



Pottership



***The Royal Lymington
Yacht Club in 2004***

From the Commodore



Welcome to the 2005 new style edition of Pottership. In it you

will read about our adventures and achievements in 2004 and catch some glimpses of what we have to look forward to in 2005.

My thanks to Judy Ruffell and Eileen Watson for putting Pottership together, and to Andrew Salanson for his creative production of this and so many of our other publications.

A significant change during the last year has been the introduction of Pottership's sister publication, PotterNews. The reaction of those members who have talked to me about this innovation has been very positive, and I would like to thank Judy Ruffell for her hard work in establishing what I hope will become a

vital communication link, particularly for those of our members unable to access our website.

At the AGM on 5th February we said goodbye to four General Committee members who retired at the end of their tour of duty. Mary Falk, Tony Mount, Robin Leuchars and Robert Williams all made significant contributions to the management of the Club. I was very sorry to see them go, and I thank them on your behalf.

We said goodbye to George Tinley who has been an outstanding Captain of Cruising. He kept us all at sea with an

interesting and well supported programme which took us to Holland, through the English Channel to Brittany, to our favourite Solent haunts, and entertained us in the Library with a full and varied lecture programme. He is succeeded by Duncan MacAlister who has already put the stamp of his personality on our 2005 programme.

It was with great regret that we said goodbye to Air Vice-Marshal Ted Hawkins, CB CBE DFC as Trustee. Ted has made a tremendous contribution to the General Committee, and his counsel has been important to Flag Officers, Committee Members and Staff alike for so many years. Dick Thorn joins Terry Gerald and James Beattie to complete our team of Trustees.

At the AGM on 5th February we welcomed four new members to the General Committee: Tiggy Ansell, David Hayles, Pat Mennie and John Priestley.

The past year has seen so many successes on the water for the Club and its members. These are featured in the pages of Pottership, but the highlight for us all must have been our Olympic Medallists, Ben Ainslie and Nick Rogers, who did so much for Club and Country in Athens

General committee

Tiggy Ansell

has been a Member since 1959. She learnt to sail in a Firefly and crewed in an XOD, and has sailed or part-owned several XODs and Fireflies. With her husband, Greg, she initiated team-racing at Spinnaker Club, which has been immensely popular, with four successful teams including juniors, and she is frequently found on the finish line or in the start boat. Tiggy was Secretary at Spinnaker and on their Sailing and General committees. She also runs the Spinnaker Club Wednesday evening series throughout



the summer and helps to run the Easter Team Racing at Lymington.

David Hayles

has been a Member for 20 years, and with his wife Carole he has enjoyed extensive racing and cruising with the Club. He has raced Sigma 41 to Etchells, and latterly XOD, all with varying success. They have cruised North and South Brittany with their family and now, with retirement and a new boat, they have extended their cruising from Lymington to Croatia. David's business experience in sales and marketing in his own company, Accenture, and IBM, along with his sailing experience, will enable him to contribute more directly to the ongoing



promotion and development of the Club.

Pat Mennie

has recently taken early retirement from a challenging job in South London. Her boat is a Parker 275 *Marguerite* which Pat enjoys cruising and some racing. She has lived in Lymington full and part-time for nearly 30 years and has sailed for over 40 with dinghies ranging from Optimists to Lasers and Kestrels, then bigger boats for the last 24 years. Pat was an RYA senior sailing instructor for many years and enjoyed being very involved with clubs to which she has belonged eg. race officering, house committees etc. Pat feels it is crucial for our future success that we attract a balanced age



This year in addition to our usual sailing programme we are joining with Lymington Town Sailing Club, Royal Solent Yacht Club and Keyhaven to put more support into the WSCRA programme with the objective of revitalising cruiser racing in the West Solent, in between the successful Spring Series and Solent Circuit series.

I would like to conclude by thanking all our Staff for the enormous contribution they made in 2004, and continue to make in 2005. Without their friendly and willing co-operation on the waterfront, in the bar and dining room, and in our office, our Club would be the poorer. The Flag Officers, our Treasurer, the General Committee, Our House and Sailing Committees, all the sub-committees, PROs and Race teams have given of their time freely and willingly throughout the year. Wednesday Junior Sailing has continued to flourish. In addition they all have managed to put up with a new Commodore!

My sincere thanks on behalf of you all to them all for their vital part in driving the Club forward.

John Bence

Commodore

range of members who feel engaged with, and are willing to contribute to, what she believes is the best Club in the South!

John Priestley

has been a Club member since 1990. He has raced cruiser-racers in Solent and RORC events between 70s and 90s, including a Hustler 32, an OOD 34 and a Sigma 38. He co-owned an Etchells for a while. He now cruises with his wife Sally in the X-442 *XII Bar Blues*, which he raced in the ARC in 2002. John is a past member and vice-chairman of the Sigma 38 Committee. His business career has been in the IT services industry, in which he now runs his own advisory business



Incorporation by June this year

As I write this, a busy 18 months has concluded with our Annual General Meeting on February 5. I cannot recall a recent AGM where the members were so positive about the Club and so supportive of their General Committee. Long may it continue!

A major item on my agenda has been to move the Club forwards to incorporation and I am happy to report that the end is in sight. The concern is that, as an unincorporated Club, in the event that insurance for whatever reason did not cover an incident, a plaintiff could theoretically attack one or more members as individuals. Whilst this seems, and hopefully is, an unlikely prospect, the consequences could be so severe that precautions need to be taken - we live in a litigious age. Incorporation creates a separate legal entity apart from the members. Also, with a company limited by guarantee, in the event of a disastrous claim against the Club, each member's ultimate liability after insurance and the company's assets are exhausted is restricted to £1.

"We are optimistic that this change of legal status will be completed by June of this year..."

In the end, the effect of incorporation on the day to day activities of the Club and of its members will be invisible. We will carry on exactly as before and still call ourselves 'The Royal Lymington Yacht Club'. Our Committees will remain in place. The existing Rules will be enshrined in the Articles of the incorporated Club broadly without change. New articles have been drafted to empower our Trustees to continue in their present

important role, except that they will no longer be the legal guardians of the Club's property, which will be owned legally by the incorporated Club.

We are optimistic that this change of legal status will be completed by June of this year and that the 2006 Members' Handbook will contain the Articles as already distributed to you (our Rules) and also the current Regulations.

I will be glad to get on with more exciting matters!

ROD PERRY

Vice Commodore

Trustee

Dick Thorn CBE RFA.

has been a Club Member for 25 years during which time he has served on the General Committee for just under 4 years, the Membership Sub-Committee, and chaired the Support Boat Working Group. He regularly supports Club and regatta events as a qualified safety boat cox'n, a mark layer and a race team member. He has been a boat owner for 25 years, and currently is the major shareholder in a motorboat. Dick formerly commanded the RFA as a Fleet Type Commander responsible for the training and operational effectiveness of the Service and its 2,500 officers and men.



The front cover picture, taken this year in Athens, shows our Gold and Silver medal winners Ben Ainslie in the Finn class and Nick Rogers in the 470s together with Nick's crew Jo Glanville.



Sailing 2004

During 2004/2005 there have been many improvements to the Club and its facilities. First and foremost is the refurbishment to the downstairs section. The Sail Loft, Slipway Room and the Committee Room have been well used, the space and light that have been created are a joy to work

On the recommendation of the Support Boat Working Group two new 5 metre Ribs have replaced *Tom Thumb* and *Kinsman*. Already they have done nearly 200 hours each. *Draught* is the next RIB that needs replacing.

The Crane Working Party has reported that the crane is in good fettle and should continue to work for the foreseeable future. Plans are in hand should it break down.

The Sponsorship Working Party has put together a 'code of practice' for all deals. We feel it is important for the Club and searchers for money/goods to know which firms have been asked for what, which firms are already generously supporting us, and which firms have declined. This will save getting too much egg on one's face.

The Race Team Party for helpers, which was first introduced in 2003, will this year be almost twice the size. With sponsorship from Moore and Blatch and some money from the Club, we are able to thank all Members who have helped with all the Sailing Events.

George Tinley has been Captain of Cruising for the last three years. He has done a splendid job and I thank him very much. It has been a pleasure to have him on my Committee. George and I have not had a difference of opinion since the 1960s when we could not agree during an X race on which side to leave the old Lymington Spit Buoy. The boats collided both before and after the buoy, fortunately with no damage done!! I look forward to working with Duncan MacAlister.

By this time you will all have the new Programme and Racing Fixtures for 2005. All the Section Heads with Stephen and the Office Staff have worked hard to get this to you earlier this year. I hope that you are pleased with the results. The Boatmen, too, are busy servicing and maintaining the Ribs, launch, rowing dinghies, racing marks etcetera, and are at this moment replacing some of the pontoon timbers.

Jane Pitt-Pitts

Rear Commodore Sailing

Report from Captain of Racing

In my last article for Pottership I was looking forward to a fantastic 2004 and it certainly lived up to

expectations. Perhaps the highlight for me was roaring at the TV as Ben Ainslie, Nick Rogers and the rest of team GBR battled it out in Athens. I'm sure the Junior sections will talk about their achievements but, apart from Ben and Nick's fantastic medals, there was Gold for Nick Thomson and Bronze for Pippa Wilson at the Youth Worlds. Pippa then went on to win the 420 Nationals, Ben Paton finished 2nd at the Laser Radial Nationals and 8th in the Europeans. Peter Barton survived a beer accident to win the Laser 4000 Inland Championship, Stuart Jardine conquered his XOD mast on the way to winning another Captain's Cup at Cowes week and the Royal Lymington Team was successful in defending the Round The Island Team Trophy. Already in 2005 Jez Fanstone has skippered *Aera* to Sydney Hobart glory.

The one thing that strikes me about our



in. Our visitors likewise have been impressed. We are looking into the possibility of having a pull-out awning over the forecourt which would add to its use in wet weather. Quotes are being sought.

The Dinghy Park has had a thorough face lift. Stuart Jardine and his team of volunteers have reorganized, cleared, chopped and bonfired. The end Park has been resurfaced. We hope to be able to park many more dinghies. Unlawful dinghies and road trailers left in the parks will not be tolerated. Contact the office if you need a temporary space for your boat. We need the cooperation of Members to abide by the rules so that it is fair for all.

Members' achievements is how diverse they are and how this represents our racing scene. For most of January I've been embarrassed watching the kids go racing and thinking how cold it is. In February I was glued to the internet to see how Peter Barton's skiff is getting on in Australia in the famous JT Gillman cup. March brings the Easter Regatta with a slightly new format; the main regatta starts on Good Friday and ends on Easter Sunday to give the race team more flexibility. Also in March is the new look Spring Series with a changed format to allow better racing. April brings on the start of perhaps my favourite part of the racing programme when Monday and Thursday Evening racing starts. Look out for the pre-season skippers' meeting and a question and answer session with Whitelink entitled 'A View From The Bridge'.

In May we see the start of the XOD and Folkboat hunting season with a chance to try out my New Year's resolution to spend more time in the boat as opposed to the water. June brings the visit of the 6 Metres, who will once again be moored alongside. We hope to arrange some spectator viewing as these boats are just fantastic to see. Also in June the SB3s are visiting in force. Hopefully the local fleet can use this to grow beyond the current 6 boats. In July we'll have the Summer Dinghy

and Keelboat Regattas, now held over one week to give a united front. For me the highlight of August is Cowes Week, while for many others it's the Junior Regatta. We are also hosting the CO32's for an open meeting. Come September we'll be looking carefully at the results for Thursday evenings to see who's won and readying

ourselves for the Pottership in October.

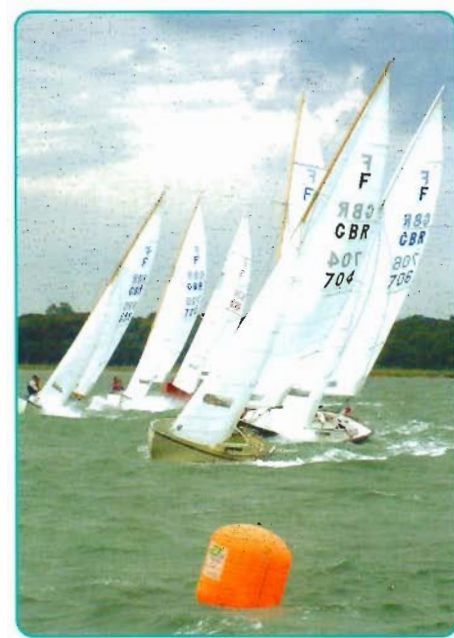
It all sounds a bit breathless, doesn't it, and without the help of our race teams, staff and coordinators it would be impossible. To all our volunteers and staff "thank you" for making it work; if your name's not on the list and you're interested in helping please call the Office or drop them an email.

Rory Paton

Lymington Folkboats

The Lymington fleet is growing rapidly and is being joined by several new boats for the 2005 season. There are now over forty GRP Nordic Folkboats moored in Lymington, and the size of the racing fleet is growing steadily with the better turnouts being for the longer races. The principal event of the year, the National Championship was sailed from Lymington in July and was won for the second year in succession by Crauford McKeon in *Jessica*. The series was sailed in a mixture of conditions and was dominated by Crauford, who despite taking part in only a few early season races easily showed the rest of the fleet how to do it.

Thursday evenings were always well supported with an average turnout of twelve boats. The early series was won by Michael White in *Bossa Nova*, with Stuart Watson and Mathew Jones in *Crackerjack* second. In the late series the places were reversed with *Crackerjack* gaining the upper hand. Those who could get down for the early start have had some really close racing, with only a few races being lost to the weather. The closest finish of the year was the Christchurch Ledge race, with *Bossa Nova* and *Crackerjack* finishing overlapped,



with *Bossa Nova* winning by less than three feet. Robin Markes, the Race Officer for the event, has donated a very handsome trophy to be presented to future winners.

