



PotterShip



***The Royal Lymington
Yacht Club in 2005***

From the Commodore



The last year saw the publication of three editions of 'PotterNews',

which have been well received by Members, and have improved communication significantly. I believe you will also enjoy this edition of 'PotterShip' which reviews 2005, as well as giving us glimpses of what is to come in 2006. My thanks to Judy Ruffell, Andrew Salanson, all contributors, and the team in the Office who make this possible.

At the AGM on 4th February we said goodbye to three members of the General Committee. Debbie Blachford and Phil Batten completed their tour of duty, and David Brunskill resigned following his election as Vice President of FICO. All three of them made a significant contribution to the work of the General Committee, and I will miss their help and good humour. We also said goodbye to our Rear Commodore Sailing, Jane Pitt-Pitts, who when I was Rear Commodore Sailing was Captain of Racing. Over the last six years we have therefore worked closely together, which has been a privilege and pleasure. She has become a good friend, and has done much to maintain and enhance our reputation as one of the foremost competitive sailing clubs in the UK. She achieved this with few cross words at Flag Officers and General Committee meetings, and by setting an example of dedication and involvement in all facets of sailing at Lymington. I shall miss her contribution in the year ahead.

At the AGM we also welcomed four

new members to the General Committee, David Lees, Perry Letcher, James McGill, and Charles Oswin. I look forward to working with them over the next year. We also welcomed John Priestley as our new Rear Commodore Sailing. John has been on the General Committee for a year, and has been a Member for fifteen years. He has a wide sailing experience, both racing and cruising, and raced against me for many years in the Sigma 38 fleet, and served on the Sigma 38 Committee with me. I look forward to working with him, and I am sure that he and his wife Sally will make a major contribution to our sailing successes.

The past year has seen continuing success on the water for our Club and our Members, and these are featured throughout this issue of 'PotterShip'. There were three highlights for me. Perhaps the greatest was being able to share with our Optimist Sailors their successful Round the Island record breaking sail. It was a privilege to be with them and to be able to share their enthusiasm and determination. The second was our Trafalgar Dinner, celebrated on the 200th anniversary in style, with our Honorary Gunner Mal MacDougall and his Gunners Mates firing the gun salute, and Rear Admiral John Lang proposing the Toast to the Immortal Memory. It was a night to remember! The third was our incorporation as a Company Limited by Guarantee, after several years of endeavour, and I know that our Vice Commodore, our Trustees, and our

Secretary are glad to have that behind them!

We have a full sailing programme for 2006, both racing and cruising, and I look forward to joining in many of the events as the year unfolds. One event I will not be participating in will be the Petit Bateau Single Handed Race starting from Weymouth in August! At the time of writing we have two entrants from the Club: Chris Ruston in *Garnelle* and Mary Falk in her famous *Q11*. Mary, as many of you may know has been unwell, but I am delighted to say that she appears to be making a full recovery after extensive treatment. Her determination to compete is also driving that recovery, and she is seeking sponsorship, not to cover her campaign, which is completely self-financed, but to help future cancer research. I look forward to welcoming her sponsors to her launch party on July 25th on our Club pontoon.

I could not conclude without thanking our Staff for their friendly and helpful contribution, whether it be on the Waterfront, in the Bar, as we dine, or in Reception and our Office Services, without whom our success would be difficult to achieve.

The pressures of modern life continue to grow, and the Club, in common with most voluntary organisations, finds volunteers increasingly difficult to find. I know, therefore, that you all join with me in thanking our Flag Officers, our Treasurer, the General Committee and the Sailing and House Committees, together with the numerous sub committees, PROs and racing teams, and Wednesday Junior Sailing team for the time they give so freely and willingly throughout the year. And a reminder that at our next AGM we need to elect a new Commodore, Vice Commodore, and Rear Commodore House, and I therefore look forward to volunteers coming forward during the summer - remember, your Club needs YOU!

John Bence

Commodore

Rear Commodore Sailing and new general committee members confirmed at AGM

For the first time for a few years there were just sufficient candidates to fill the four vacant positions on the General Committee, and John Priestley was the only candidate to offer to follow Jane Pitt-Pitts as Rear Commodore Sailing.

The new General Committee members are:



DAVID LEES...

is 60, and married to Fenella. David started his working life as an apprentice naval architect with Vosper, which he followed with three

glorious years power-boat racing around the world; three years in the City followed before entering horticulture in 1972. He has done a lot of sailing since the early 1960s, mainly cruising but some lively multi-hull sailing in the 1970s and in their 60ft yacht in the Med. He started X-boat sailing 1980 and, he says, "has persisted with determination but a notable lack of glory". He has shared an Etchells since 1996, currently raced regularly from Cowes. He and Fenella charter in the sun once or twice a year, and he runs a commercial nursery with two garden centres and is a national outboard-motor distributor.



JAMES MCGILL...

is 65 and a retired consultant ophthalmic surgeon, who still teaches, and is also National Ophthalmic Consultant to the RNLI. James has been

a Member since 1948, and previously served on the General Committee 1981-4; he is married to Belinda. He is also a Member of Beaulieu River SC, Royal Southampton YC and the Royal Yacht Squadron. He has been cruising and racing since 1948, and was a member of the Admiral's Cup winning team and boat 1965. He has owned various sailing and motor cruisers in the UK and abroad, and has sailed in many areas around the world. James has sailed XODs since 1993, currently owning X172 *Lizz Whizz*, and racing 2-3 times weekly. His best Cowes result was 5th, and he has won the Lymington Autumn Series. James helped with Junior Sailing from its inception, and has supported Junior Regattas for 20 years.

