miles of Lymington, and that moorings are only available to

those within 7 miles, that 650 jobs in Lymington have been created by yachting, and that the Club has taken 1,700 children out in the last ten years, they are astonished.

I do not think anything will be achieved by tinkering with traditional titles. What is needed is to explain, at every possible opportunity, that sailing is one of the few sports that can be enjoyed by all ages from 8 to 80 (at least), that it is growing steadily, that more facilities are needed along the coast, and that these will benefit the local economy and people of all ages.

At present the Needles Relief is the only locally favourable publicity, but sailing for the disabled, for the blind, and for the young go unnoticed.

We must not leave all the progress to the French, who have created 7,000 new berths on Normandy Coast in the last ten years.

John Woollett

Editor's Note

More letters to Pottership on this and other themes would be welcome

Mooring in Franglais



Cartoon by Ro Otten

System 1

1 Identify channel from the pilot (not the English Channel) - the port's frequency sur le radio.

2 Poussez le bouton et parlez. e.g. 'Le Capitainerie, C'est Tardis, over'.

3 Ecoutez. Jabber, jabber, jabber. Regret opening conversation in French, they assume you understand it, rapidement. Try to maintain the entente cordiale.

4 So continuez: 'Nous sommes un bateau de moteur de douze metres. Vous avez un amarrage pour une nuit, si'il vous plait?'

5 Machine gun French. 'Repetez le nomme', says the Capitainerie.

6 Tricky. Try French phonetic alphabet. Tay-Ahh-Air-Day-EEE-S'.

7 Port Authority does not compute 'Quoi'? they dit.

8 Help them. 'Ah, vous savez, Monsieur le Capitaine. Le temps machine due Medicin Qui, sur la tele.

9 Je suis desole, mais non, Madame. Vous allez au 'Visiteurs' he says. Seems fitting for time travellers.

10 Dit* Merci, et park.

Since 'visiteurs' are always allotted the berths furthest from all amenities, you may prefer

System 2

....To avoid the small talk Franglais arrive between 12 and 3 pm when the Capitainerie may be out to lunch.

1 Hover casually and look for bon slot. Done best while refuelling which gains you les points brun (Brownie points) especially with a falling Franc/tide.

2 Then go for it.

3 Moor, and to discourage being relocated later, establish a permanent look.

a) Send child crabbing with a line and bucket immediately.

b) Plug in power. This requires a very long cable as only last one you try may marche. Good exercise for skipper to skip over. If he goes in drink while doing this

c)Snaking hose should douche him up nicely when filling boat up with water as he persuades Yacht Haven fitting on to French tap - aptly called faucet i.e. force it.

d) Order baguettes and croissants from

264 Cadet Squadron

The Royal Lymington Cadet fleet continues to train young sailors, racing against the best nationally. This year all the Cadets have shown a great deal of commitment during a season of particularly blustery conditions. At home our regular training and racing programme has improved the skills of sailors so much that the rescue boats now take a flask of coffee and have time to drink it! We have several sailors who have represented the country at world championships and have the experience that goes with it. At the Rutland Inland Championships Robert Watson and Simon Collier won the under fifteen Trophy. Pom Green won the Torbay indicator and went on to be selected for the UK team for the Worlds in Belgium. At Exe Open we had three in the top eight: Nicholas Osmond / Robbie Moore, Sarah & Iain Watson, Robert and Simon. At the

National Championships where there were 160 Cadets the Royal Lymington scooped most of the trophies: Pom was third, Nick and Robbie fourth, Sarah was first girl, Dan Smith was first newcomer. In the junior fleet Robert and Simon collected second overall, first newcomer, first under 14 and first under 13, while Christian Sutherland / Mark Thompson were third, also winning the Royal Lymington Cadet Trophy that we presented this year. Dan, Sarah and Robert collected all the Cadet trophies on offer at Poole Week (we may not be invited again!). Sarah was second at the Ladies Championships sailed at Grahham. Congratulations to Nick, Sarah, Robert and Christian who have earned places in the National Cadet squad 1994. We welcome several newcomers this autumn and are looking forward to the new season. I would like to take this opportunity to thank our retiring Squadron captain Richard Lovett for all his hard work, and our many other supporters.