The Folkboat is absolutely ideal for our local waters, and it would be difficult to find a one-design class in which the boats are as evenly matched. The fleet is expanding rapidly throughout the Solent, and some good sailors are joining the class. We look forward to meeting these new people in the spring.

Michael White

Lymington XOD division

The Division enjoyed another good season's racing with strong turnouts in the summer months. However the Autumn Series was literally washed out with only three races sailed due to unseasonably windy weather.

The divisional results in Cowes were mostly rather disappointing with most of us recording results rather below our usual high standard and expectations. The shining exception however was Stuart Jardine who won the Captain's Cup for a record and remarkable fifth time, something which has never been achieved before. Furthermore the young man is still going strong and rumour has it that he will be aiming to win the cup

again in 2006, fifty years after he first won it in *Persephone*, sailing with twin brother Ado and Jane Pitt-Pitts in the same boat with the same team!

Other divisional members who did well at Cowes were Rory Paton, sailing Eric Williams' *Diana*, who finished 7th, Ado Jardine, the Captain's Cup holder from 2003, who finished 10th in *Lucretia*, and Bill Dunsdon and Robert Young who finished 16th in *B*.

Jo Smith, who has been outstanding as our Divisional secretary, has now moved back to London and accordingly has passed the job on to Romy Halliwell, a long standing



Divisional member. To Jo - a very big thank you from us all, and to Romy - we wish you every success and enjoyment in your new role.

Sadly, Philip Grundy has not been well and has now handed over the job of Divisional Treasurer to Peter Lashmar. Philip acted as Treasurer for many years, and was Divisional Captain from 1987-90 as well as being an outstanding Race Officer, organiser of all our race results and our handicap system. We shall miss Philip's tremendous contribution and input and he retires with our very grateful thanks and good wishes. For this work Philip was awarded the Mollymawk Trophy (for the umpteenth time) in recognition of all he has done for us. This trophy now hangs in the Club by the binoculars which overview the Solent.

Ado Jardine has led the Division with enormous energy and charm for a most successful two year period during which he won the Captain's Cup (in 2003), and was always well to the fore in our Divisional racing. Thank you Ado, and also Wendy, for all you have done for us. We will have to do well to follow you, as Jardines are a hard act to follow both on and off the water!

Formerly Ado's Vice Captain, I have now taken over as Divisional Captain and we are all delighted to welcome Robin Balme, a long standing Member, as our new Vice Captain.

This autumn we have started an innovation with a series of monthly talks followed by supper. Richard Field, our Class historian,



started the series in December with a fascinating talk about the history of the Class between 1920-1930. This was attended by over fifty Members including our Class Captain Michael Flanders and other members from Parkstone. We can't wait for the next instalment.

The Class has now decided to allow use of the TackTick digital compass in its basic form which will be a distinct benefit to those helmsmen like me who can't see the numbers on a conventional card compass from ten feet! We expect a lot of these will be fitted this year which will be a big help to everybody trying to pick up those Solent shifts.

Lastly very many thanks to Malcolm McKeag, our guest speaker at this year's Prize-giving Supper, for entertaining us brilliantly with some excellent Irish humour that happily rounded off a very successful season.

David da Cunha

Captain Lymington XOD division

Scow division

The Scow Division continues to grow with several Members joining this summer, bringing with them more Scows. We are the largest fleet within the Club with 81 members and 16 friends.

The year started off with the popular Thursday morning Winter Walks, organised by Liz Watson. We held Winter Lectures in January, February and March: Roly Stafford organised an evening practising and learning knots, Ado Jardine kept us up-to-date with racing rules and Vince Sutherland organised a quiz evening. All lectures were followed by supper in the River Room.

Monday night racing started on 26th April and despite the poor weather conditions, there was a strong turnout of approx. 20 Scows each week. The two short series were very popular and well attended. The first, on 1st June, had 11 Scows racing for a beautiful Trophy donated by Mr and Mrs Hinxman who presented the prizes. We were blessed with good weather and Peter Barton, race officer, set us four excellent races. The second short series on 24th August was extremely windy and Toffer Blachford our race officer, restricted sailing to the River. In gusts of over 30 knots, 9 reefed Scows raced 3 very short races and surprisingly no one capsized.

The Alexina Trophy was sailed on a balmy summer evening, with 21 Scows looking as colourful as ever. Joan Hampton, Alexina's mother and Simon Williams-Thomas, Alexina's husband came to watch the racing. Vince Sutherland, race officer, set courses through the lakes and into Oxey. Joan presented the Trophy to Peter Barton.



The Figure of 8 race took place on June 26th with 12 Scows racing around the lakes. Rachel Nuding started us off in the River on an anti-clockwise course around Pylewell Lake then clockwise around Oxey Lake. We had perfect sailing conditions. The event was organised by Jayne Burchell and followed by a wonderful "Figure of 8" Supper.

The R LymYC versus Keyhaven YC event was on a hot and sunny Sunday. Ten Scows were towed to the start, due to lack of wind, and met up with the Keyhaven Scows just off the

Pennington boom. The wind picked up and we had 3 races of Olympic triangles. The Lymington Scows did rather well. That evening Keyhaven YC hosted a very jolly prize-giving and dinner.

The first Rally to Pitts Deep, early in the year, was a great success as 6 Scows, 2 Kayaks, the Club launch and a safety RIB were joined by a very friendly seal. Not only did the seal have a good look at us but it even sniffed Jane Pitt-Pitts' paddle.

For our Scow Rally to Newtown on July 18th, we had a mix of weather condition. When we set off, there was barely enough wind to get us to the end of the river, but it picked up and soon we had a lovely breeze whisking us over with the tide under us. After a potter around Newtown, we had a picnic on the beach slightly oblivious of the fact that the wind was picking up in the Solent. Our Officer of the Day and safety team announced that we really ought to get going and off we went with most boats reefed down. With a strong wind against a strong tide, we had a cracking sail with all boats making it across unaided.

There were two joint potters with the Keyhaven Scows, which was a great opportunity to get to know our neighbours.

Alison Husband organised a morning of capsizing. After a talk in the Clubhouse on how to right your Scow, several volunteers had a go at capsizing a Scow off the Clubhouse and getting it back upright again. It was not as easy as it looked and several Members found it very hard even in near perfect conditions. Alison has offered to talk to us in March about the day and give us some tips on improving. Jo Mooring Aldridge took videos of the morning and these will be shown during the talk.

Three Scows joined the Cruising section on their family meet at Newtown. This was probably the best weather we had all summer and it was wonderful to see so many children swimming, sailing, rowing and generally messing about in boats. Robin Markes and Toffer joined us on the Sunday for the barbeque and Toffer organised a mini series for some of the very young children. The courses were around yachts as we had no buoys, which was interesting - but no damage was done to any paintwork. I hope that next year we can organise a bigger fleet of Scows to join this fun weekend.

I would like to thank our tremendous team of helpers who put in so much time and effort to make the Scow fleet such fun, in particular my thanks go to Robin Markes and Dick Thorn who are supporting us in the safety boats at every event. Thank you.

Sarah Fraser

Captain of Scows

Junior sailing goes from strength to strength

The good news for 2005 is that in addition to the successful Wednesday Junior Scheme there are now four active dinghy classes sailing regularly from the Club. Our Optimist, Cadet, 420 and Laser sailors have represented the R Lym YC in National events all over the United Kingdom during the past year and further afield in International Regattas and Championships throughout Europe and as far as Dubai and Australia. Our young sailors have gained places in National and Zone Training Squads for the coming season and some will hopefully be chosen to represent the UK in World Championships this year. Willing parents and supporters continue to organise training and events at home, acting as Officers of the Day, driving RIBs and feeding and entertaining both our own and visiting young sailors.

After her great support as Head of the Optimist Class, Nikki Thomas is taking some time out for other family activities and has handed the baton on to Mandy Stock. Both Mandy and Geoff have been very actively involved with the Optimists for a number of years and we very much welcome their expertise on the Junior Sailing Committee. Jennifer Muskett continues to represent the Cadets and we have also welcomed Phil Lawrence as Head of the 420 class while John Claridge becomes Head of the Laser class.

The changes in the Sail Loft area downstairs have been greatly appreciated by all the junior sailors and it has given us an up-to-date and comfortable area to work in for training courses, briefings and for the Junior Regatta and Harken Youth Open Meetings. There have been many compliments by visitors about our new facilities and we can now look forward to the Easter Regatta in the knowledge that we can stay warm!



The Club's continuing support of all the young sailors is greatly appreciated and we can be assured of some more young sailing stars in the future to succeed in National and International events and hopefully even the Olympic Games. Nick Thompson sailing a Laser and Pippa Wilson sailing a 470 have both joined the Olympic Development Squad. When I opened a copy of a Sunday newspaper's magazine today there was yet another of our former Junior Sailors, Jo Ryley giving a bunch of young Australian guys a run for their money in the Skandia Geelong Week, the biggest and oldest sailing event in the southern hemisphere. When they begin their sailing careers at the Royal Lyngington Yacht Club there seems to be no limit to the challenges our young sailors can take on. Long may it continue.

Amanda Dingwall Captain of Juniors

STOP PRESS

Ali Husband has been awarded RYA Dinghy Instructor of the Year.

Wednesday junior sailing

WJS is coming out of its winter hibernation and boat maintenance time ready to start a new season.

Last year we were very busy with at times as many as 160 children in the course of an afternoon. This means that we need a good supply of helpers and instructors to be able to give these children the time and attention they need to learn sailing and seamanship in a safe, structured, fun way.

If you feel that you would like to join our band of wonderful volunteers, even if you are unable to attend very often, I would love to hear from you. There are plenty of jobs to do, office helper, tea person, rowing, safety boat crew, pontoon helper, sailing instructor; we need you all.

Come along to our Safety Briefing on Wednesday 16th March at 2.00pm in the Library, or give me a call or e-mail for further details. Tel 01590 679877

E-mail wilsons@forestlodge.nildram.co.uk

Jenny Wilson Head of WJS

POTTER SHIP RACE 2004



The Potter Ship Trophy was won by *Jubilate* sailed by David Wansbrough

The Duncan Hall Trophy was won by *Diana* sailed by Eric Williams

The Hong Kong Junk was won by *Milly* sailed by Richard Webb

The Royal Lyngington's Potter Ship Race, the Club's annual Founder's Race, was held on Saturday 2nd October 2004. This race is open to any keelboat over 18 feet in length, owned and helmed by a Member. The weather forecast was not good, with rising winds and a strong wind warning in force. The 47 strong fleet (67 had entered but some thought that they would not sail) crossed the line in a bevy of boats and sails.

The Olympic silver medallist Nick Rogers was at the helm of *Alice III*. She was a spectacular sight. Later, as the wind strength increased, she reduced sails to a mizzen and two jibs.

At the start of the second round the wind increased, with 33 knots on the indicator. Many decided that it was better to retire. Eighteen boats finished, including four Folkboats and one XOD.



Nick Thompson wins Raymarine Young Sailor of the Year Award

The coveted title of Raymarine Young Sailor of the Year goes to 18 year-old Nick Thompson from Lyngington - a hot contender for the 2008 Olympic Games in China.

The Raymarine Young Sailor of the Year Award recognises endeavour and achievement by young British sailors under the age of 19, in particular youngsters who have made a significant impact on youth sailing. This year's winner, Nick Thompson, is the youngest male sailor in the RYA Olympic Development Squad. Proving he can compete with the best Laser sailors in the world, in 2004 he sailed in a succession of grade 1 events throughout Europe in the gold fleet, surpassing all expectations. Some of his many accolades include Gold medallist at the Volvo Youth Sailing ISAF World Championship 2004 in Poland in the Laser Class; 6th Laser Nationals (1st youth in the Senior Olympic fleet); 1st RYA National Youth Championship; Sports Scholarship to Exeter University; Michael Austin Harlick Award Winner (Outstanding Sports Person in Hampshire); and nominated for BBC South 2004 Young Sportsman of the Year. Nick was also Young Sailor of the Year in 1999 after winning the Optimist European Championship that year.

Beating up the Bay

A New Regatta Concept for the RLYMYC. Numerous Admiral's Cup and other Keelboat World Championships have been held in the past in Christchurch Bay, but more recently there has been a concentration of racing for Solent keelboat sailors in and around the Central Solent.

The first 'Beating up the Bay' regatta held in June 2004 was an experiment, which we hoped would achieve a number of objectives; bring back 'Big Boat' racing to Christchurch Bay, showcasing the R Lym to other sailors in the process, involve Members in a regatta which could grow over the years, continuing the tradition of high level international regatta management expertise amongst Members and Club staff, give our world beating Junior sailors the opportunity of being involved in a top quality keelboat event, AND HAVE FUN.

Christchurch Bay provides a very different sailing environment from the Solent. It is an excellent 4 mile diameter racetrack. There are relatively gentle currents, clear airs and safe even depths able to accommodate the largest racing keelboats. This lends itself to rapid turn round, windward/leeward racing and lots of close quarters action - ideally suited to level racing or one design classes.

So did it work in 2004? Twenty eight yachts entered split into three classes - with equal fleets of nine J109s and nine Beneteau 31.7s both choosing to launch one design racing for their respective classes. The balance of the entries were mainly Beneteau 40.7s and Prima 38s with a sprinkling of competitive local yachts combined into an IRC class.

The weather gods favoured us with sun

and breeze. On the water Tony Blachford's courses were spot on and the race team handled the mark laying and race management with their usual aplomb. Ashore, Mark Fishwick's team handled everything from bacon butty breakfasts to late dinners with enthusiasm.

We already know that this year it will be a substantially larger

"The weather gods favoured us with sun and breeze."

event. Our two one-design classes from

2004, the Beneteau 31.7s,

and J109s, are returning and will be joined by Bavaria Match 35s, Mumm 30s and Swan 45s.