JOHN PRIESTLEY...

is our new Rear Commodore Sailing. John is 56 and married to Sally, who serves on the House Committee. A Club Member since 1990, John has raced



cruiser-racers in Solent and RORC events between 70's and 90's in a Hustler 32, an OOD 34 and a Sigma 38. He also co-owned an Etchells for a while. He now cruises with Sally in their 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 and his business career has been in the IT services industry in which he now runs his own advisory business. He served on the General Committee and Finance Sub Committee during 2005-6.



PERRY LETCHER...

is 44 and has lived in Hampshire all his life. He is married with three children, and moved to Lymington in 1987. He is proud

to be the third generation of the family to belong to the Club. Perry has sailed everything from windsurfers to large yachts. His primary interest is in cruising but he ventures out for the Pottership and Needles Relief. He shares a Rival 34 which he cruises in the Solent and Channel; he still occasionally potters in his Scow with his children. He has been a member of the Cruising Sub-Committee, running the Newtown Family Meet, and he enjoys being in business locally.



CHARLES OSWIN...

is 70 and married to Joanna. As a Dartmouth cadet, he sailed boats from 10ft dinghies and Fireflies to "Windfall" yachts. He left the Royal Navy in

1964 and following ten years in executive recruitment, the rest of his career was in tourism and hospitality, largely working abroad. For the past 12 years he has managed his own consultancy business. He has had many years crewing in both a SCOD and an Elizabethan before buying a Dufour 29 and then a Moody 346. He and Joanna moved to Lymington and joined the Club in 1999, and he has been a member of the House Committee since 2002.

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AGES 18 MONTHS TO 16 YEARS WELCOME

Jane Pitt Pitts hands over to John Priestley as Rear Commodore Sailing

It has given me great pleasure, and has been a privilege to have served as the Club's Rear Commodore Sailing for the past three years following my stint as Captain of Racing. During this period, the sailing achievements of the Membership have given pleasure to us all and added to the Club's good name in sailing circles.

I hope that the sailors have enjoyed my stewardship of the sailing events over the period, and I must thank all those who have assisted my efforts in every way:

My own and my family's association with the Club has been long and pleasurable. My Father was the Chairman of the House Committee prior to the post of Rear Commodore House, and Derek, my late husband, was both Rear Commodore Sailing and Vice Commodore. I was more than happy to follow in their footsteps, and at the AGM felt very happy to hand over the reins, or should I say sheets – to John Priestley, your new Rear Commodore Sailing.

Finally, I wish you all in your various boats, fair winds and calm seas.

Jane Pitt-Pitts



Racing in 2006

The last of the mince pies devoured this morning, it's time to reflect on our Club's Christmas events and look forward to our racing programme for 2006.

This year I'm trying to avoid making Sailing New Year's resolutions, they only lead to improving my swimming! Our Christmas calendar had something for everyone: from the model boat Setley Cup through the Scow Racing Peter Andraea and Penguin trophies to 2.4 racing and the Christmas Cruiser racing. We hope to emulate this in the diversity of our racing for the year to come.

Soon we'll be starting the Spring Series and Easter regattas so dust off your sailing kit it's going to be fun! Thursday and Monday evening racing should be as competitive and convivial as ever. Whether you're a dinghy, keelboat or cruiser racer we've got something for everyone.

Particular highlights for me in 2006 will be the two National Championships, which we will be running for the International Six Metre and CO32 classes. At their event in May the Six Metre yachts will be moored alongside the Club pontoon and it's hoped there will be some spectacular on the water spectating. I'm going to look just to see if I can copy any



of their gadgets on the X without Derf noticing....

The CO32 class is coming home again for their Nationals in September and having counted nineteen CO32s in our handbook we have many boats which could theoretically take part. If you have a Contessa 32 or are thinking of buying a cruiser, I'd commend the competitive racing to you, they are a fantastically friendly class with great social events. We are hosting a warm-up regatta in July and there's plenty of Thursday night racing in which to prepare. Also coming home in August is the CO26 class for an anniversary rally and we'll be running a special race for them.

In June we have the Christchurch Bay regatta which this year is part of the rejuvenated Solent Points. Last year having made the event more accessible to Members'

boats, I for one was disappointed by the number of entries from our own Club, so come on cruiser racers, press gang your crew and show us what you can do. We're also running the very popular WSCRA Poole Race a friendly yet competitive passage race with IRC as well as WSCRA handicap.

Outside our Club racing Stuart and Ado Jardine sailing with Jane Pitt-Pitts will be trying to re-enact their victory of fifty years ago at Cowes. Its quite frightening to think that, if successful this year, Stuart will have won seven Captain's Cups and will equal Eric Williams' three in a row.

As ever we as a Club are hugely indebted to our staff and volunteers who make it all happen. It's just great that such a large number of people enjoy putting an event together and watching others compete. Typically a large event could consist of Event Co-ordinator, Regatta Office, Beach Masters, Refreshment providers, Beach Marshalling, Safety Boats, Mark Layers, Race Committee, Protest Committee and Results Co-ordinators so like our racing there's something for everyone! If you're interested in being part of the team please fill in the form or better still contact Hamish in the office on 672677 or Hamish@rlymyc.org.uk.

Rory Paton

Captain of Racing

RYA Community Awards

Amanda Dingwall

The Royal Lymington Yacht Club has a strong community youth sailing programme. One aspect is the well known Wednesday Junior Sailing programme. Less well known is the annual Junior Regatta, which runs for a week in August. On the Monday, Tuesday and Thursday up to 190 children sail in River, Inshore and Solent classes in about 140 boats. On Wednesday these same children, some of whom have not previously been much further than the river wave screen, head down the Lymington River and, depending on the tide, turn left or right and race to Thorns Beach or Hurst Spit for a picnic lunch ashore and then race back. Friday is 'Pirates Day' or, last year, Olympics Day. Every evening there is a barbecue and there is a Regatta Disco on Friday. It takes up to 80 adult helpers ashore and afloat to make the event happen.