Optimist

There has been a Sunday series for several keen young Optimist sailors and all have shown considerable improvement. We sent a small raiding party north of the border to Largs in Scotland, braving the wild weather for the Optimist Nationals. There was a spectacular prize giving where a Pipe Band paraded and piped all the competitors into the hall. Here Robert Watson finished third overall in the Juniors.

420

Katie Nurton made the Women's team in Sardinia. Stru Rogers represented the youth squad at the Europeans in Hanover also finishing 9th at the Nationals at Brixham, winning one race. The RLymYC was represented by several sailors at the Firefly nationals in Pwllheli. I gather they had a good tie! Jamie McEwen finished 4th at National Schools Week.

J24s

Stuart Jardine was second overall out of a fleet of 45 J24s at Spi Quest, La Trinitie, in April, and in the same month at Port Crouesty in the French J/24 Championship. David Ellis was first overall and Stuart Jardine second out of a fleet of thirty-two.

405s

Pom Green, 15, and Joel Lovett, 14, both triumphed in the Marina Developments/RYA 405 Challenge regional heat at Woolverstone, Suffolk. They won four out of their seven qualifying races and went through to the finals at Brixham Marina, competing for £3000. Rod Carr, British Olympic team manager said: "Pom and Joel sailed outstandingly well and have the potential to be future members of our Olympic team".

enterprising delivery girl for next day's petit dejeuner.

e) Open bar. Haven't mastered the French for Yard Arm yet. Toujours possible.

f) Welcome aboard those wanting money (Bureau de Port), to search (Douanne) or to share your vino (tous) et comme ca, avec bonne chance, vous pouvez rester la.

And as you relax, safely ensconced in your Port de Plaisance, you'll notice lots of comforting RLymYC ensigns surrounding you. You obviously parlez tres bien aussi. Leave radio on for ensuing entertainment - i.e. other people mooring. Should be good because after lunch the Capitainerie's got Rumpus (sorry, AIR - OOO - M - PAY - OOO - S) coming.

Answers on a postcard please for translation into French of following RLymYC boats:

e.g. Q: Hitch Hiker's Guide to the Galaxy A: Le Guide d'auto stoppeur a la Galaxie.

Bionic Bathtub • Quackability •

Schizofrantic • Gnutcracker II •

Hotspurs Yum Yum

P.S. Owners of French named boats are cheating.

P.P.S. Apart from the mooring techniques of les visiteurs Anglais, the French are truly en renard (foxed) by one other thing - our different coloured ensigns. Maybe when we're au fait with the lingo, we'll explain. That is if the EEC Regulations don't make us all fly the meme chose, rouge peut-etre comme les passports.

Quel Dommage that would be.

Vive la difference!

Ro Otten Tardis

Do we need a Lymington One-Design Day-boat?

Martyn Wheatley says we do and puts the case for a new 25 footer

Over the last few years yacht racing has changed. The trend has been away from weekend passage races involving a full racing crew and most cruiser races now only take part in 'round the cans' races within the Solent or in the Autumn and Spring series of Sunday morning races lasting 3 to 4 hours. It is noticeable that the day-boat classes such as Dragons, Etchells and Flying Fifteens are staging a revival and some

clubs are launching new one-design classes to suit their own particular needs (Dublin Bay one design and re-vamped Seaview one-designs). The X boat continues to forge ahead and there is no likelihood of this Class being ousted in the future.

Such classes are fine in locations such as Cowes where moorings can be picked up easily without interfering with the other sailing traffic or ferries. Lymington however presents a problem for day-boat sailing as we have a very narrow river, further confined by the ferries; consequently the Harbour Commissioners are not keen to allow this type of craft. The simple solution is to have a racing day-boat equipped with adequate means of propulsion (engine). Over the last few months a small group of members have been discussing the possibility of such a craft.