'Beating up the Bay' will be one week before the Admiral's Cup and we can expect hot competition from the UK fleets of Mums and Swan 45s plus visitors from abroad. There should be opportunities for our younger members to race and we want to be able to offer our visitors a top quality crew pool (university students should have broken up for the summer). We need hosts to look after each of the one

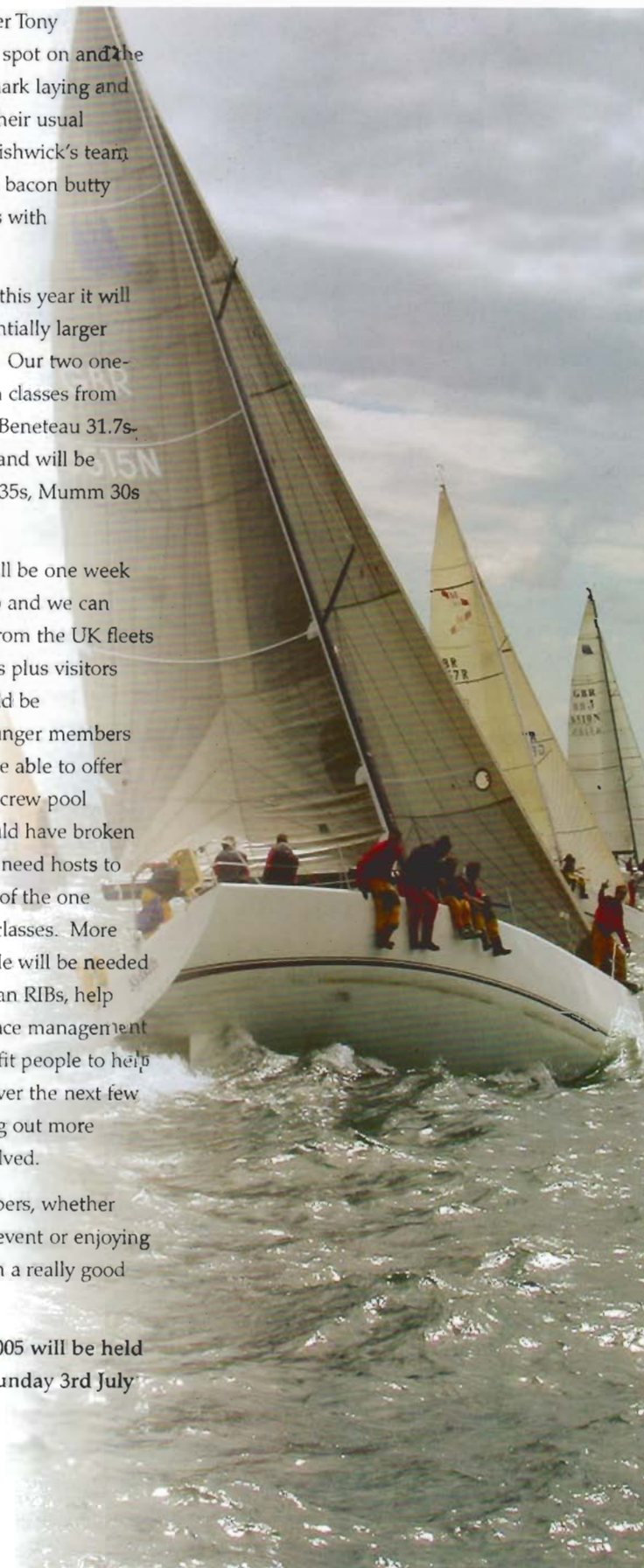
"Beating up the Bay will be one week before the Admiral's Cup and we can expect hot competition from the UK fleets."

design classes. More people will be needed to man RIBs, help with race management and young, fit people to help with the mark laying. Over the next few months, we will be giving out more details of how to be involved.

It will be fun for Members, whether racing, helping with the event or enjoying the buzz that comes from a really good regatta.

Beating up the Bay 2005 will be held on Saturday 2nd and Sunday 3rd July 2005

David Brunskill



Sydney-Hobart 2004



Christmas day 2004 was similar to four others in the last eight years in as much as I woke up in Sydney and like three of those other times it was the day before the start of the Sydney Hobart race whilst the other time was during the Whitbread. The previous Hobarts had been the most unpleasant races I have done and the conditions in this edition were not about to let the side down. We were there with the 55ft *Aera*

that I have skippered since we put the boat together 2½ years ago with an international crew of 16. After the usual pleasant breeze at the start, the weather deteriorated so that we ended up going upwind in 35-40kts for 24 hours in a rather messy sea. This put paid to 54 of the original 118 starters making this one of the top four worst Hobarts! The boat and crew held together brilliantly and with 24 hours to go we made the decision based

on weather data to carry on heading offshore towards the coming left hand shift. When it came it was better than we had hoped and from 155 miles out we all but laid Tasman Island. The breeze built as we headed up the Derwent River putting us into a 4 hour lead overall on corrected time for the race with only the smaller boats behind with a chance to catch us; as the breeze eased their time ran out.

This was the culmination of 2 years work and campaigning for the *Aera* and is a testament to all the work that everyone has put in over that time. We had had a busy season in 2004 and by the time we had competed in the Warm Up Regatta in Sydney we knew that we had done all that we could to give ourselves a good shot. On the day the boat had only minor damage and the crew worked together to get the best out of her in all of the conditions. The other Lymington sailors on board were Hugh and Jonny Agnew and Matt Cornwell, and I am sure we are all looking forward to a less hectic Christmas this year.

Aera - a Jason Ker-designed 55-footer was placed first Overall and first in IRC. Division A, beating the Line Honours winner, Ludde Ingvall's Simonis/Voogd-designed 90-footer *Nicorette* by 4 hours 26 minutes 46 seconds on corrected time.

Jez Fanstone

BEN AINSLIE OBE Winner of Jack in the Basket Trophy

Ben was born in Macclesfield and from about three years old, as he recalls, he was in boats. (Three years old seems the optimum time to embark on your given career - Tiger Woods, Nick Rogers!). The family moved down to Cornwall, when Ben was 7 or 8, and he started racing at 11. His father, Roddy Ainslie, skippered a boat in the first Whitbread Round the World Race in 73/4, which must have contributed to Ben's stated ambition - to win Olympic Gold and the America's Cup.

In 1992 he started his meteoric sailing career becoming British Optimist National Champion; 1993, he was Laser Radial World Champion, Laser Radial European Champion and Laser Youth Champion. In 1996 he was Olympic Silver Medallist in Lasers and then went on to win the ISAF Laser World Championship in 1998 and the Laser World Championship in 1999.

In 2000 he won Olympic Gold in Lasers in Sydney and Olympic Gold in Finns at Athens in 2004, so now he has more than half fulfilled his ambition!

His sailing achievements are too many to mention them all. He is now into Match Racing where he has acted as Tactician for



Ben Ainslie OBE

Chris Law and Peter Gilmour, and helmed the New Zealand Championships to 2nd place in 2004. Having lived in Lymington for the last eight years, he is now resident in New Zealand, campaigning the Emirates New Zealand America's Cup Team - his second ambition yet to be fulfilled.

Judy Ruffell

Needles Relief

December 2004

Saturday 18th December had been threatened with the direst of weather but by Friday the forecast had moderated. Saturday morning gave a twelve knot south westerly out at the Platform and a light overcast sky, near perfect conditions. The only blot being the tide which was about to flood into the Solent, and thus threatening the ideal objective of getting the fleet out through Hurst into Christchurch Bay.

The Needles Relief Race starts at the Yacht Club, it employs a staggered start, slow yachts first, to allow the fleet to arrive at Yarmouth fairly close together – well, that is the idea and sometimes it works. The race results are based on handicap corrected elapsed times.

This year the start was at 09:00, to try and get the fleet through Hurst before the flood reached full strength. The chosen course was out to North Head Buoy and then to the Royal Solent YC finish line (very, very simple). The early starters had the benefit of less foul tide. This early start had the disadvantage that most of the fleet were still asleep, few yachts had digested the Sailing Instructions or identified the flags flying from the flagstaff backed up by blackboard information. To get the fleet quickly to Hurst they were allowed to motor down river and also they were given 5 minutes motor allowance to use as they saw fit (obviously through Hurst). The use of engine is a novel feature of this race.

Tactics employed to pass through Hurst were a deciding factor in the race. Many of the early starters sailed over towards Fort Albert and Colwell Bay and then crossed back, close to the Shingle Bank to escape the worst tide. *Ortac*, the trailing

yacht, was the first yacht to use her engine, she motored at full throttle round the Trap close to Hurst beach and shot through the Narrows going from last to third on the water. *Amadeus* thought this was a great idea and tagged along. Way out in front was a little Dufor 32, *Champask*.

This is the last time the Handicapper is going to listen to Robin James when he

Beneteau 40.7, *Mystery*, with Craig Thompson and a crew of young pirates and third *Champask*, Robin James. 15 yachts finished the race, two yachts did not start and two yachts failed to finish, seeking earlier refreshment.

Our friends at The Royal Solent Yacht Club hosted the post race prize giving and Barbara Hempstead and her race team finished the fleet and worked out the race



says how slow his boat is and how inexperienced and out of practice his crew are, forgetting that Robin is an experienced and wiley racer! *Champask* was first round North Head and first across the finish line. She would have won overall had she managed to set her spinnaker downwind.

The race was won by the second yacht across the line, the Beneteau 40.7 *Ortac*, Adrian Clark. Second overall was another

results with great efficiency. The host club also laid on the commentary for the RNLI Helicopter display which was enjoyed by a packed clubhouse.

Once again the members of both sister clubs were able to enjoy a very festive, noisy and crowded lunch time together. The contribution to the local RNLI etc. was once again well received.

Mac MacDougall

THE CRUISING YEAR 2004

After three years as your Cruising Captain I am ready for retirement! Not that it hasn't been a lot of fun and rewarding. To quote Peter Wilson, one of our past Commodores, 'The object of coming down to this Club is to enjoy ourselves'. How right he was, and it surely follows that if we do not enjoy, then something is wrong.

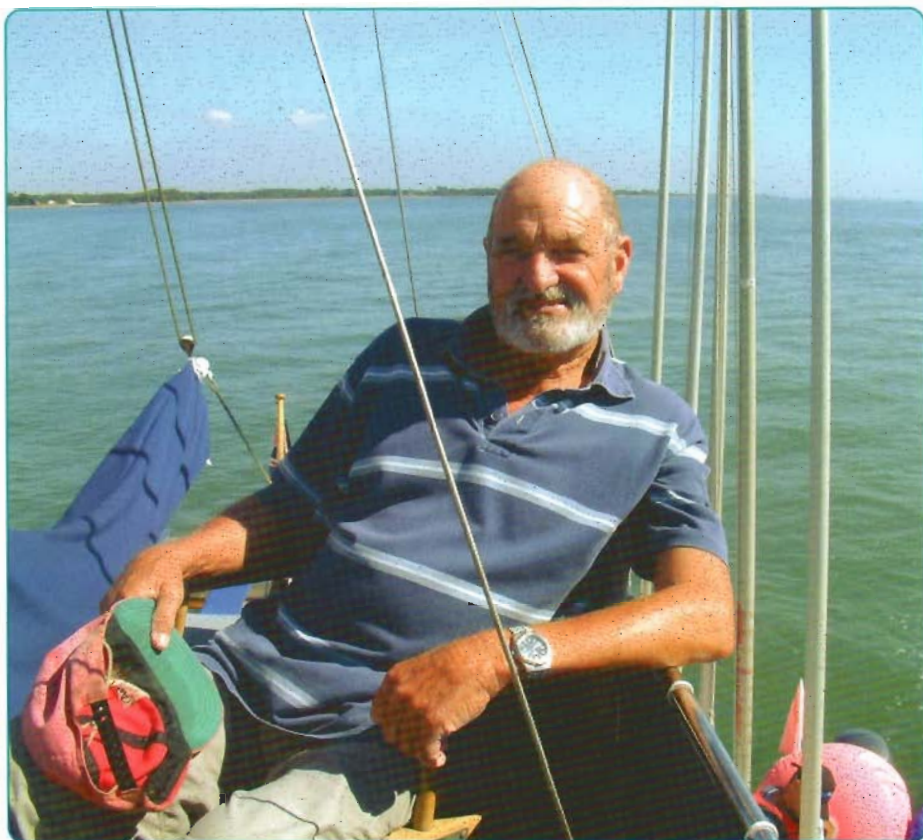
Right at the moment our Club is thriving. Of course there will always be the odd grumblers about but if they are seriously unhappy they are clearly in the wrong place! I have been blessed with a super little committee and cheerful, productive meetings. Each of our 'on water' meets has been organised by a committee member plus helper. Even at the end of the season when the Anchoring Meet had to be diverted to Newtown Creek we got good support. Ten boats out of an entry of seventeen braved a full blooded gale to anchor for the Saturday Night party. It was so windy that we had to remain anchored or moored singly and the party was split on to two boats. Memorable cottage pies and apple tart from Alice Macnamara washed down with quantities of good wine rounded off an interesting occasion.

Now the thing about cruising is that most people, many of them Members of our Club, just do their own thing. That, to them, is the whole point of cruising - self sufficiency and personal freedom.

So it is hard to report a cruising year without information on who is doing what. Of some we know: the Rideouts keep in touch from the Pacific, the Farrants are about to return from Indonesia, the Cohams have set off intent on their circumnavigation this time. Andrew Wilkes circumnavigated South America around Cape Horn and was awarded our Jubilee Cup for his outstanding voyage. There will be many others.

When I needed a replacement lecturer at short notice I was directed to Richard and Celia Lassen who recently brought their Swan 39 back across the North Atlantic.

See what I mean? Lots of members



voyaging, so this can be an appeal to all of you to keep us informed. We have a 'Completed Cruise' book in the new Chart Room and a notice board for information from cruising members. It would be fun for us settled local members to know what our more adventurous colleagues are doing.