Over many years, Amanda was a 'Cadet Parent', supporting her sons and other youngsters in that Class. For the last 14 years Amanda Dingwall has been the Event Organiser for the Junior Regatta. Throughout that period, Amanda has worked assiduously to ensure the delivery of a programme on and off the water of consistently high standard. Youngsters who have taken part have gone on to be competitors of note in the Olympic Games, World Youth Championships and

in other areas of competitive and cruising sailing. Without exception, all of the two and a half thousand youngsters who have taken part over the years have gained enormously in terms of personal development. Of this achievement, Amanda can be justly proud. Amanda's modest response would be that it was a team effort. We all know better. Not content with organising the Junior Regattas, for many years Amanda has also helped organise the annual Cadet/Laser Radial/420 Regatta and two years ago took on the heavy responsibility of Captain of Juniors, responsible for all Youth and Junior Sailing in the Club, including support for the Teaching Centre.

Over many years, Amanda Dingwall has made an outstanding contribution to community youth sailing which amply justifies recognition with an RYA Community Award for her outstanding contribution to community sailing.

Ann (Annie) Littlejohn

Aged 84, Ann (Annie) Littlejohn has been a Member of the Royal Lymington Yacht Club for 60 years. Throughout that long period she has been an outstanding contributor to many aspects of sailing from Club to International level. A one-time UK observer to IYRU (now ISAF), Annie was an instigator of our very successful Thursday night Keelboat Racing series, which can now attract upwards of 75 entries. For very many years Annie sailed in Club dinghy regattas and events, most recently in a Lymington River Scow. Only relatively recently has Annie had to give up being a Race Officer for major events because advancing years prevent her from reaching the Solent starting platform. However, she continues to serve as a Race Officer for events starting or finishing at



the Clubhouse Line, and as Safety Disc Officer for dinghy events.

For ten years Annie turned up every Wednesday afternoon from April to September to help manage the office that controls our successful community programme, Wednesday Junior Sailing, which provides a sailing experience for some 180 children a week, open to all children in the area. She continues to help

when she can, and invariably helps ashore with the organisation of Youth and other dinghy regattas. For four years now she has supported the local children's sailing club (Salterns Sailing Club), and is a regular helper, especially at their annual 24-hour charity sailing event.

Throughout her long sailing career, Annie Littlejohn has been an example and encouragement to all. To the more mature Members, she is an example that even as years advance, one can still make a substantial contribution. To the young, Annie is ever encouraging and always 'there'.

Ann Littlejohn is an outstanding example of 'Sailing in the Community' and richly deserves recognition by the presentation of a Royal Yachting Association Community award for Lifetime Commitment.



*...we exchanged burgees
with Monsieur le President
of the Yacht Club St Vaast*

THE CRUISING YEAR 2005

A Cruising Dinner, eight meets and the Needles Relief rounded off a remarkable cruising year for the Club. Members' yachts made 111 passages to the meets which involved 325 Members and their guests, and a total cruised distance of about 14,000 miles with only one boat having an unfortunate encounter with a French rock.

A few meets suffered bad weather, the Chichester meet had to move to Newtown because of gales and the Family meet in New Town held the planned barbecue with stoic disregard for the very heavy rain which nearly put out the flames. Generally however the weather was excellent and the full turnout at all the meets made for a very successful season.

Meets were held in Cowes, Chichester (Newtown), Vilaine, Newtown Family, St Vaast, Croatia, Gins Farm and Poole. The photographs on this page of some of them may remind you or show you what you have missed.



St Vaast

Over 50 Members on 21 yachts came to St Vaast where lunch on Friday was held at Le Panoramique Restaurant with its superb views overlooking the town. Saturday saw many parties aboard yachts before dinner that evening at La Marina Restaurant where Monsieur le President and ten members of the Yacht Club St Vaast joined us for a four course meal. We exchanged burgees and generally enjoyed a very convivial evening. There was a big street market in the town where some ensured they had sufficient supplies of oysters for the return journey.

Hayden Meridith who has organised the St Vaast meet for 14 years made this his last and



was thanked by everybody for doing us so well. In perfect weather 38 Members on 13 boats arrived in the Vilaine River in South Brittany and moored at Roche Bernard. The Vilaine is a beautiful river and being non-tidal was a nice change from the North Brittany coast. Roche Bernard, a delightful old well preserved town, was an excellent destination for the meet. Martin Nash who has a house in the town made a fine job of arranging things for us. We dined in the Vieux Quartiers restaurant in the centre of town and enjoyed a three course meal. The Captain of Cruising

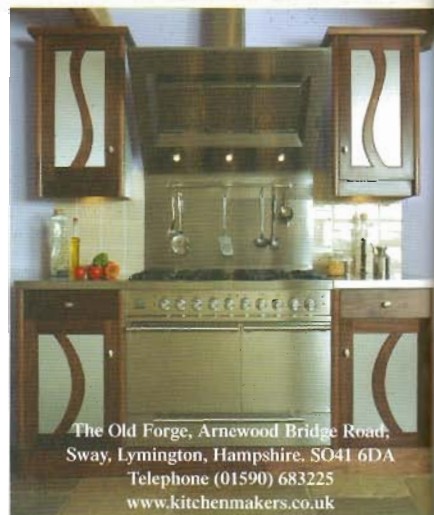


made his speech to lots of good natured banter from the locals in the restaurant who turned out to be Irish! Next day the fleet made its way up river to Foleux and after a restful afternoon we had Moule Mariniere and Chips for supper in the only café, which turned out to be excellent.

The Gins Farm meet was well attended by keel boats as well as Scows who had sailed over specially. We had drinks on the lawn before dinner and 81 Members sat down to an excellent dinner.

Duncan Macalister

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BRIGHT FUTURE for Lymington Folkboats

Look out across the Solent on a Thursday evening this summer and you are likely to see upwards of a dozen Folkboats enjoying close fleet racing as part of the Club's racing programme

So it is good news that at their Autumn class meeting members of the Lymington Folkboat fleet decided for the first time to elect a committee to look after their interests. In addition to the racing programme we hope to organise a small number of social activities, while for those who prefer to cruise we have good contacts with the cruising division.