The idea is to have a new design, not competing with existing classes, or to replace them. This boat should be

attractive to all ages and should not be dependent on a heavy crew for speed or windward ability. It should be capable of being sailed competitively by two teenagers or a husband and wife team in local races. The boat should be fast enough to get over the tide in the Western Solent, capable of withstanding the worst local conditions at Hurst and above all be equipped with an easily operated motor to get up and down the Lymington river or even get home if the wind dies completely in the Solent. Such a boat should therefore be approximately 25 feet long, built of fibreglass for low maintenance and have a shallow bulb keel for stability and the ability to get in and out of the tide. Moorings initially could be a problem but, if sufficient existing mooring holders were prepared to change boat to get decent local one-design racing, plus the various members who have their names near the top of the waiting list for river mooring, there is a strong possibility that these boats

could be parked off a floating pontoon on fingers within the confines of the river. By using the motor within the river this is a feasible proposition. No jumping of the waiting list for moorings is envisaged.

Now is the time to start such a venture with the boating industry crying out for work. If the French 7.5 monotype, which is a similar size and concept (but without a facility for an engine) can be marketed for £13,500 which includes profit and transportation from France, surely we can build a similar yacht for under £10,000. We have excellent boat builders in the Lymington area, mast and sail makers as members who can surely give us a good deal initially and we even have yacht designers willing to help.

If anyone is interested in discussing this further please contact Martyn Wheatley (Lymington 677602) and if sufficient interest is forthcoming we could arrange a meeting during November 1993 at the Club.

Martyn Wheatley



Autumn Cruiser Pursuit Race

Photo by Liz MacLaren

This was a new event, similar in style to the popular annual Pottership race, open to members and regular Thursday evening sailors. The Barklie Henry Challenge Bowl and the Robert Husband Memorial Trophy have been allocated to this race, but the main aim of this essentially social sailing event was to raise money for the RYA Seamanship Foundation for blind and disabled sailors.

Pursuit races have proved increasingly popular with Thursday evening racers, in fact both the early and late series close with such a race. The Racing Committee therefore took the opportunity to stage a weekend event hoping to attract Thursday racers, motor-sailors and the like.

On reaching the platform to read the course most competitors couldn't believe their eyes: it looked as though the Captain of Racing had used just about every letter in the alphabet to lay the course. From 10.00 hrs onwards gaffers, motor sailors, keel day boats, cruisers - a total of 45 boats - crossed the starting line, after generously throwing donations into a collection box hurtling about on a RIB.

The high pressure system which had been sitting on the UK for a few days remained there for the Saturday

and the weather was gloriously sunny. Unfortunately the wind, a light northerly, dropped away as the race progressed and, combined with the tide ripping away, many boats did not finish in the time allowed. However, this did not stop the enjoyment of all competitors continuing up in the bar.

Another bucket was circulated and in total an exceedingly generous £400 was collected. Sally Potter, Rear Commodore Sailing and a Trustee of the Seamanship Foundation, was proud to present the cheque to H.R.H. The Princess Royal, President of the Foundation, on her visit to the Club in early October when she met the British team for the Blind Sailing World Championships in Australia.

Results: Class 1 Robert Husband Memorial Trophy: *Garnet* Chris Ruston

Class 2 Barklie Henry Challenge Bowl: *Kisty* Robin Berwick

Such was the success of the event, it has been decided to run it annually as the Autumn Charity Pursuit Race. However, post race research indicates that the turn-out will be even greater if next year's event is held on a Sunday

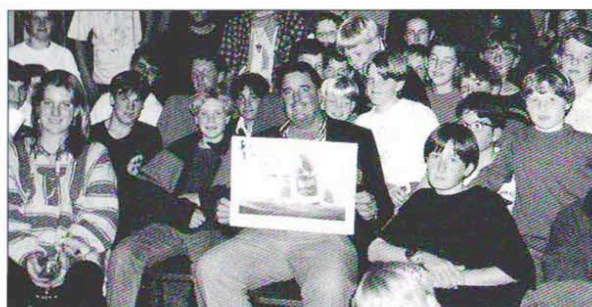
Pamela Simpson

Junior Sailing Statistics

Figures for this year suggest that in June 94 we shall welcome our 2000th Wednesday Junior. In the nine years the scheme has been running, 1880 children have attended on Wednesday, and in 1993 all the trends were still upwards except one: the membership proportion, family plus junior, was down 3%. One nine-year-old, Thomas

Barnett (red spot) has attended every Wednesday throughout the season. An eight-year-old, Lee Brown (green spot) has missed only one Wednesday. Our regular helpers are wonderful, but there are still not enough and it is disappointing that so few new helpers have been forthcoming from among newcomers' parents.