Our new Chartroom is up and running. The computer with world wide chart coverage and internet facilities for visitors to pick up email etc. is a boon. The cruising books have been updated and added to. If you are cruise planning, pay it a visit.

Even give us a photo of your yacht to join the growing photo gallery.

So in all this I have not written much about the meets, but then already as I hand over to Duncan MacAlister, the committee is planning for 2005. Suffice to say that 2004 may be best remembered for the enjoyable and ambitious Dutch Meet which finished after many adventures with a great welcome at our reciprocal Royal Netherlands Yacht Club in Muiden. That is not to detract from Spring at the Royal London, a rekindling of the St Vaast Yacht Club, Gins Farm of course and the Anchor Meets.

Now, as I motor off gently into the sunset, it only remains to thank all those who have helped on my committee and made the whole affair so enjoyable.

Dutch meet June 2004

Over a dozen boats took part in the Dutch Meet last summer, which George Tinley, Bob Bell, and Ed Vogelzang had spent months planning.

The initial rendezvous was at Veere on 7th June. The following evening there was an inaugural dinner at the very welcoming Veere Yacht Club. More canals and locks and on to Goes on the 8th. The following day we sailed to Zierikzee, from whence a visit was made to the fascinating Storm Surge Barrier in the Eastern Sheldt. Thereafter the fleet separated, and reconvened in Amsterdam. The final destination was the Royal Netherlands Yacht Club at Muiden, where a splendid dinner was laid on.

The full report may be found in hard copy in the Chart Room, or on the RLymYC website under 'Cruising' and '2004'

George Tinley

A Brief Encounter - with Rhumber

The first leg of the cruise was from **Lymington to St. Peter Port, Guernsey.** We anchored overnight, 20th June 2004, in Studland Bay, and enjoyed a peaceful night, the wind having gone down with the sun. We weighed anchor the following morning at 05.00 and our plan was to reach the top of the Alderney race (55nm) by 14.00.

The weather conditions were disappointing as it was raining and extremely cold for June. After we had left the shelter of the bay, the wind was 16kn from the southwest. By 06.00 the rain had ceased, the temperature was dropping and the clouds had become dense and black.

It was 06.20 when we first spotted our twister, which was an almost vertical black shaft from the sea to the clouds. It seemed to appear in an instant and we continued to track it for the next forty minutes. We estimated its distance at 1-1½ nM and our

compass bearings indicated that it was slowly crossing our path and heading up channel. As our original course was directly towards the twister, we tightened our sails and headed virtually due south. We were ready to furl our sails had our twister started to come towards us. Fortunately this was not necessary as the distance gradually increased.

We were amazed by the vast amounts of water that were being sucked up from the sea to the sky, and once the safety concerns were out of the way, a number of photographs were taken.

At 07.00, I went below to check our position in order to resume our course. Quite suddenly what seemed like a bombardment commenced which lasted 3-4 minutes. We were experiencing a storm of very heavy hail stones, just like large golf balls. My sprayhood took a real hammering which entailed a complete

restitch. We ended up with a large pile of ice in the cockpit, which finally melted just before we reached St. Peter Port, plus very clean decks.

Thereafter conditions slowly improved. We arrived at St. Peter Port outer harbour just before 18.00 and by 18.45 were moored on 'A' pontoon in the Victoria Dock.

For my two grandchildren, aged 9 and 11, this was their first cruise. The experience has not put them off, as they have asked to come again this year.

TONY RUDDLE

P.S. I regretted not having my radar functioning. As we were sailing I tend to conserve batteries, but it would have been useful in confirming distances and for tracking.

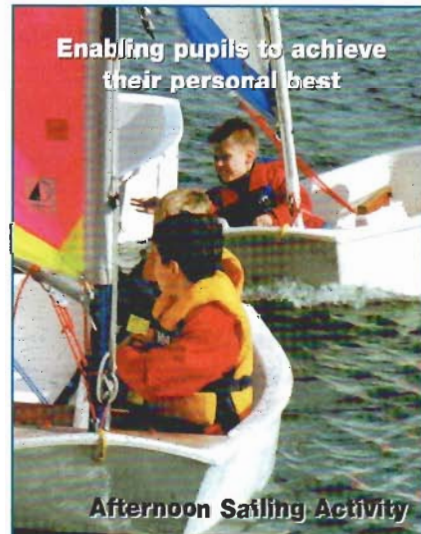
Boat Names and Graphics

We supply pre-cut, pre-spaced vinyl names, club initials, port and registration details and new striping in any colour or style for your boat. We also supply full colour images, logos or sponsorship panels to your design. As suppliers of boat liveries to the RNLI we can guarantee our graphics in all conditions.



Letters and Logos Limited
Signmakers and screenprinters
Crow Lane Business Park Ringwood BH24 3EA
Tel: 01425 477281 Fax: 01425 480094
Visit our website www.lettersandlogos.co.uk

Enabling pupils to achieve
their personal best



Afternoon Sailing Activity



Ballard School New Milton
Independent, Co-educational
Ages 18 month to 16 years
Tel 01425 611153 or visit our website
www.ballardschool.co.uk

Registered charity number 307328

A Cruise Around SOUTH AMERICA



Andrew Wilkes

The plan was for a year's trip around South America in my boat, a fourteen-year-old Swan 44, *King of Hearts*. Adam Wilson, Liz Marsden, George Kidner, Debbie Major, Janey Livermore, and Jonathan Bradbeer flew out to join the boat at various times. Máire Breathnach and I were permanent crew.

We left Lyminster on 11th August 2003, the following are some extracts from the diary.

November 2003 - Porlamar, Margarita (12-14 Nov)

Margarita, an island off Venezuela, is quite poor and we were warned that being mugged was a serious threat. As a rule, the poorer the country, the more tedious is the customs/immigration bureaucracy. In Venezuela it is normal to employ an Agent to do all the work. On shore, a decrepit man emerged from a decrepit hut offering to take our passports etc. to complete the formalities for us. We politely declined and made our way to find Vamesco who,

according to the pilot book, would tell us how things were done. He was very helpful and told us not to trust anyone, not to trust the banks (who would exchange dollars for Venezuelan Bolivars at a very poor rate), and to see the man near the dinghy landing place (called Juan) who would sort out our clearance papers and he, Vamesco, would exchange dollars for Bolivars at a preferential rate.

Armed with a little more knowledge (or so we thought) and a fist full of Bolivars we returned to the decrepit hut/man and rather sheepishly asked

him to accept our passports and ship's papers. His 'office' which was surrounded with old computers with the insides taken out, boasted two Shrines – one of which was flanked by two lit candles. A price was agreed, passports, papers and half the money given away. The bargain sealed with a handshake and, at this point, we realised that this man was not Juan (Juan resided in the rather grander office 50

metres away). Too late to back out at that stage but thankfully all was well the next day when we went back to complete the arrangement.

December 2003 – Panama Canal

Small boats go through the canal by one of three methods: alongside a tug, centre chamber or alongside the wall. We were going alongside a tug which is the simplest way. At the first lock it

"We saw magnificent sights, met great people but, after 22,000 miles, my favourite view is still the sun rising over the Lyminster marshes."

became apparent that the line-handlers didn't really know what they were doing and we were fortunate to

manage the whole transit with no trapped fingers or damaged boat. I didn't like the pilot much – he didn't tell me where he wanted me to steer the boat until the last moment and then gave me bad advice (hard a-starboard, full astern etc) which was rubbish. He did, however, make precise orders to Máire about his food requirements.

The transit starts at the Gatun Locks

near Colon which raises the water level by 26m in three stages. This leads to Lake Gatun which is an artificial lake formed by damming a river. We took the 'Banana Route' – a shortcut between islands. Gatun Lake is beautiful and it is slightly surreal being in a wonderful inland waterway surrounded by enormous 'Panamax' ships. The channel leads onto the Gaillard Cut, a ten mile canal blasted out of the rock at enormous human cost. At the Pacific end there are two sets of locks – 'Pedro Miguel' and 'Miraflones.' All too soon, we were through the canal, the pilot was welcoming us to the Pacific and I was thanking him for his skilful pilotage (fingers crossed behind my back).

Panama to Galapagos (870nm, six days)

The trip to the Galapagos Islands went exactly to plan – two and half days motoring in light winds followed by three and half days of close-hauled sailing (20 kts apparent wind). We sailed very close to Isla Malpelo (Bad Hair Island?), an uninhabited island 300nm south of Panama.

Saturday 3rd January on passage from the Galapagos Islands to Chile

0600 - On watch there was a loud crack and the steering broke. Not sure at this stage if it was the autohelm or rudder/steering mechanism, so called Máire and started hand steering the boat

(which has tacked itself). Furled genoa to small jib size and hove-to whilst setting up the Monitor self steering (which fortunately worked well).

1100 - Máire caught a huge wahoo 1.2m long and so heavy it was difficult to lift. Máire poured a

half bottle of grog into its mouth to kill it before hoisting onboard. Spent 45 minutes gutting it, cutting 8 big steaks and cleaning up the decks before throwing the remainder away (we had no fridge and the



Curacao

meat would not have lasted more than two days). The fish would probably have fed forty people. It was beautiful and we felt guilty about killing it and wasting so much good food.

February 2004 – The Chilean Channels and Teirra del Fuego – written by George Kidner and Debbie Major.

The chart was now covered with names of places that begin Puerto... and Máire and I believed that this meant that there would be a few houses in each and, perhaps, even a modest shop. In fact, there was absolutely nothing and the only people that we saw were fishermen and the occasional yacht. The anchorages became more and more interesting: sometimes we were surrounded by mountains, sometimes we were wedged between an island and a bank, sometimes we swung at anchor in an enclosed bay. By this stage, Máire and I had become quite adept at putting out the shore lines (sometimes as many as five) using the dinghy.

The wildlife was fantastic. We regularly saw large Peruvian pelicans, flying just above the surface of the water like squadrons of Lancashire bombers. Schools of dolphins often swam along with the boat in the narrower channel, and were often there to greet us at our anchorages. We saw Magellanic penguins, South American fur seals, majestic medium-sized albatrosses, giant petrels, round tubby kelp geese, black-headed swans – and one day a gigantic condor.

Our second experience of really bad

weather came as we entered the Magellan Straits. The visibility dropped to less than a mile and the swell kicked in immediately. Fortunately, the wind was behind us for once and we were making 9 knots with just a dinner napkin's worth of genoa unfurled. We made for an anchorage called Uriarte, pleased to get out of the wind. For the first time on our trip, we found the anchorage unsatisfactory. The nearest alternative was 25 miles away and it was already 1800hrs. We decide to

chance it and in a race against time before the light failed, we made it – just. These are not

anchorages that you can enter

in the dark. As we entered the final approach, the wind howled and we feared that we would be forced to turn back, even though the light was fading fast. All of a sudden, we entered calm water and there was a huge relief as we knew that we would be safe for the night.



Caietta Beaulieu in South Chile

As we went further south into the Beagle Channel, the scenery became increasingly dramatic. We were surrounded by large mountains, almost as though the mountain ranges of Switzerland had been flooded. A trip to a glacier was particularly memorable and we marked the occasion by drinking champagne as we floated between the icebergs.

March 2004 – Cape Horn –written by Jonathan Bradbeer

The Cabo de Hornos is the most southerly point of a group of islands called the Woolastons which provide some good anchorages from which one can "round the Horn". As luck would have it, the run

down there was an easterly which made it



Wahoo!



Southern Chile

fast and easy. We anchored in a small bay, Puerto Maxwell, with lines to the shore and a tandem anchor. 55 nautical miles in eight hours; the wind mainly northeast to east, 5 – 18 knots. We shared this anchorage with Skip Novak's *Pelagic Australis*.



Jonathan Bradbeer Sailing around the Horn

I had been on board long enough to realise that the boat ran on chocolate muffins and so we were well stocked for rounding the Horn the next day, St Patrick's day. A Cabo de Hornos breakfast of porridge with honey and cream and bacon & egg sarnies washed down with a 1963 Pol Roger set the mood for the photographic session that followed. Who would take endless photographs of a huge pile of boring granite with no edifying feature? We did - slapping each other on the back (and spilling the champagne to boot) until we were exhausted.'

April 2004 – The South Atlantic

At 0630 the following morning the head

of the genoa tore off so we rigged the inner forestay and set the No. 4 jib. The wind increased again to a near gale during the day but decreased again at night. A white bird landed in the cockpit during my night watch and I used the boat-hook to encourage it to leave.

The following day (18th April) the wind increased once again to near gale force 7 but we were treated to dolphins performing great leaps out of the water around the boat and albatrosses flying majestically overhead. We saw the white bird again (I think it may have been a Snow Petrel).

We had another day of near gales from the south and south-west and then at 0315 on the 20th April our rudder fell off! We had completed 500 miles of the 1,000 mile trip to Mar del Plata. I decided that the best thing a responsible skipper could do was conserve energy, so I immediately went to sleep until daybreak. Fortunately, the wind decreased so we could rig a jury rudder using the Monitor self-steering mechanism. This gave us just enough steerage to control the boat if the sails were balanced or we were motoring in light winds. One of the bolts continuously worked loose and, for the remainder of the trip, we had to climb over the transom every four hours to re-tighten it.

"We had another day of near gales from the south and south-west and then at 0315 on the 20th April our rudder fell off!"

On 21st April, the linkage to the engine water impeller broke – this meant that we could not use the engine because it would overheat. We repaired it three days later by removing the impeller and using the fridge water pump (together with the water-maker electrics and aft heads plumbing) to pump sea water through the engine cooling system. A bodge-up to be proud of I thought!

On the 23rd – 24th April we lay a-hull for 30 hours as the jury rudder could not cope with the near gale and gale-force winds. The swell made the boat roll a lot and life was pretty uncomfortable. Some waves broke against the hull and a few broke over the top of the boat. It was all very violent and noisy.

We limped into Mar del Plata on 27th April where a launch from the Yacht Club

Argentino towed us to a snug berth alongside a pontoon – what a treat!