In 2005 *Crackerjack*, crewed by Stuart and Caroline Watson and Mathew Jones was the dominant boat claiming first place overall in all the Club's series racing. Well done the *Crackerjack* team. At the Nationals which were sailed under the burgee of the Royal Solent Yacht Club it was a different story. Just two points covered the first three boats with *Tak*, owned by Jeremy Austin and helmed by

Adrian Jardine taking the honours after seven close races in which six different boats claimed a first place, from a fleet of twenty one boats. Chalky White, last year's Folkboat Captain was first Folkboat in the Island Sailing Club's round the island race. Congratulations to all.

Folkboaters and their committee are looking forward to the 2006 season with high hopes. Our first event is a pre season meeting (on shore) at the Club at 1700 on Saturday 18 March. Anyone interested in learning more about the Folkboat class, or if you would like to crew, is invited to come along and make yourself known to the committee. That same evening we will have a Folkboat table at the Fitting Out Supper.

Racing starts with the Spring Series (10 races). With the prospect of regular racing fleets of ten plus boats some exciting racing is assured.

Richard Webb



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YOUTH AND JUNIOR SAILING

New Names..... New Aims

As the time has come for me to hand over the reins of Captain of Juniors I look back on a very enjoyable three years of ongoing close contact with the young sailors in the Club and the experiences of working with so many excellent volunteers who make the Junior sailing events throughout the year possible.



New Captain of Juniors

We are very fortunate that Phil Lawrence has agreed to take on the role of Captain of

Juniors having been closely involved with the Youth Classes over the past year as the head of the 420 section. I am sure that he will lead us on to bigger and better achievements in the Youth and Junior Classes both at home, nationally and internationally.

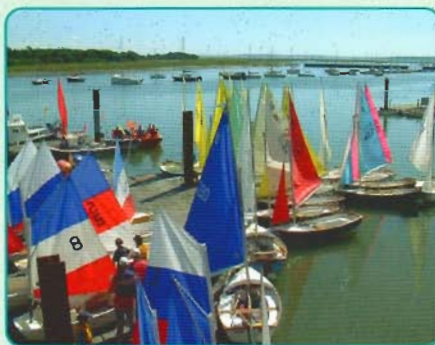
Junior regatta

Many of our internationally successful sailors gained their early racing experiences at the annual Junior Regatta and as in previous years the 2005 event proved to be a



success. Our pleas for help with better weather after 2004's washout must have been heeded as the weather gods were certainly kind with the sunshine and good sailing conditions. Although our numbers were slightly less than usual, one hundred and forty five young sailors enjoyed a great week of sailing and socialising under the watchful eyes of all our helpers.

Every year the challenges of the regatta are different and there are new rewards. The



conditions were favourable and Wednesday saw one of the best passage races ever with the majority of the competitors sailing down to Thorns Beach and home again without jumping ship. Many youngsters helming for the first time find the prospect of the passage race daunting and we are fortunate in having so many experienced dinghy sailors in both the Optimist and safety RIBS who can offer the young sailors enthusiastic support which makes the week a wonderful opportunity to learn and improve their sailing skills. The achievement of completing the sail to Thorns Beach and back is always particularly satisfying and several of the young Optimist sailors refused a tow on the last leg up the river because they were determined to do it on their own. I am sure that Helen Tew was looking down on the scene with great satisfaction and our thanks go to her family for allowing us to visit the beach for one last time.

Friday's circus theme was entered into with enthusiasm by youngsters and adults alike and we will all remember the unforgettable sight of Ken Kershaw dressed in his (mock) leopard's skin Strong Man's outfit and the Solent Race Team's clowns

outfits. It was a novel way to welcome home the new Round Britain Power Boat Champions who encountered Ken and co on their way down the river.

We are always looking for new ways to improve the Regatta and whilst the River and Optimist Fleets continue to meet the needs of our young Wednesday Junior sailors our aim for 2006 is to improve racing in the Solent Fleet by encouraging more competitors to join us.

The Royal Lymington Yacht Club Youth Week

Those of you who have already looked at the volunteer's forms for this season will have

noticed the Junior Regatta seems to have disappeared but we have only changed the name of the event hopefully to appeal to a wider age range, including the Youth Classes. The Royal Lymington Yacht Club Youth Week will



continue to offer an excellent week of racing, fun sailing and social events for 8 to 18 year olds hopefully in larger numbers. The need for volunteers to enable the event to run successfully will be just as great as in previous years so do think about coming to join us from Monday 7th August.

Amanda Dingwall





Lymington Optimists sail around the Island

On Saturday 9 July three Optimists helmed by a team of eleven sailors aged between 11 and 14 years old completed the voyage in 11 hours and 11 minutes exactly, smashing the record of 13 hours 55 minutes set by Athens Olympic Medallist Nick Rogers in 1987.

The Background

The project was the brainchild of twins Mark and Paul Minors both now aged 14, who told their father David that they would really like to cross the Channel in their Optimists before they move on to larger boats! After much discussion between Optimist parents and the Royal Lymington Yacht Club whose Commodore John Bence willingly became RLymYC project 'champion' it was agreed that some serious practice was needed before taking on the shipping lanes in the Channel, that the Isle of Wight would provide the perfect opportunity for this, and if Nick Rogers' record could be broken along the way, so much the better!

The date of Saturday 9 July was chosen based primarily on the timing of the spring tides which would, wind permitting, provide the optimum conditions. David Minors took on the job of masterminding the enterprise. A detailed risk assessment was prepared by George Batten, father of sailor Sam and considerable work was undertaken by all to minimise risks by taking appropriate precautions and making adequate preparation. Support boats were mustered: three RIBs and two motherships including John Bence's beautiful yacht *Chatterbox* and Geoff & Mandy Stock's (parents of sailor Connie) *Jungle*. Two rehearsals took place prior to the day to give sailors a chance to get used to the seas out towards the Needles and for all to familiarise themselves with safe but speedy transfer of sailors between RIBs and Optimists.