	1993 figure	Change on 1993
Total Wednesday sailors	385	+36
Newcomers	220	+21
Total attendance (23 weeks)	2119	+195
Average weekly attendance	92	+4
Number of girls (35% of total)	133	+21
Club Membership (78 F, 3 J)	21%	-3%
Average age	11	=
Attendance 30% and over	127	



Dennis Connor Presents New Trophy For RLymYC Juniors

Wherever he goes in the world, Dennis Connor tries to encourage junior sailing. In the UK the RLymYC was one of the very few clubs he found time to visit before the Whitbread - thanks to the good offices of Bob Fisher and Sally Potter. But it wasn't just a PR exercise. He gave a short talk to the Club's

junior sailors, giving a real insight into seat-of-the-pants sailing at top international level, and answered questions and signed autographs.

He also presented a print of the Whitbread 60s, which is to become the Dennis Connor Trophy for Junior Sailing.

Macnamara Bowl

In spite of thick fog, the start of the Whitbread, and a northerly wind which made course setting difficult, a good three days of competitive sailing was enjoyed by 29 boats and their all-female crews. At the suggestion of a group of ladies from the XOD fleet a new class was added this year and fourteen Xs entered with boats arriving from Itchenor, The Hamble and Poole.

Unfortunately only five CHS yachts crossed the line each day but the racing was keen and a lot of place changing occurred. Apparently a few more helms would have liked to compete but found difficulty in raising a full crew.

The J24s lacked their full international flavour this year due to a clash of events and lack of sponsorship, but one team of Croatians appeared to do battle with the locals and the Solent tides. Ten helms competed keenly and Sue Hawkes and her crew in *Bijoux* gained the top honours after a heart-stopping last race. The racing was close in the X fleet with four possible winners going into the last race. Honours went to Cordelia Eglin, a previous winner in J24s, and third prize went to a boat sailed by three generations of the same family, led by grandmother Flavia Nunes of Itchenor.

Celia Driscoll

Thirty years ago sailing was considered to be an activity for the very rich or the slightly eccentric. Those who undertook the earliest Reliefs of the Needles Lighthouse were undoubtedly perceived to be in the latter group. Memories are understandably rather vague of how it all began and a thorough trawl through the Trinity House records has failed to find the Needles logbook of the time; happily there is one unimpeachable source of information.

On Sunday 23 December 1962 the founder of Brookes and Gatehouse, Richard Gatehouse, wrote up the log of his yacht *Wavecrest* as follows: 'With Penelope, Ricky and Mark crewing, and in company with *Alexa*, *Golden Vanity* and *Lalune*, we sailed down to the Needles lighthouse and brought Christmas fare to the keepers. Penelope and Mark rowed to the landing whilst I stood *Wavecrest* off. Wind East 3-4 and occasional sun.'

The First Needles Reliefs

Alexa was owned by Colin McMullen, well known for hatching great initiatives, and he and Richard Gatehouse shared a pile mooring in the river. It seems very possible that these two cobbled up the idea of relieving the Needles at Christmas. Colin took with him his sister, Louise de Mowbray, and his two sons. *Golden Vanity* was sailed by her owners, David and Jean Cobb, who had no idea when they set off that there would be other boats going too. They were accompanied by their daughter Mairé, John Phillips and their Pekinese called Butch. That December was the start of the great freeze-up of the winter 1962-63. It was already bitterly cold and chunks of ice broke from the mainsail when it was hoisted; their cabin stove was put on max and Jean kept them all

going with hot soup. She, Mairé, John and the Pekinese landed with their gifts and the dog took advantage of a keeper's rose bush to do what a dog has to do.