Mar del Plata is a bit like Bournemouth so we felt quiet at home whilst we waited the two

months it took to make a new rudder in Finland, fly it to Argentina and install it.

July 2004 – River Plate, Argentina to Paranagua, Brazil

Oh the joys of sailing with a rudder! Swooping and gliding and sometimes doing a figure of eight, just because we could, we made our way from San Fernando to Paranagua in Brazil, a logged distance of 890 miles which we covered in 6 and a half days.

The entrance to Paranagua is exciting – the channel leads through a gap in the reef with white water on each side, then, to approach the main town, one has to



Maire



Sailing in the ice

negotiate a labyrinth of mangroves.

August 2004 – The Azores and Home

We enjoyed an uneventful trip of 3,410 miles from Natal, Brazil to Horta in the Azores which took us three weeks. This was quickly followed by a 1,700 mile dash (10 days) from Horta to Lymington.

Soon after leaving Horta the engine gear box failed – a problem we could not fix. Fortunately, there was plenty of wind and, as we sailed into the western approaches, it became clear that there was rather too much wind. We stormed up the English Channel with force 8/9 gale behind us. On 14th September, we sailed into the Lymington River to a very welcome sight –



KOH in front of glacier

Chalky White and Barrie had come to meet us in the Club RIB at Long Reach. We handed the sails and Barry towed us on to the Club pontoon. Within a very short time I was propping up the Club bar and downing that pint of warm English beer that I had dreamed of for so long.

We saw some magnificent sights and met some great people during the voyage but my favourite view is still the sun rising over the Lymington marshes and you obviously have to travel more than 22,000 miles to find a more congenial place to live than Lymington.

Andrew Wilkes

A Norman Cruise 1944 and 2004

The inscription on the Bayeux

Memorial to the British who died in Normandy in '44 reads 'NOS A GULIEMO VICTI VICTORIS PATRIUM LIBERAMUS' – a loose translation being 'We, who were conquered by William, have freed our victor's country'.

I first discovered that inscription on Pa's 80th birthday – 12th August 2004.

We brought together three generations of the family to celebrate that event and also the 60th Anniversary of Pa's arrival in Normandy on his 20th birthday at Arromanches.

It would be nice to be able to say, having had three generations in the RLymYC (grandpa, pa and myself and hopefully my children to make 4 and more) that we all sailed over but it wasn't to be – time, family commitments, businesses, etc meant that we travelled by ferries, trains and planes – 12 of us in all. Ma and Pa, both of us sons, our respective wives, five grandchildren and an Australian mother-in-law.

We gathered at Caen in sunshine, a joyful family reunion touched with a sombre note as we considered the past. A convoy of cars to Arromanches – parking impossible, throngs of people, restored US Jeeps and the remains of the Mulberry Harbour. Arriving at midday we lunched in some style – Pa happy to re-tell that as a Platoon commander of Kings' Company in the first battalion of the Grenadier Guards, in his travels in '44 he had always worked hard to ensure his men stayed in comfort, requisitioning suitable quarters rather than 'digging in' and making it difficult for us to find 1944 Calvados as a memento.

Later that afternoon we would go to the cemetery at Bayeux and the Museum. At

the cemetery, a timely reminder for the grandchildren that whilst in France we were standing on Sovereign British territory. It is beautifully kept by the War Graves Commission – many memories of friends so long ago and so many headstones simply saying 'Known to God'. I hope a real understanding of what it all meant to the next generations. After that, celebration meals and happy family times before our sad farewells.

But let me return briefly to Arromanches. After our lunch, Pa was standing with his back to the sea wall, explaining how his arrival was the easy one – by August the Harbour was built (his the best explanation of Mulberry construction that I've heard). His landing was at the head of his men on a beach now defended by a battle weary British occupying force. He was so poignant in his description of the break-out from Normandy and the liberation of Holland; he glossed over his part in the taking of the bridge at Nijmegen and wounding on the day his Company crossed the frontier into Germany. A self effacing and kindly man putting real feeling and meaning into history – the first time I'd heard him speak of it in such terms in the 42 years of my life and my children were silent in awe.

Eleven people gathered round one, listening to his account of something so recent yet so long ago. As he finished, a well spoken Dutch lady, who's name I sadly never discovered, came from behind us. She shook Pa by the hand and embraced him – she'd also listened to his every word. 'Thank you for our freedom' she said. A moment, with tears in our eyes, that we will all remember.

Perry Letcher

Sacred Cowes



In common with my then notorious hero, Richmal Crompton's William Brown, I had the occasional run-in with authority at school. Considered by my teachers to be a clever boy, these Puckish minor mischiefs were generally overlooked; but one little prank ended rather badly for me.

'It has been reported to me that you pulled the lavatory paper down into the bowl, which you then flushed, causing the roll of paper to spin and spin until it was completely gone'. Dr Henry laid six cane strokes across my transom. I didn't cry, but it was such a shocking business, it was quite two hours before I could utter a word.

It has taken me forty-odd years to recollect that event. Anna says childbirth has the same effect on women. Without their blessed ability to forget, they would never again attempt such a preposterously painful business. I think it's called post traumatic amnesia.

Cowes is like that. In one way or another every Cowes Week is a bitterly painful experience. It defies credibility to find that sailors, hardly healed, mentally or physically, after last year's Cowes events, are once again writing cheques for hundreds of pounds to enter those bloody jousts. There we were though, bobbing up and down at our moorings, with expensive

new sails flogging furiously against feisty puffs out of the Medina river.

The final Saturday's race would decide the overall result of the Captain's Cup series. This series is effectively the XOD National Championship. With eighty yachts due to arrive simultaneously on the cock-eyed Squadron line, anticipation of the start acts as a highly efficient natural laxative - there had been the usual last minute queue for the Island Sailing Club loos.

There's a chicken-coop pecking order to be observed here. Cock of the roost is our own Stuart Jardine. Below him sit Peter (Basher) Baines, a recent signing from Hamble to Lymington, and Parkstone's oft-bare-chested young Turk, Willie McNeil. Close behind are perhaps a dozen helms who can win a race or two on their day, and then the fleets within the fleet. No less essential these yachtsmen, and no less their encounters. No quarter is given, and by the day yachts become lighter and lighter, as chips of varnished toe-rail float off on the afternoon tide.

It's curious to hear how the seeded players got all those unexpected lucky windshifts, without which they would all be ordinary middle-of-the-fleet sailors - some say. Once again, the fleet's stars had shone brightly, and the middle-fleet

children of a lesser God held their post-mortems, while morning-fresh sea salt crystallised on their eyebrows.

'That wind's getting up. Oh dear.' It doesn't take long to discover that Cowes usually means a day or two drinking pints or Pimms whilst waiting for the wind to arrive; and a day or two, similarly engaged, waiting for the wind to abate. In either case, after a while the whole yacht racing business seems to matter less and less.

Here in the West Solent our seas have a certain predictability about them, depending, as you might expect, upon the wind and the tides. Cowes week seas have many more tricks up their white-capped sleeves. With competitors and spectator boats skidding about all over the place, the water becomes horribly short and choppy. Then there are the navigation buoys, which all seem to be doing about six knots, and the hydrofoils, followed by wakes that resemble the Severn bore. Add twenty knots of breeze from the Atlantic to this confection of concerns, and it becomes a game for three-dimensional chess-masters.

As the morning wore on the conditions became quite interesting. In the lee of the Island, flags on the Castle fluttered in a pleasingly seductive sort of way. They fluttered to deceive, however. Further offshore where the bigger yachts start, number 3 jibs were being hauled on to deck, and reefs taken in mainsails.

The larger daysailing classes disappeared as heroes all into a building sou-wester, and XODs sat on their moorings in the expectation of being cancelled - which they weren't. Half the fleet decided that discretion was the safer part of valour, and repaired to the shore, the better to witness the carnage.

As the remaining demi-fleet careered off to the west, the ebb tide built into 30 knots of wind. Someone said his skipper had cancelled when he registered a 35 knot gust. In plush offices, sail and mast makers booked expensive holidays to exotic climes. For VHF owners, Channel 16 became compulsive listening.



And so they returned, eventually. Like the tattered remnants of Napoleon's Grand Army, limping back from Moscow, they came. Yachts under power with half a mast, yachts under tow with no mast at all. One thirty footer stuttered up the Medina without mast or rigging. All, white wings clipped.

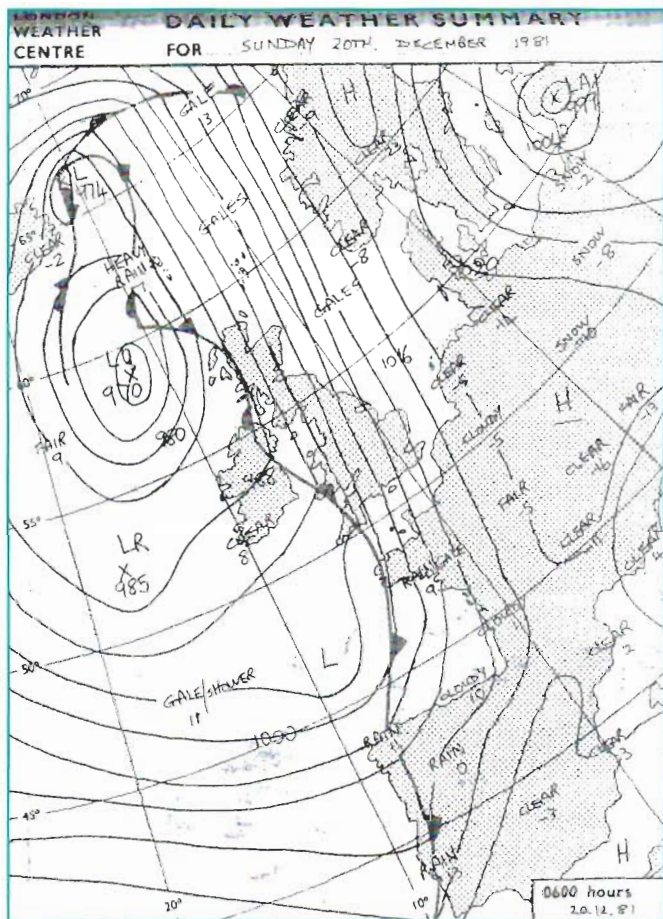
At the Island Sailing Club sodden sailors swayed drunkenly up the dock. They arrived with tales to tell their grandchildren – salty stories to last for generations. They clutched bent spinnaker poles, ripped sails, sundered wire halyards, and one-time expensive blocks, now bleeding ball-bearings.

'Brilliant sail,' said one winner, as reports came in that others had sunk.

I'm writing this sort of uphill. That is to say, I'm on my back, holding the paper between me and the ceiling. I'm told that this is the approved-of position for folks with 'slipped-disks'. X boats can get quite physical, at times.



PROTECTION FOR LYMINGTON HARBOUR



Sunday December 20th 1981 is a date that many readers will recall when the memory is jogged. Five days to Christmas, the weather in the English Channel was not in festive mood: a glance at the accompanying synoptic chart will explain the stormy conditions that prevailed. A belt of high pressure extended from the Low Countries to Norway. Low pressure in the western Atlantic pushing up against the European high produced a steep pressure gradient that resulted in severe south easterly gales developing in the Channel and North Sea.

At that period my boat and crew were engaged in pair trawling for sprats. We had arranged to meet up with our partner boat, which would sail from Poole, in Freshwater Bay at 08:00hrs on Sunday 20th. The early shipping forecast, 05:55hrs in those days I think, was not encouraging. Gale force south easterly increasing to severe gale 9. The Radio 4 news that followed the forecast led with the story of the loss of the Penlee lifeboat Solomon Browne whilst attempting to rescue

the crew of the coaster *Union Star* adrift with engine failure in force 12 winds off the south west coast of Cornwall. There were no survivors of the eight lifeboat crew, and all eight seamen from the ship were lost. The *Union Star*, on her maiden voyage, was capsized and driven ashore. For myself, discretion overcame valour, and having stemmed a flood tide to Hurst, a VHF call established that our 'pair boat' had reached the chain ferry at Poole entrance and was returning to the dubious pleasure of mooring at Poole Quay. Those familiar with Poole will know what is meant!

However, I must return to the title of this note - harbour protection. I have been fortunate to call Lymington my home port since 1965. The *Union Star* gale was the first opportunity I had to witness how vulnerable the harbour is to gales from the south east. At that time the river below the Yacht Club was virtually devoid of moored craft, most owners choosing to lay-up ashore for the winter. A few small craft were swamped and the Yacht Haven had some boats damaged. Keyhaven, by contrast, had two 30ft charter boats sunk and others driven ashore. The feature that mitigated some of the effect of the storm and accompanying high tide was the then greater prominence of the outer saltmarsh in the Lymington area. Twenty three years after the events detailed above, what has changed you may ask? The harbour has a wavescreen, constructed in 1989 following the notorious October 1987 Hurricane, but conversely it has lost many acres of the protecting saltmarsh. The present wavescreen was damaged in October 2004 by south easterly winds that did


not exceed 30 knots and the existing piling required remedial strengthening.

Aware that no other public body - national or local - considers the integrity of Lymington Harbour to be their responsibility, the Commissioners have drawn up plans to build rock groynes in the vicinity of Cocked Hat post on the west bank and Enticott Post to the east. These groynes will prevent a damaging swell developing in the inner harbour during south east gales. It is the Commissioners' wish to obtain the necessary permission to construct this harbour defence with the minimum of expenditure on fruitless studies at the behest of the environmental regulators charged with overseeing this area. The cynical comment has been made that if all the studies and plans pertaining to saltmarsh loss in the Western Solent were to be pulped and placed at the entrance to the river it would solve the problem!

One day the weather patterns will combine to produce a situation that will replicate the gale we experienced in 1981. Let us hope that no similar tragedy occurs at sea and that the harbour protection is emplaced.