The Voyage

The flotilla mustered at 0400 and set out from Lymington soon after 0430. There were three Optimists with a total of 11 sailors (9 boys and 2 girls aged between 11 and 14), three RIBs each crewed by two parents, and two motherships with three crew each – all parents with the exception of John Bence.

The three Optimists crossed the RLymYC Solent start line as grey skies were dawning at 05.08.

Aided by the last of the outgoing tide and

a reasonable North Easterly breeze (11-15 knots on average all the way around) they made rapid progress to the Needles where they picked up the incoming tide.

Strong katabatic winds around the high cliffs at the start of the easterly leg made progress briefly quite challenging but the sailors quickly adjusted to the conditions and continued along the south coast of the island ploughing through the overfalls of St Catherine's, amazingly before 0900.

From Dunnose with the wind on the nose,



they beat in wide tacks past Ventnor, Shanklin and Sandown and reached Bembridge by 12.15. As they navigated their way through a fleet of racing dinghies off Seaview, the tide was just beginning to turn again in their favour. The Optimists and RIBs separated briefly from the motherships which went outside No Mans Land Fort to ensure sufficient water depth, and the fleet regrouped off Ryde Sands by which time the tide was perfectly underneath them.

The eastern Solent was busy and choppy as far as and past Cowes, where sailing on starboard they were ready to call for their rights amongst the Saturday afternoon racing fleets. Although the wind then dropped and tiredness was setting in, they slipped gently forward and across the Solent to the mainland side until right on cue the wind picked up again and the last boat sped through the finish line at 16.19. precisely.

The Sailors

Paul Minors	14 years old
Mark Minors	14 years old
Gareth Moore	13 years old
Connie Stock	12 years old





Robbie Urwin 12 years old
Misha Bruml 12 years old
Oliver Porter 12 years old

Henry Lloyd Williams 11 years old
Karen Thomas 11 years old
Sam Batten 11 years old
Liam Garrison 11 years old

The Optimists and the finish

The boats which sailed around the island belonged to Mark Minors, Danielle Thomas and Kirstie Urwin.

16.17 First two Optimists through finish

16.19 Third Optimist through finish

Through the line again so everybody could cross it!

Lots of claxons!

Suddenly everybody was VERY TIRED.

Lymington sailors took 3rd, 4th, 5th and 6th positions in the Optimist Class at the RYA South Zone Championships held over the first weekend of October at Weymouth, a useful last practice before the End of Season Championships and part of the selection trials for the RYA Zone Squads for the coming winter



Achievements in 2005

This year the Club Optimist fleet has shown real strength in depth, by achieving record numbers in Class and RYA Winter Training Squads.

Six Lymington sailors have made the IOCA National Squad (top 30) which is more than any other club or flotilla in the UK. Another four are in the IOCA Intermediate Squad (next 30) and the Development Squad also includes a Lymington sailor. Meanwhile nine of the RYA South Zone Optimist Squad of 25 young sailors are from Lymington.

Lymington sailors in the Squads are:
National Squad: Phil Sparks, Adrian Clay, Henry Lloyd Williams, Paul Minors, Olly Porter, Robbie Urwin; Intermediate Squad: Calum Murdock, Gareth Moore, Charlie Esse, Mark Minors; Development Squad: Connie Stock; South Zone Squad Sam Batten, Tom Britz, Misha Bruml, Liam Garrison, Adam Kitchen, Zoe Parkinson, Josh Sparks, Gilbert Sutcliffe, Karen Thomas.

Our Optimist sailors have been active outside of the National Open circuit as well. Two teams of six sailors each travelled to Grafham Water to take part in the National



Feva Team Racing Championships and once again they proved their strength in depth with both the 'Lymington Lions' and the 'Lymington Wolves' putting in extremely creditable performances against teams who had cherry picked their members from a number of different clubs!

Six Club Members went to the International Carantec Regatta where they achieved Top Club status. Phil Sparks was overall winner, the first British sailor to win

this regatta since 1998.

At the selections in April Phil Sparks won a place in the UK European Team, making it nine years in a row that a Lymington sailor has been part of a GBR Optimist team.

The Harken Summer Regatta 2005 Royal Lymington Optimist Open saw 149 sailors on the water – a record number. Phil Sparks came 6th and was 1st Lymington sailor.

In September three Lymington sailors qualified to represent the UK in Berlin.

Finally, in recognition of a remarkable season, Phil Sparks was awarded the Jack in the Basket Trophy and became the top ranked UK Optimist sailor, thus joining an illustrious group of R.Lym junior sailors: Nick Rogers, Jonnie Marshall, Nick Thompson and Richard Mason.

Mandy Stock

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HARKEN Optimist Open

Saturday 11th June 2005 Royal Lymington Yacht Club hosted the Harken Optimist Open. In bright sunshine and a gentle south-easterly breeze, 100 main fleet and 42 regatta sailors registered a near record entry. After a prompt launch, the main fleet headed towards Hurst Spit.

As if to order, a south-westerly sea breeze kicked in, and so the first race started in near perfect conditions. A full three races were achieved in good steady conditions, despite the second race abandonment after recall confusion. The front runners were Tim Saxton and Ben Saxton of Grafham, Matthew Rainback of Poole, Imogen Stanley and Gareth Moore of RLymYC.

Meanwhile, the regatta fleet had



away event' at prize giving. At the end of the day, and because Sunday was too breezy for these sailors to race, the overall result was 1st Sophie Boyle, 2nd Charlie Cox, 3rd Josh Sparks, 4th Elaine Bell and 5th Kirstie Urwin.