Brian Macnamara, also well-known for hatching good ideas, personally relieved the light in the mid-sixties. The date could have been before or after 23 December 62, probably after. Brian is not sure himself but others who were around at the time think it was 1963 when Brian set up the Relief organisation in the Ship Inn on the town quay. The early Relievers, of course, could easily have gone on different days of the same year without knowing about each other's efforts. Later, Brian was to set up and manage the organisation under the flag of the RLYMYC, much as it has now been for many years. He remembers on his first Relief how each of the eight people aboard *Rose Hearty* agreed to put a bottle of whisky in the hamper and how rough it was as he rowed to the lighthouse steps. In subsequent years he delegated this task to one of his sons. There were calmer years. Indeed one year it was flat calm and something like two hundred people took up Dave Kennet's suggestion, from the lifeboat, that they could land.

Richard Gatehouse missed the Relief of 1963 but was back, this time in *Reflection*, on Sunday 20 December 1964. His log reads: 'Sailed to Needles to bring Xmas fare to the lighthouse keepers. Penelope, Mark, Ed, Luke, Erroll and Peregrine Bruce and Mairé Cobb crewing. Wind was NE 4-5. Other yachts on expedition were *Alexa*, *Paola*, *Mary Helen* and *Goose*. Peregrine made a landing and had a stiff pull back to the yacht against wind and tide. Entered Lymington river in darkness at a very low spring tide indeed. Got stuck on the mud just above Cocked Hat corner, but with Peregrine on the end of the lower cross-tree and all hands on port deck we heeled her 10° and she came off.' Peregrine remembers this lighthouse landing as being very exciting. He says that he was in one of the early Avon inflatable dinghies and he thinks



Photo by Tony Blachford

Club Annual Regatta

Successful new Regatta format attracts over fifty entries

Until the mid 1980s the Club Regatta attracted over sixty entries which included a number of visiting yachts from other clubs. Since that time the event has been in a steady decline, and over the past few years there have been hardly enough boats to justify more than a couple of classes. On the other hand, the Thursday evening series has annually increased in popularity to the extent that the Club is so full after racing that on some evenings there is a risk of its sinking into the river!

During last Autumn, the Racing Committee addressed the problem and decided to adopt a rather radical approach, holding our revered Annual Regatta over four consecutive weekday evenings.

If only we had thought of it before! The entry for the series was around fifty boats, which raced in three classes, with racing close and keenly contested. Most of the competitors probably

would not have taken part in a weekend regatta, which is perceived as being fiercely competitive and really only for 'proper' racing boats.

The weather could have been kinder at the beginning of the regatta; on the first day the only finishers were two boats in class 2, owing to the failing sea breeze. However, the post-race atmosphere was amazing, and we believe we have succeeded in organising an event that competitors want, and for the type of boat the Club should encourage. The top racers always have the opportunity to 'play away from home', an option not available to the smaller unrated cruiser.

So what about next year? We will definitely have our Club Evening Regatta, and will maybe include a class for traditional yachts, many of which support our Thursday racing but have a bit of difficulty getting upwind when the tide is going in the wrong direction. We will probably race from Monday to Thursday, instead of Tuesday to Friday, the reasons being that a number of potential competitors leave to go cruising on Fridays, and the Thursday entry will always be the largest (probably because it is free!). This will give us the opportunity to hear any outstanding protests, and organise traditional regatta fun and games prior to the Friday evening prize-giving party.

Regattas are organised for the benefit and enjoyment of the members in general, so any suggestions which could lead to more enjoyable event would be gratefully received.

Tony Blachford
Captain of Racing

that in anything else a landing would have been suicidal. As it was the keepers were grateful and totally surprised by his arrival, and much concerned for his safety.

Helen Tew, owner of *Mary Helen*, remembers the early Reliefs of the Needles by the Christmas cakes she baked for the keepers which were rowed ashore by her husband John and her boys. Later Brian Macnamara was to co-ordinate the Christmas gifts and to bring the Yarmouth lifeboat in to play, at her coxswain's suggestion, rather than risk any more rather hairy landings.

As far as the automation of the lighthouse is concerned, the power cable from the Island was laid on 16 September '93 and progress is up to schedule. However Keith Blamey, the



Photo by Cobb

... 'David & Jean Cobb were accompanied by their daughter Mairé, John Phillips and their Pekinese called Butch ...'

project officer, says that though December 1993 looks very likely to be the last Christmas when the lighthouse will be manned, things can happen outside his control and he cannot be absolutely certain at this stage whether the lighthouse will be fully automated by December 1994!

Peter Bruce