Graham Butler

Chairman, Harbour Commissioners




Ocean Rigging Ltd

The Comprehensive Rigging Service

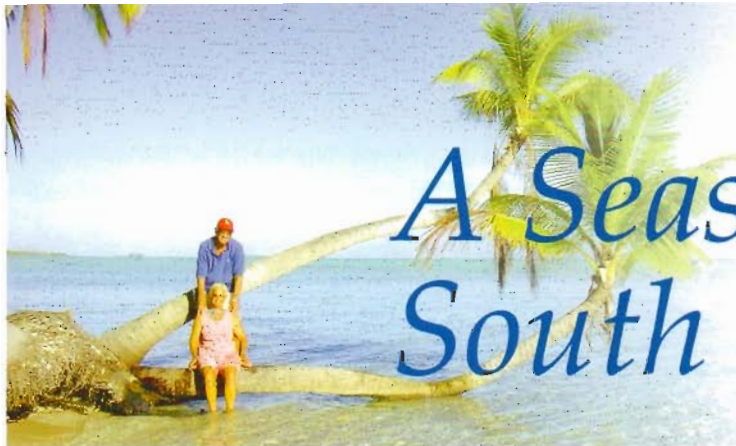
Lymington's largest selection of rope and wire

- Mooring warps, dock lines and anchor chains made up
- Masts, booms and spinnaker poles in aluminium & carbon
- Headsail reefing systems
- Deck equipment, blocks, clews and winches
- Emergency back-up to keep you in the water
- Annual rig servicing
- Industrial, commercial and architectural work



Discount available to RLYMC members

Lymington Yacht Haven, King's Sattern Road
 Lymington - Hampshire, SO41 3QD
 E-mail: riggers@oceanrigging.co.uk Website: oceanrigging.co.uk
 Tel: 01590 872292 Fax: 01590 688150



A Season in the South West Pacific

The southern hemisphere autumn saw Annette and myself readying our floating home for a season of sailing in the islands of Tonga, Fiji, Samoa, Wallis and Vanuatu. Like many other long distance yachties we were working to get our vessel ready for thousands of miles and day in day out use.

The culmination of this effort was a ship-shape *Nordlys* heading out of the Bay of Islands New Zealand on the 19th May 2004. The forecast promised beam winds of about twenty knots for at least thirty-six hours. Two hours after we left we had a full gale from well forward of the beam.

This was quite an unexpected

shock and effort for two out-of-practice sailors.

Little did we know, thank goodness, that it was a presage of things to

come all season. One thousand miles and many, many, sail changes later we entered the lagoon, one side of which is Tongatapu, the main island of Tonga. After a few days here, Jago and Claire (our younger son and daughter-in-law) flew in to join us.

Forty miles to the north of Tongatapu lie the Haapai group of islands and atolls. Sparsely populated, isolated and having

infrequent communication with the outside world, we were looking forward to many days of exploration among the atolls. It was not to be. We were driven from our first anchorage by wind, swell and rain. We enjoyed our next island as it was the Haapai's only secure anchorage from all directions of wind. Here we met the populace and ended up having a 'local' lunch in the home of a charming gay Tongan. His helper in this feast was a very pretty girl but as she and everyone else we spoke to reminded us, 'Alan is a lady man'. With no sign of abatement in the weather we sailed north to Vavau and moored off the town of Neiafu.

"... a very pretty lady came up to me and said, 'Who are you, the aircraft is not due for three days and I know everyone here.'"

Here we managed some diving and we delivered a set of books for a New

Zealand friend to a school on

one of the outer islands of this group. However with the South Pacific Convergence Zone or SPCZ sitting stubbornly over us day after day, the winds often blew like fury with many 180 degree wind shifts. So the time slipped happily if rather frustratingly by. On Niuaupoutapu, the northernmost Tongan Island, they had not had a doctor visit for over three months as Royal Tongan

Airlines had gone into liquidation. Jago and Claire were very popular when they volunteered to do a clinic for the local nurse. Diabetes is a big problem in Polynesian peoples and with no 24 hour electricity supply there is no refrigeration and thus no Insulin. The results of this are sometimes rather heartbreaking. However, doing the post natal checks on new babies gave Jago much pleasure, especially as all passed with flying colours.

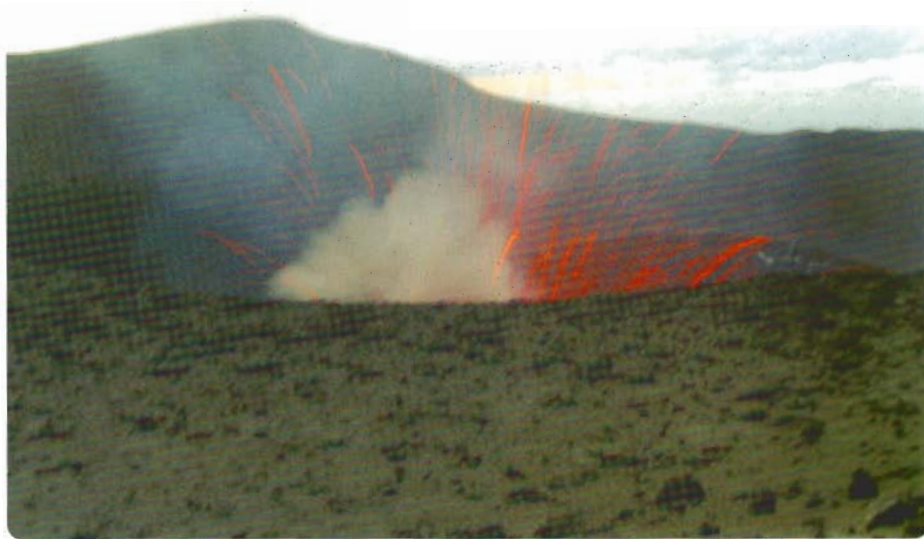


Phalus rocks Hiva Oa

Samoa was new to us all and the warmth of the people shone through during our time there. We hiked to the centre of this jungle clad island to see a special lake the depth of which is unknown. R.L.Stevenson's house is now a museum and was a memorable visit. His grave is on a hill top a thousand feet through the forest above his house. Quite a climb but well worth it. A visit to the second Samoan island of Savaii was spent



Galapagos lava



Tanna volcano

in heavy rain for most of our four days there, but was saved by the quite exceptional friendliness and warmth of the locals.

Jago and Claire then left for home and Annette and I had a fast and furious sail to the French island of Wallis. Arriving off the narrow but well marked pass, we were met by a complete loss of visibility as rain and wind lashed us. Thirty minutes later I spotted a bit of blue sky and as this came over us we rushed somewhat frenetically at the gap in the breakers.

Once inside and the complete accuracy of the electronic C-Maps checked out, we made our way to one of the anchorages. Wallis was a very interesting stop. affluent as only the French islands are but with some of the most spectacular church architecture we have seen in the Pacific. There are few hotels and little tourist industry. It was here that a very pretty lady came up to me in the Super Marche and said, 'Who are you, the aircraft is not due for three days and I know everyone here'. She had forgotten yachts as few come here also. The July 14th celebrations started with a lot of local dance groups laying on a big display on the grass in front of the King's house. All very relaxed and no police whistles as I climbed on top of the King's concrete water tank to get good photos.

The three hundred and eighty miles to

Fiji were covered at eight knots despite two reefs and many rolls in the genoa. In common with our good friends on *Duet* whose company we had enjoyed for several months by now, we approached the reefs and unlit islands of Fiji with some trepidation. This year alone these reefs and islands have been the graves of at least two yachts, one only a few miles and a few days before the time and place of our approach. Sailing this area is undoubtedly fairly stressful as much of the chart is

marked with the dreaded words

"We were given a magnificent display as dusk fell and the exploding lava from Tanna's active volcano lit up the darkening sky."

'partially surveyed' or even in some areas 'unsurveyed'.

However, the rewards are huge. The peoples, both

ethnic Fijians and to a slightly lesser extent the Indian populations, are friendly to visitors and keen on their customs. The snorkelling and diving are rewarding. The taking of Kava roots to the local chiefs or *sevu-sevu*, which is very much expected, annoyed some yachties but we just regarded it as a rather charming way of paying harbour dues. If your village is poor and you have little but beautiful seas and coasts near you, why should you not ask some recompense from those of us who come to enjoy your possessions.

At this stage we never actually tasted Kava. This numbing experience was 'enjoyed' in Vanuata, supposedly the home of the best Kava. Fiji and its peoples have whetted our appetite for this area and we will be back next year.

At this stage we left behind the Polynesian-peopled islands and entered Melanesia. Smaller, thinner, darker and outwardly rather fiercer, the people of Vanuatu were another pleasant surprise. Their rather frightening faces broke very readily into a smile. It must be remembered that, unofficially, cannibalism still took place here until at least the 1960s - not the eating of white man but of each other after inter-village quarrels. Sailing east on our second evening out of Fiji with a gentle breeze from well aft of the beam and over a calm sea for the very first time this season, we were given a magnificent display as dusk fell and the exploding lava from Tanna's active volcano lit up the darkening sky.

We went on into the totally unlit anchorage of Port Resolution solely because a good friend of ours was inside and was able to give us accurate waypoints. We were just about to give up when he came out in his dinghy to lead us



Dancing, Wallis Island

in. A night of bobbing up and down hove-to was avoided. He earned the large whisky we gave him. The local houses in Samoa called *Fale* had palm-thatched roofs but no sides to them. Privacy is not a Samoan village luxury. All the Fijian houses or *Bure* are walled in woven grass. In Vanuatu we were into woven mats made from pandanus leaves. The harvesting and preparation of these leaves is a long business invariably carried out by the women. From the Cook Islands to Vanuatu we had seen it going on, usually for the

manufacture of mats, but as house walls it was a first for us.

Our visit to the southern half of the Vanuatu chain was a real highlight of our world cruise so far. Space precludes a full description. A visit to the rim of the very active volcano on Tanna, wandering around the Lenakel market, watching a local dance undertaken by a troupe of over twenty men dressed only in small nambas were some of our experiences. For those who do not know, the small namba is a palm leaf wound round the penis and tucked into a leather belt. A big namba also covers the testicles but this we have yet to see as these are worn further north in the Banks Islands. Next year!

So our island visits came to an end. An engine breakdown cost us a visit to New Caledonia and the weather had a final swipe at us. On our way south from Port Vila back to Opuia the conditions were almost the forecast. The wind was only five to ten knots higher than expected. The angle was only fifteen degrees nearer the desired course and the current was only one and a half knots on the nose. The result - a week of going to windward with twenty to twenty five knots over the deck and a logging of twelve hundred and fifty miles to achieve a thousand and eighty. However, the last thirty hours into Opuia were lovely. Fifteen knots on the beam over a calm sea. All the hard work was forgotten (well, almost), when eight days to the hour, the New Zealand customs man stepped on board with the remark, 'Nice to see you back *Nordlys*'. It was almost like coming home. Pacific cruising is very rewarding but it is rarely pacific.

David Ridout

Postscript: *Nordlys* is a Sparkman and Stephens designed Swan 47 built in 1980. We have owned her since 1996. We left Lymington in the autumn of 2000 and in our ownership she has now logged just under 40,000nm. We hope to bring her safely back in a few yearss time.



Haircut Tuamotus

Wealth Management

**We focus on tax efficient strategies
to protect your assets**



**MOORE &
BLATCH**
SOLICITORS

48 High Street Lymington
Telephone 01590 625800

5 High Street Milford on Sea
Telephone 01590 642172

www.mooreandblatch.co.uk

Two-Handed Watch Keeping System

On a recent trip coming back from the Azores on *iv Morgan le Fay*, (eight days from Ponta Delgada to Bayonna and five days from Ria Muros to Dartmouth) we tried a new watch keeping system that had been recommended to us. We would now firmly pass on the recommendation to others to try it for themselves.

For the short handed crew of two the problems of the well used 3 on / 3 off, or 4 on / 4 off, and their dog-watch variants are that

during the off-watch period one invariably concentrates upon catching up on sleep with usually little time remaining to cook, read, converse and enjoy the trip.

At first glance the new system seemed a little daunting with its longer spells on watch, but even after just the first two days we found it to be the best system that either of us had used. We found that it gave us each plenty of sleep and relaxed time for the off-watch activities, whilst importantly being wide-awake

on-watch even during the night hours. We both commented that not once did we have that 'oh no, not another two hours to go', nor was there the depressing struggle for another ten minutes sleep before one's turn. At the end of each trip there was no tiredness.

The alternating watches are self-rotating: 0000 to 0400, 0400 to 0800, 0800 to 1300, 1300 to 1900, 1900 to 2400

If it worked for us, it should work for you.

Allan Collison

Wear the Flag

Perhaps all the 1,200 or more boats owned by Club Members fly the Club burgee – except, of course, when racing. Members can

also express pride in their Club with their sailing clothes.

The Office stocks the most popular items such as burgees and defaced ensigns, ties, caps, the wool sweater with the burgee and a limited range of other

items, all of which can be seen on the Club web site and in the Members' Handbook.

A much wider range of clothing including sweat shirts, drill shirts and polo shirts is available from Rainbow Copy in Bath Road, Lymington (www.rainbowcopy.co.uk). Within the limits of taste and reason, Rainbow Copy can embroider any item of clothing with the burgee or the 'Lymington Ship' logo – the Lentune – for £5 including VAT. Harken (UK) in Ampress Lane, Lymington (www.harkensailinggear.com), a major sponsor of the Club's Junior Sailing programme, has recently announced a range of attractive sailing clothes. Harken and Rainbow Copy both offer discounts to Members. Items stocked by the Club can be found on our web site www.rlymyc.org.uk, as can links to the web sites of these suppliers.

Geoff Holmes

Rear Commodore House



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.



With good cruising speeds you will find once again that cross channel passages become a pleasure. Windows in the weather can be smaller and the need for large crews no longer a necessity.

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.