The day finished for a typically bountiful BBQ and tired sailors.

Sunday forecast was for more wind. A stiff 15-20 knots was blowing from south-west which provided excellent lively conditions, particularly suiting the more experienced sailors who finished three blasting races.

a full four race day. The notable sailors were Richard Porter of RLymYC who got a 3rd in race two and Duncan Hampshire of Papercourt who got a 5th on race two. Danielle Thomas received the 'most cheerful



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Notable performances of the day came from Sam Batten from RLymYC and William Powell from Dabchicks SC. The final results were 1st Ben Saxton, 2nd Tim Saxton, 3rd Matthew Rainback, 4th Owain Matthews and 5th Tom Willis. A huge thank you to Harken for the always brilliant prizes and motivating words from Peter Harken, fresh from the Rolex Transatlantic Challenge. Also Royal Lymington Yacht Club for their hospitality.

George Minors

Scow Division

Summer 2005 was the summer of endless days of fantastic weather right up to mid September for the Scow rally to Beaulieu, which couldn't have been more perfect. With our boats safely tucked away for the winter and an active social calendar planned it will not be long before we start preparing our boats for the Easter Regatta!

Monday night racing went from strength to strength with an excellent turn out of boats. With 28 boats entered and an average of about 16 boats each week, this offers very competitive one-design racing. For the Early Series, congratulations went to Mike Urwin (1st), Jane Pitt-Pitts (2nd), Roger Wilson (3rd) and Ali Husband (4th). For the Late Series, congratulations went to Jane Pitt-Pitts (1st), Dubbie Robinson and Carolyn Searson (2nd), Carol Canning and Jenny Wilson (3rd) and Kate and Tony Miles (4th). Monday night racing starts again soon after Easter.

Jane Wilford has reported that the Scow Potters on Thursday mornings have continued to be popular for those sailors wishing to cruise in company. This is an ideal place to start if you are new to Scowing or if you prefer not to race. You can get to know your boat in your own time without the hullabaloo of racing. Potters start at 10.30 on Thursday mornings and are a short cruise for an hour or so with the support of safety boats. Lunch afterwards is always a winner. Thursday morning Potters start again soon after Easter.

Scow rallies last year were a huge success. Our cruise to Newtown with the Cruising Section of the Club was very jolly. Six Scows sailed over and pitched tents at Lower Hampstead Farm. We all joined up with the cruisers for a great supper on board the larger boats. After a slow start from the campers (obviously far too comfortable accommodation!) we had some informal racing around the creek which Toffer Blachford and Robin Markes kindly organised for us. As it started to rain during the afternoon, our evening barbecue was moved from the beach to the woods and despite our very British attempts to keep going, the torrential rain eventually defeated us and we had an early night, having eaten soggy sausages

Following the Scow rally to Newtown about 20 Scows were sailed in the Junior Regatta. A huge thank you to those of you who very kindly lent your boats for this occasion. With three children in each Scow, about 60 children were able to take part in the Scow Fleet alone – approx 160 children in total. Most of the children are part of Wednesday Junior Sailing and this really was a fantastic opportunity for them. They had superb sailing conditions, with gentle breezes and warm sunshine.



The Alexina Trophy is one of the Scow highlights of the year and was raced for under perfect conditions on Tuesday 16th August. Twenty two Scows entered and presented a stunning sight flying their streamers from the top of their gaffs. Three races were sailed through Pylewell Lake and back. Congratulations to Puddy and Jane for winning. We were very fortunate to have Joan Hampton, Alexina's mother, presenting the Trophy and it was wonderful that Polly Williams Thomas, Alexina's daughter came down specially from London for the evening to sail her mother's boat, *Ping Pong*.

We had two short series last summer. Both were very action packed with four races back to back followed by a hearty supper back at the Club afterwards. These events are very popular and it is unfortunate that we were unable to get a third one in for September.

The Figure of Eight Race is a very special race. Started by Jane Burchell when she was Scow Captain, we sail anti-clockwise around Pylewell Lake and clockwise around Oxeby Lake. With a strong turn out and perfect conditions, a good time was had by all. It doesn't matter how fast you are at sailing, knowing what the currents are doing in the lakes is the key to success and most of us are

foxed at some stage!

For the first time ever, we had a rally to Beaulieu. The plan had been to leave on a Thursday during a Potter, sail the Scows to Beaulieu and leave them there ready for the weekend. However, the weather was so windy that this plan was abandoned and instead seven Scows and their crew left Lymington as the sun rose on Saturday and sailed non-stop all the way to the very top of the Beaulieu River. It took four hours door to door. The Beaulieu River Sailing Club Scows sailed down to greet the Lymington Scows and then we all tied up at David and Sue Markby's lovely house on the River. David and Sue were extremely hospitable and very generously laid on the most wonderful refreshments. Coffee laced with rum was very popular with those who had been in a Scow for the past four hours.

The Scows then sailed back down the river and joined the cruisers, who were there for their September meet, for more drinks and lunch at Gins. The cruisers organised a wonderful dinner at the Royal Southampton Yacht Club which included a good contingency from the Scow Division.

We are very fortunate, in the Scow division to have such wonderful helpers. For every event that takes place, there is a team of people who gladly give up their time to help make events happen. I would like to thank our drivers and crew in the support boats, event co-ordinators, race officers, officers of the day, cake-makers and at the Club, the office staff, kitchen staff and the boatmen.

Summer 2006 is going to be another fun year for Scows with several events planned including an open championship for every type of Scow ever built anywhere in the world. We are expecting a large turnout. If you are not a member of the Scow Division and would like to know more about what we do, please give me a call or complete one of the Scow Division membership forms on the Scow Division notice board. You don't even need to own a Scow to join. The Club has a scow for all Club Members to use.