NIMBUS BOATS

OFFSHORE POWERBOATS LTD

Lymington Yacht Haven, Kings Saltern Road Lymington, Hampshire SO41 3QD
Tel: (01590) 677955/677789 Fax: (01590) 671890

www.offshorepowerboats.co.uk

email: enquiries@offshorepowerboats.co.uk

**SAILBOATS
TAKEN IN
PART
EXCHANGE**

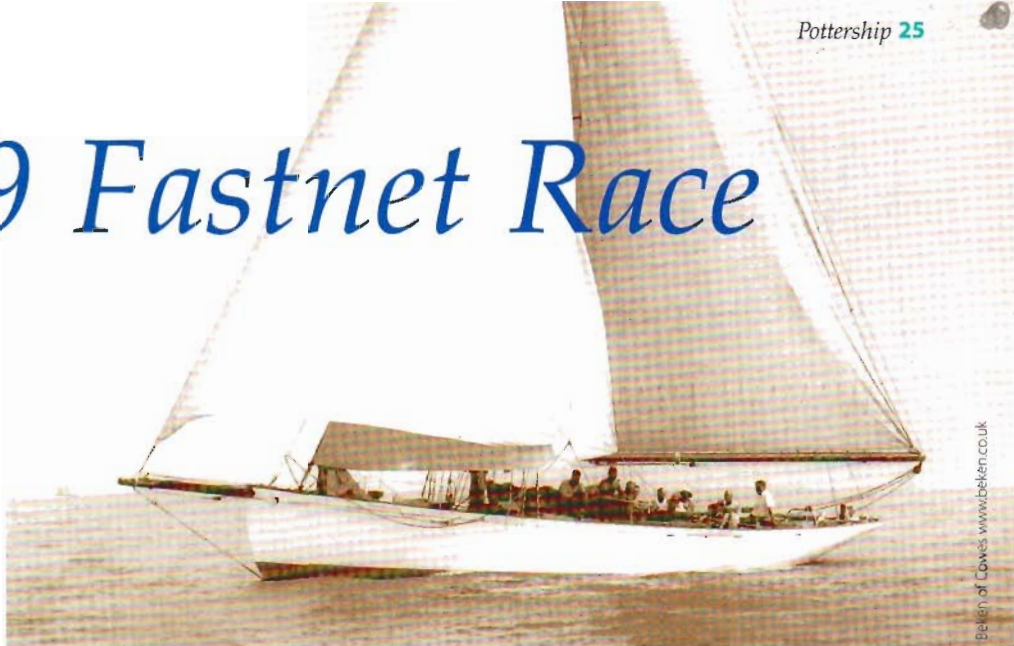
The 1939 Fastnet Race

One evening, after a Wednesday night lecture, I ended up sitting on the Club table with Major General John Woollett CBE MC who won the Military Cross on D-Day. He told me he had raced in the Fastnet Race in 1939, when a German team had also competed. I thought this was rather intriguing, and arranged to meet John to hear more.

John attended the Royal Artillery and Royal Engineers Academy at Woolwich. There were sixty students; fifteen in the Royal Engineers and forty in the Royal Artillery, the course was three terms long. Those with very high grades, which John achieved, went on to Cambridge for two years to take a degree in Engineering.

The Royal Engineers Yacht Club was founded in 1846, ocean racing had been taking place since 1850 and yachting was very much encouraged. During the long vacations from Cambridge they were based at Chatham, but managed to get in a great deal of yachting John told me!

John recalls that in 1939 there was a great deal of uncertainty, and a threat of war from Germany. He competed in the Fastnet Race on the Royal Engineers YC



The Royal Engineers YC 60' cutter *Ilex*

60' cutter called *Ilex*, her waterline, however, was around 48' - she had an enormous overhang. There were over 20 competitors, which was considered a large entry in those days, which included a German team. The start was off Cowes, down the Western Solent to the Needles, thence along the West Coast. After Land's End they made for the Scilly Isles, and continued up to the Fastnet.

Their navigation aids consisted of a compass, a log recording the water mileage, and a recording of the sun's bearing when at right angles to the course.

After rounding the Fastnet, they made for the Cornish Coast, and then after taking care of the tidal problem rounded Land's End and the Lizard Point before

continuing up to Plymouth where they finished the race.

There was a dinner shortly afterwards, when various prizes were awarded. This included one to the German entry, who John told me fitted in very well, until their prize was given to them and they stood up and gave the 'Hitler Salute', which resulted in loud shouts of "BOO"

The military situation was getting serious, and John and another officer were ordered to leave and go to Aldershot. *Ilex* was given two more crew and set off for La Rochelle, but the race was cancelled not long after the start and she returned to Plymouth, where she was laid up for the duration of the war.

Judy Ruffell



Warborne Organic Vegetables

Weekly Box Scheme

Our own Fresh, Seasonal, Organic Vegetables and Meat
Delivered direct to your door

Farm Shop

Thurs-Sat 9am-5pm (Sunday 10am-1pm)
Warborne Farm, Boldre, Lymington SO41 5QD
01590 688488

'Food you can Taste – Food you can Trust'





TRADITIONAL & CONTEMPORARY

KITCHENMAKERS

HANDMADE KITCHENS



The Old Forge, Arnewood Bridge Road,
Sway, Lymington, Hampshire. SO41 6DA
Telephone (01590) 683225
www.kitchenmakers.co.uk

Wanderings in the Eastern Med with Rafiki of Lymington



Rafiki, built in 1987 and bought by us in 1998, is a Swedish built Aphrodite 42; she is a ketch with a slutter rig and a powerful 65hp Volvo; combined with a good clutch of electronics (originally installed, some replaced, by DataYacht in 1998) she makes for reasonably easy manning with just the two of us on board.

For the last seven years, Bill and I have spent between five and six months annually on *Rafiki*, launching in April, taking a break at the height of the summer, and cruising on until the end of October. We sailed down to the Med in '98 and have now cruised the length if not completely the breadth of it – we would like to visit Tunisia next season. We have been in the Eastern Med for the last couple of years; in 2001 we joined the Eastern Mediterranean Yacht Rally as it passed from Kemer in S.Turkey to Egypt via Northern Cyprus, E.Turkey, on to Syria and Lebanon, then to Haifa and Herzliya in Israel. We left the Rally there and sailed to Southern Cyprus where we left the boat, and to give ourselves a bit more time to see the sights, we flew to Egypt.

Last season we felt the call to go on our own as far east along southern Turkey as you can. From our winter base in Kemer it is approximately 300 nautical miles each

way to Iskenderun, there is reasonable shelter all the way along in easy day-sailing stretches. We did not see many yachts – during three weeks we passed one at sea and met two in harbour. Iskenderun has nothing very much to recommend it apart from being close to the end of the Kirkuk oil pipeline which flows but infrequently these days. However it does have a past; for centuries, as Alexandretta, it was a famous stopping place for armies and traders and is the nearest port to Antioch (now called Antakya). Hiring a car with the 'help' of one of the few rogue Turks we met, we admired the famous mosaics in the museum in Antioch, gazed into a muddy Orontes and absorbed the atmosphere of St. Peter's first Christian Church. Next day, taking an extremely scenic (exciting driving...) route over the mountains we found Yesemek. Here was a hillside covered in wonderful carved sphinxes and lions left behind eons ago by very skilled Hittite stonemasons. We had hoped we might be able to join a tour to Aleppo across the Syrian border – tensions in the region being what they are this was not possible.

We have now explored the Turkish coast from Istanbul to Iskenderun and feel no pull to do the Black Sea area. In fact, by mid May this year we felt we could relax

and just potter unashamedly in our favourite coves and anchorages. Snorkling, reading, bird watching (sadly not more than half a dozen good 'spots'), people watching (5pm as the novice charter flocks come to rest for the night is usually good sport); then a week progressing north through the Greek Islands from Kos to Samos and back into Turkish waters for a final couple of weeks.

When friends did join us last season it was for the fun, not passage making. The weather was, as it often is, either very windy – there seemed to be endless strong Meltemis – or a flat calm. We had some good sailing – but not enough; charger and regulator glitches – by and large the Turks are good at these problems and a star friend very kindly brought us out a new charger from UK, so apart from worry we were never too inconvenienced; then Bill had his own regulator problem – happily the Turkish heart man was excellent.

Rafiki is now out of the water in Kusadasi on the western side of Turkey and awaits our return in mid April, by which time we should have worked out whether 2005 will see us on Plan A, B or C ('C' is just to stay put in Turkey!).

Bill and Hilary Keatinge

The Starting Platform

How many of you have climbed the ladder and boarded this Club structure which guards the eastern entrance to the Lymington River?

Exactly when the platform was first constructed is uncertain but it is thought to be around 1935. It was built to replace two old naval cutters which the Club used as starting vessels and which were moored at Seymour's Post and Crooked Lake. The original structure, at that time no more than 50 metres from the marshes, was built on pitch-pine piles and survived until 1951. During that year the paddle-steamer ferry, *Farringford*, ran off course and made a fairly good attempt at demolishing it! The ferry company rebuilt the structure for the Club, this time using back-to-back sheet piling which lasted another 20 years. In the early 70s Westminster Dredging replaced the supports with new green-hart piles and replaced all the diagonal braces and the crossbeams, and in 1991 two more piles were added.

For many years access to the platform was made by a treacherous and slippery vertical iron ladder which was not exactly top of the pops with the duty race officers! We now have a modern galvanized staircase with a platform and handrails making it much safer for the less agile to climb. Certain wind and sea conditions sometimes make it impossible to alight and racing has then to be abandoned. Our boatmen, who ferry us back and forth, make the final decision especially as modern-day health and safety requirements require additional prudence. The surmounting shed has been rebuilt several times and the later ones have been better fitted-out and have incorporated a 'bucket and chuck-it' toilet for those in need.

In the mid 90s the signaling system was changed using removable windsurfer masts making it a lot easier to retrieve lost flying



flag halyards when knots became untied. The central mast remains, and acts as one end of the starting line carrying the Club burgee. A small orange buoy close to the platform and a moveable ODM placed by the Club launch together with the mainmast now form the starting line.

Course boards have developed over the years, 2ft x 1ft sheets of ply being superseded by 18inch square ones, white symbols on green for marks left to starboard, and on red for marks to port. Latterly string loops were added to their tops to aid their handling in and out of the slots, thus avoiding the occasional drops into the sea from Race Officer's frozen hands.

Race Officers have current use of a windspeed and direction meter for course

setting which is powered by a bank of 12V batteries. These also power a set of instruments owned by the New Forest District Council which measure wind direction, speed, gusts, barometric pressure and tidal height for potential flood problems. The Club has readouts from these instruments in the bar and sailing office. If you have an Internet connection you can view these from the EDAS Weather System (screen shot) at www.nfdc.gov.uk/coast/weather.html. While on the topic of websites you may find a multitude of local marine information around the Solent and Southampton from: www.southamptonvts.co.uk; apart from copious shipping information you have links into the Meteorological Office and national and worldwide weather.

Anyone who would like to visit the platform is always welcome to join the Race Officers and, who knows, may like to become a regular visitor as an assistant Race Officer - any volunteers? It is not always cold and wet and it has been known that sunscreen has been applied and a bit of sunbathing enjoyed while races are in progress. In any case the view of the Solent and Isle of Wight from there is magnificent!

Nigel Thomas



Rohan®
The ADVENTURE TRAVEL CLOTHING Co.

**Ideal clothing
for a marine environment**

Durable • Quick Drying •
Easy care • Secure Pockets •
Windproof • Warm Lined • Waterproof

MEPHISTO 
FINEST WALKING SHOES

Out There Wear

117 High Street Lymington
01590 688602
www.outtherewear.co.uk

Commodore's Cup Winners -

Jonathan and Nick Rogers



The Rogers family lived in Canada during the war (their father being in the RAF), and Jeremy and Jonathan, both obsessed with boats as toddlers, had a rowing boat on the Ottawa river. The family returned to England in 1948, and in 1950 moved to Keyhaven. Jeremy had an amazing gift for boat building, and when he was about twelve he built a 6'9" sailing dinghy. In 1953 Jeremy built a Yachting World Cadet, from plans only, which the boys raced madly in the Keyhaven river.

Their father bought a very old National 12 - number 137, which Jeremy virtually rebuilt. In August he and Jonathan, aged about 14 and 13, decided to race in the Lymington Regatta. They set off from Keyhaven, arrived at the mouth of the Lymington River, gybed, and broke the boom in two. They arrive at the pontoon under jib, to be met by Captain Eveleigh and Richard Creagh-Osborne, who said, "now lets sort you out, boys". They were duly sorted out and never left Lymington, racing in National Twelves and Fireflies along with Jane Mackenzie (now Pitt-Pitts), Derek Pitt-Pitts, Richard Creagh Osborne, the Jardine twins, George Tinley, Peter and Pat Barton (now Pocock) - at the time a dynamic dinghy racing scene.

When 15 or 16 Jonathan did his first cross channel with Jonathan Bradbeer, a hand held compass their only navigational

aid - his mother thought he was just going up the Solent! They bumped into Hugo Walford in Alderney, and he lent them a chart and a Verey pistol to see them through!

Having qualified as a doctor in 1968 Jonathan came to practice in Lymington, and as he said, made the fantastic move in marrying Ann, who loved racing and cruising equally.

Jeremy was by then building Contessa 26s, and they were 2nd overall twice in the Round the Island Race. It was really great

that just this last year Jeremy won the Roman Bowl - overall winner of RTI in his Contessa 26.

Then came the Contessa 32s. The first one, *Red Herring*, won their Class in Cowes Week in 1971. Jeremy then built a one tonner - *Thunder*, and they were 6th in the One Ton Cup. In 1974, they won the One Ton Cup in *Gumboots*.

In 1977 Nicholas was born.