Sarah Fraser

Captain of Scows



The CORINTH CANAL

They were talking about it 2600 years ago, that strip of land connecting two waterways, a possible transit from the Adriatic to the Aegean. It was oh so short – only 4 kilometres – but for so long an impossible dream, a dream which was coloured by the myth that man should not “build up nor cut away the Isthmus; for it is Zeus who has placed the island as he intended.....”.



Periandros, in the 7th century BC, actually constructed a slab slipway and the smaller ships were rolled across the isthmus and their cargos transported by draft animals. Throughout the ages many rulers had a go, most notable being Nero who brought in thousands of prisoners and slaves with shovels and pick axes but political turmoil as well as the solid rock caused the project to be shelved. The Venetians coming from the west had a half-hearted attempt and it was not until the late 19th century, with the feat of Suez being the talk of the town that the Greeks began planning the project once more. It was back on track, the superstitions were overcome and Nero's plans were again (literally) on the table; the ground-breaking ceremony was finally held on 23 April 1882. French and Hungarian contractors came and went as 12 million

cubic metres of hard rock were excavated and the final honours went to a Greek company which saw the opening of the canal to naval traffic in July 1893. Despite the earthquakes in the region there has only been one significant rock fall (1923) which caused the Canal to be closed and then in 1944 it was so badly damaged by the retreating Germans that it took 5 years to reopen. Today the Canal is run by a private company, called, not surprisingly, Periandros S.A.; they have a rather alarming development plan which includes construction and reconstruction of properties and the creation of ever more entertainment and leisure facilities. To date there is just one tour boat, but if the advertising is anything to go by this will be an ever busier waterway.

Details: the canal runs in a straight line 6346m long from Isthmia in the east to Poseidonia in the west; entry is controlled by sinking bridges at each end, there are signals but they do not always work; about 10,000 craft make the transit each year; there are three high bridges; the flow alters direction about

every 6 hours, seldom exceeding 3 knots; the depth is approximately 8m, and the width at sea level is 24.6m. This route is over 300 nautical miles shorter than making passage round the notorious southern shores of the

Peloponnese. By our reckoning, paying the dues for our 42 foot yacht, was a saving of 50 euro over the fuel costs if we had motored right round the outside.

In July 2005 *Rafiki of Lymington*, our Aphrodite 42, approached from the east, tied up alongside the canal office, produced our ship's papers and handed over the princely sum of 150 euro (note: it is extra at weekends). There was a ship coming westwards and they cleared all the boats off the quay; we had to keep out of the way for 55 minutes for that ship and another west-bound one and its tug which eventually we followed through; it is best to be first or last as it gives the photographers a better chance and being last one can lag behind just that extra bit. This was our third transit of the Canal and the wonder does not pall. Just 3.2 nautical miles between sheer limestone faces of up to 76m, with tenacious trees bravely rooted to minute clefts in the rock, through a milky green run of water, under the skyscraper bridges and before we knew it we were crossing over the sunken bridge at the far end and out into a benign Gulf of Corinth; it seems as though Zeus has become accustomed to the shortcut through his isthmus.

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...man should not build up nor cut away the Isthmus; for it is Zeus who has placed the island as he intended



Hillary Keatinge

Lymington XOD Division news

Review of the 2005 season

I think it's fair to say that 2005 was a pretty good summer and a very good season for the Lymington Division with some notable highlights.

Chief among these of course has to be Stuart Jardine's remarkable 6th Captains Cup victory at Cowes. Most of us compete at Cowes for years and would love to win a race, but Stuart won with no less than 5 firsts and a 6th place out of 7 starts. Quite incredible!

At the end of Cowes Week, Ado Jardine was 4th overall, Rory Paton 11th and Bill Dunsdon 12th thus regaining the Phillipson Challenge Shield, awarded to the Division with the best overall performance during Cowes week, with a very comfortable win over Parkstone who were closely followed by Itchenor.

William Norris, David da Cunha, Robin Balme, Fenella Lees (who also won the Lady's Cup Trophy) and Steve Whiteman all followed closely behind giving us 9 boats out of the top 20 finishers which was most satisfactory (as Pooh Bear used to say when I was a boy!)

The Team Race Shield was also won convincingly by our team led by Rory Paton and including Bill Dunsdon, Stuart and Ado Jardine to give us a clean sweep at Cowes, an achievement to be proud of.

We only managed to race two out of three of our planned team racing fixtures, against Yarmouth at home and Itchenor away. Both were won comfortably but of much greater importance they were followed by most enjoyable get togethers and lunch which is what team racing is all about in XODs so as to cement our friendships with the other divisions.

At home our Cock Boat series was competed for by 32 boats. Due to strong winds in May and later in August and September, we lost 12 out of the 39 scheduled races, meaning that the Cock Boat points were based only on the best 14 races

sailed (after allowing 50% discard) which was a disappointment compounded by Members holiday commitments, resulting in only 15 out of the original 32 competitors sailing the full 14 races to qualify for the Cup.

The Cock Boat Cup was won by Ado Jardine in *Lucrezia* followed by Bill Dunsdon and Robert Young in *Jewel* and Stuart Jardine in *Lone Star*.

Both the Wednesday and Saturday series were won by Ado Jardine with Bill Dunsdon and Robert Young as runners up.

This year we raced 7 out of the 8 scheduled Autumn series races which was won narrowly by 1 point by Eric Williams and Rory Paton in *Diana* from Bill Dunsdon and Robert Young in *Jewel*. There were 25 starters in this series which was again very satisfactory!

The Season concluded with our usual prize giving dinner at the Club when the guest speaker was David Jupp, Commodore of Keyhaven YC and attended by over 90 Members and guests.

The XOD winter lectures instituted and organised by Ted Reilly have been well attended and a great success attended by an average of 40 Members and followed by an informal supper. Speakers and ideas for future topics are always welcome.