In 1979 *Eclipse* was built in three weeks by the entire team who competed in the

JOHN CLARIDGE BOATS

- Lymington River Scow
- Lymington Pram
- XOD
- 420 • Laser
- Cadet • Optimist:

Customized fittings & equipment
Wood, fibreglass and carbonfibre specialists
Painting & refurbishment.
Rigging & fitting out
Insurance company recommended

for modern classics to cutting edge technology
visit
www.johnclaridgeboats.com



JOHN CLARIDGE Yacht & Dinghy Builders and Repairers

Tel: 01590 674821 Fax: 01590 688764 E-mail: j.g.claridge@btinternet.com
Sadlers Farm Workshops Lower Pennington Lane Lymington Hampshire SO41 8AL

Admiral's Cup that year! Along with Jonathan were Jonathan Bradbeer, Bill Green, David Alan-Williams, Ian MacDonald Smith, Phil Crebbin, Peter Bruce and Bill Tripp. They were the highest scoring boat in the Admiral's Cup, and 2nd in disastrous '79 Fastnet. Subsequent to this race the RORC adopted the Contessa 32 as the standard of stability.

The Rogers family went cruising every year - with a bucket and spade and an Optimist on the deck, and from the age of three Nicholas was actively involved in sailing. Although the two older children were not quite so keen, Ben and Kate won the Public Schools Championships in 1986 in a 420, beating Ian Walker.

In 1984 Jonathan was asked by Peter Wilson to be Rear Commodore Sailing, to which he agreed, provided he was allowed to set up Junior Sailing on a Wednesday, the criteria of which was to be: it was open to any child, had to be free (20p for a doughnut and cup of tea), and children were allowed to become Junior Members. The first tentative session was held in September, a group mainly of girls.

In 1985 Jonathan built four Scows in his garage for Eileen Caulcutt, Jonathan Bradbeer, Jane Pitt-Pitts and himself, all of whom allowed the boats to be used by the Club. By the end of the year a dozen boats had been bought, which were maintained and insured by the owners but were on permanent loan to the Club. Doug Baverstock built the first platform on which to store them. Ren Clarke donated a new Zodiac - *Quiver*. The generosity of Members and staff is largely responsible for the success of the Junior Sailing Programme, which has gone on from strength to strength since then.

Nicholas raced his Optimist at the RLymYC from the age of 6 in a fleet of 24 boats! By 9 he was going to open meetings, and always won in his age group; by 11 he was finishing in the top ten. He went to the World Championships aged 13 and was 31st out

of 250, but he won the Nationals that year. He won the Junior Cadet Championships with Pom Green and was 4th at the Worlds. At 15 he declared his ambition was to win the 420 Youth Worlds. He went on to win the Youth Nationals in Laser 2s and the Youth Worlds in Bermuda. He then spent three months with Doug Peterson in San Diego where he no doubt learnt a great deal.

A philanthropist named David Cole watched the 1996 Olympics, telephoned the RYA and said he wanted to support a young sailor with Olympic potential. He

was given Nick's name. This support from David was added to by an enormous number of very generous Members of our Club.

In 2000 Nick was 6th in the Worlds, and unlucky not to win a Bronze at the Olympics. In 2004 Nick was not out of the top 3 all year and won a Silver medal in Athens. His next immediate goal is the 470 World Championships in San Francisco in August. And then, watch this space!

Judy Ruffell



Cash rich? Time poor? HSBC Premier. Like private banking you're assigned a personal relationship manager, who's responsible for your account and available to you both by phone or in person. In fact, you don't even have to come to them, they'll come to you. Your time is precious. If you earn more than £75K a year or have a joint income of over £100K, or savings and investments of £30,000 or more with HSBC Bank, just call us or visit our website to make an appointment to meet a relationship manager.
www.hsbc.co.uk/premier

Call Sandra Kelly on **01590 664614**, or call into 102 High Street, Lymington branch.



HSBC 
The world's local bank

Subject to your passing our credit assessment for HSBC Premier and completing the HSBC Premier account opening procedures. Your salary must be mandated to an HSBC Premier Bank Account.

The Harken RLYmYC Youth Open Regatta 2004

55 boats came to Lymington over the weekend of the 4th/5th September to enter the annual Royal Lymington Youth Regatta, covering all Laser rigs, International Cadets and 420s. They were greeted by fine late summer sunshine with light winds, which combined with strong tides made the racing even more challenging.

The Laser fleet had only three entries as the event clashed with a points series regatta in the West Country. Maria Claridge took the honours.

Cadets at Harken Royal Lymington Youth Regatta 2004

The 21 Cadets entered started the first race round the trapezoid course with James Rusden and Sam Muskett in *Harem Scarem* leading the pack. With what little breeze there was dying, many struggled to get round the first windward mark.

A number of the sailors, more used to pond conditions, miscalculated the tide relative to the light airs and had to take a 360° penalty turn after hitting the mark.

The race was finished after the first lap with James and Sam winning, followed by Kate Allum and Amy Yeoman in *Blue Moon* and Will Rusden and Matt Davanzo in *Challenger* third.

For the second race the Race Officer changed the course to limit the effects off the tide. Jonathan Moss and Sophie Dingwall led throughout to win, followed by James Rusden and Sam Muskett with Ben Muskett and Sasha Bruml in third place.

By the time the third race started the tide had turned. This caught a few of the young sailors unawares and a number were pushed over the line resulting in a general recall.

After a clean second start, first round the windward mark was Ben Lyon and Jenny Sudell in *Genesis*. On the reach the three leading boats went inshore to get out of the tide and at the next mark Ben and Sasha (*White Stuff*) had just edged into the lead ahead of *Genesis* closely followed by *Harem*

Scarem. At end of the first lap *Genesis* withdrew having been OCS at the start. This left Ben Muskett and the two Rusden brothers juggling for position.

The close finish went to James first followed by Will then Ben.

Sunday dawned bright and sunny again with the breeze a steady force 2/3 but forecast to drop off by lunchtime. Again the combination of strong tides and light winds proved challenging.

In the first race all boats went off to a clean start. At the first windward mark Ed Impey and Marcus Young led the way ahead of Katrina Hughes and Stevie Green. On the run the fleet divided with four boats going inshore, the remainder staying out hoping for more breeze but sitting in more tide. The jockeying for the lead continued and at the finish it was Ed and Marcus in *Touchwood* winning followed by Ben Muskett and Sasha Bruml, with Kate Allam and Amy Yeoman in third.

The black flag was out for the start of Race 5, unfortunately four boats were caught. With the breeze starting to fade, the race officer finished the race after two rounds, with James

and Sam again putting in a good performance, followed by Kate Allam and Amy Yeoman, then Will Rusden and Matt Davanzo in third place.

Overall the event was won by James Rusden and Sam Muskett in *Harem Scarem*, who were clear winners with 5 points, with only one point separating the next three: Will Rusden and Matt Davanzo second in *Challenger*, Kate Allam and Amy Yeoman third, Ben Muskett and Sasha Bruml fourth. These conditions would prove useful to the sailors who were facing two weekends of indicators toward qualification for the Cadet Worlds in Australia at the end of the year.

420s at Harken Royal Lymington Youth Regatta 2004

Summer returned to Lymington as a good quality fleet of 31 420s enjoyed hot & sunny conditions at the Harken sponsored Youth Regatta.

With plenty of new names and helm/crew combinations joining the resurgent 420 class, this was a good opportunity to see who might be moving up to the front of the fleet over the coming months.

Race 1 started on Saturday afternoon in a

PAUL JACKSON

AUCTIONEERS AND ESTATE AGENTS

14 QUAY HILL · LYMINGTON · HAMPSHIRE SO41 3AR

Tel: 01590 674411 Fax: 01590 671919

Email: enquiries@pauljackson.co.uk

Web: www.pauljackson.co.uk

*The New Forests leading
Estate Agents*

Mayfair Office: 12 Lees Place, Grosvenor Square, London W1K 6LW
Tel: 0207 408 1400 Fax: 0207 408 1420

gentle F2 to F3 sea breeze over a trapezoid course with Jodie Green & Amelia Hughes taking an early lead. The racing was very close with plenty of place changes before Tom Makey & James Wade pulled through to win from Maria Stanley & Catherine Alton and Oliver Dix & Tom Heywo.

The strong tide and light wind resulted in most of the fleet forming a huge raft at the leeward mark in Race 2. The leaders escaped into a big lead whilst the rest attempted to free themselves from the mass of boats. Tom Mallindine & James Clark won followed by Sophie Ainsworth & Harriet Trumble and Tom Makey & James Wade.

Both the Tom & James combinations looked set for a repeat performance in Race 3 when they were early leaders after flying starts. Unfortunately the black flag blackboard was waiting for them at the windward mark and they were both pulled over for jumping the start gun along with 4 other offenders.

Robbie Claridge & Jasmine Husband took over the lead and won the race followed by Claire Walsh & Clare Best with Robert Struckett & Tom Hodgkinson holding on to 3rd.

A further 2 races were held on Sunday morning in a steady F3 Easterly wind. After excellent starts Ben Ainsworth & Ian Heywood and Hannah Mills & Peggy Webster were early leaders of race 4, but Rachel Wigmore crewed by Robbie Allam pulled through to a comfortable win.

The event was wide open going into the final race with all the leaders carrying a poor result they needed to discard. James & Dan Ellis pulled out a large lead which they held to the finish followed by Robbie & Jasmine and Tom Mallindine & James Clark.

This left local Lymington talent Robbie & Jasmine clear overall winners, with Tom Makey & James Wade second and Ollie Dix & Tom Heywood third.

The fleet returned to shore to enjoy an excellent prize-giving tea and some very generously donated Harken prizes.

Jennifer Muskett

The Club Lottery

The Lottery has been revitalised. It is several years' old and many of the original Members are no longer with us. We are keen to welcome new Members and have made a few changes to make it more attractive.

You can now buy tickets from Reception and the Bar using your Club Card. Of course, you can still use an annual direct debit to buy a years worth of tickets if you prefer.

We will be making the draw electronically so you should never worry whether your ticket has got stuck in the bottom of the bag.

In future we will advertise what we want to buy with the Club's proceeds from the Lottery. Our first purchase will be a new, craftsman-made table for the magazines on the landing. This has been ordered and is under construction. We will always choose items that benefit as many Members as possible.

At the moment, the maximum prize is £200. That is why we need more Members in order to increase both the prizes and the proceeds for the Club. So please: Play the Lottery. Win £200 and help buy a new magazine table for the Club.

Promoters: Members of the Finance Sub-Committee



Like a boat show every day!

**Inflatables • RIBS • Outboard Motors
Sports Boats • Accessories • Fishing Boats
Aluminium Boats • Tenders • Lifejackets
Waterproof Clothing • Chandlery
Water Skis and Wake Boards**



SALES

Ampress Park, Southampton Road,
Lymington, Hampshire SO41 8LW
Tel: 01590 613600
Email: sales@bhg-marine.co.uk

SERVICE

Bucklers Hard, Beaulieu,
Hampshire SO42 7XB
Tel: 01590 616479
Web: www.bhg-marine.co.uk



The house and social events

What are we up to, on the House Committee? We have eight members, who each serve a 3 year term. Jennifer Cutmore and Hugh Paton recently stood down, and I'd like to thank them on your behalf for their hard work over the last three years. Here's the Committee's current work programme:

Jayne Burchell manages refurbishment projects. By Easter, Jayne will have completed refurbishing the Ladies' shower room and a couple of other important repairs. Jayne is working on a removable canvas weather screen for the forecourt, for use during major events.

Ken Eakins is revising the regalia collection. We stock popular items such as ties and sweaters, but space limits stock. Rainbow Copy in Bath Road Lymington have computerised embroidery equipment to apply the Club logo, burgee or a boat name on any item of clothing within reason, and also offer a range of clothing at a discount, as do Harken (UK) Ltd in Ampress Lane, Lymington. Find more about regalia from the web site.

Una Flanagan is working on new social events such as regular coffee mornings and has campaigned for a better quality hot drinks service for some time.

Geri Harris provides the essential link between the House and Sailing Committees and has the pleasure of attending both committees. The House Committee wants sailors to be supported by our catering resources in routine Club events, major events and regattas.

Charles Oswin looks after catering and bar, and brings a wealth of expertise to support House Manager Mark Fishwick and Head Chef Peter Lowe. Peter has been hard at work on new menus that began at the end of January.

Sally Priestley, new to the House Committee this year, runs the House side of the Club web site. Sally has already made great improvements to the web site – it is now regularly updated, and is becoming more useful thanks to her efforts.

Derek Sheffer, also new this year, is helping Members to indulge their evident liking for wine. The recent Wine Tasting evening will be followed next Winter by 'regional wine and food supper evenings'. The first such event will feature South African wine and food, based on a highly successful private event run in the Club by

one of my predecessors.

Last but not least, Vince Sutherland runs the outstandingly successful Winter First Thursday Quiz evenings. He also organises 'live entertainment' for the Laying-Up-Supper, through New Year's Eve to the Fitting-out-Party. We try to get a contrast of bands that brings back old successes but occasionally pushes the boat out.

This is the team that tries to make the Club the best venue for sailing to and from, and for meeting and making friends.

Geoff Holmes

Rear Commodore House



A big thank you to all our wonderful flower ladies

Boatshedlymington.com

The No Sale, No Fee
Yacht Brokers

We view...

We meet every owner onboard their boat and record full details.

We photo...

We take up to 65 photos of every boat for sale.

We promote...

We are part of a network with offices across Europe, with over 30,000 world-wide Boatshed members.

We Sell.....BOATS!

www.boatshedlymington.com
Adrian 07841 159 222

www.boatshedpoole.com
Ian: 07841 159 111

Boatshedpoole.com

POTTERSHP

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

Editors Judy Ruffell and Eileen Watson

Sincere thanks to Jane Clegg, Jane Pitt-Pitts, all
photographers and all contributors.

© Royal Lymington Yacht Club 2005

Designed and printed by Avalon Design+Print Christchurch