I would like to pay tribute to our Race Officers who have provided us with some excellent courses and who give up so much of their time to make our racing possible. This year there were some difficult decisions to make, but these were always correctly made after careful consultation and monitoring of the weather and sea conditions. Thank you one and all.

In March we plan a pilgrimage over to Bembridge to visit the original Woodnut yard



where so many of the early XODs were built to be followed by a celebratory lunch at Bembridge Sailing Club organised by Richard Field and Dee Orange. This will be a fun day out to beat off the winter blues!

The same team of Officers and Committee remain in office for 2006. We have had a lot of fun and I only hope we can keep things going again this year.

Our year closed with the sad news of Philip Grundy's passing. Philip had not been well for much of the last two years but he had raced very successfully in the Division from 1979, been Divisional Class Captain from 1987-1990, Class Captain in 1990, Divisional Hon Treasurer and points keeper from about 1990 until 2003 and in recent years an outstanding race officer. For all he did for the Division he was awarded the Mollymawk Trophy several times as well as the Jacqui Cooper Candelabra. He was a fierce competitor on the water and a most effective supporter of the Division. He will be greatly missed.

The Division faces challenges from other classes for river moorings and Club resources. As someone wisely said "The XOD is an easy boat to sail, but a difficult boat to sail well". This accounts for its enduring popularity in the Solent and at Lymington in particular. We are a vibrant and active division but we constantly seek new members, fresh ideas and innovation. The Class will celebrate its centenary in 2011 – but in the meantime come and join us. Boats and moorings are available and the Division represents very competitive sailing, good fun and cheap yachting!

David Da Cunha

Captain Lymington XOD Division

The 2005 Wanderings of NORDLYS

NEW ZEALAND TO AUSTRALIA VIA FIJI AND VANUATU



Between March and November Annette and I cruised the coast of New Zealand from Auckland to

Oyua, made the passage to Fiji via North Minerva reef. Visited the Lau Group of Fiji. Frightened ourselves going from Suva round to Masket Cove. Cruised Vanuatu from the very bottom to just short of the tip. All this was capped off by an excellent passage to Australia where we made our landfall at Bundaberg. This place is best known for the rum that is made there and not for the beauty of the countryside. I am writing this some 240NM further south in the heart of Brisbane. Again we are fifteen miles up a river but in the centre of a city that is booming and provides everything from marvellous food to bush walking within a



two hour drive. Rather than try to compress our experiences I will try to bring some of them to life by giving you parts of what I wrote at the time.

For those who are interested in any particular experience the full story with pictures appears on our webdiary at www.mailsail.com/webdiary-nordlys

30th May Anchored in N. Minerva

Yesterday dawn found us hove to about six miles short of this strange place after a slow but generally pleasant six day passage from New Zealand. The Minerva reefs, there are two of them twenty miles apart, are basically circles of coral atop steep sea mountains. At low water the rim of flat dead coral is above water by about a foot. At high water the swell of mid ocean crashes onto unseen land and the result is a pond like area about two and a half miles across in the middle of the ocean. Our timing meant that we would have had to wait about ten hours off South Minerva so we pushed on and waited just two hours off the northern atoll. There is one entrance about a couple of cables wide in the otherwise perfectly circular reef. Inside is generally free from coral heads and the bottom if rather deep is sand. The holding excellent.

We are here with just our friends on *Troubadour* (RLymYC) and it must be said that the atmosphere of this place is very strange. Neither of the two ladies had really wanted to come. It is obviously not a female place although it is quite safe and not somewhere that one is likely to get trapped. The history of the place is interesting in that both New Zealand and Tonga are in a sort of permanent disagreement as to who owns the reefs. At the moment they are in international waters. Apparently there was a plan to build a hotel here on stilts and somewhere there is, we are told, the remains of an attempt by the Tongans to build a light house so as to claim the place. Yesterday

afternoon a New Zealand airforce P3 Orion plane flew low over the lagoon and politely asked us who we were, where had we come from and where were we going. Did we have pets or firearms on board and what were the registration details and the skipper's name. It was very much a case of 'big brother' is watching over you and the large motor

boat that had come in for a

...The Minerva reefs, there are two of them twenty miles apart, are basically circles of coral atop steep sea mountains

few hours only en route from Brisbane to Tonga did ask pointedly if these were

international waters. The Orion crew agreed they were. We all gave the required information although in my case I have to admit that the initial reaction was to ignore them. We heard one of the three boats in South Minerva do just that. However it was the memory of the joint efforts of New Zealand planes and the Australian navy that saved the lives of the crew of a Danish boat that hit a reef in Fiji last year that made such action seem churlish. The Fijians have no rescue services. The Orion crew were very polite.

Bay of Islands anchorage Vanua Balavu, Lau Group, Fiji

19th June 2005

Our overnight sail from SavuSavu to here proved to be something of a frustration as the wind slowly built and we spent most of the time trying to slow *Nordlys* down so as to arrive in daylight. In the end we spent just over an hour hove too. A grey dawn showed us five small islands within four miles so it was

easy to understand why few yachts came here before the advent of radar and GPS. Currents are to say the least erratic in strength and direction. With the overcast showing little signs of breaking and some twenty knots of wind from astern we approached the pass with trepidation and I was quite prepared to abandon the approach and stay at sea if necessary. In the event a few shafts of sunlight appeared



Dugout canoe - failed exam

and the two leading marks were very visible. That these two stone cairns were there was something of a pleasant surprise as few lights and even fewer marks are in position in Fiji. Hurricanes destroy them and there is no money for their replacement. At least none is made available. With Annette high up her perch in the rigging we slowly approached the pass and made our entry with the engine ticking over and *Nordlys* doing three knots under bare poles. The anchorage off the house and village of our host was on a lee shore and so we went and anchored some two miles away in a snug little bay surrounded by mangroves on one side and a tree clad cliff on the other. The strange noise emanating from this cliff we were to learn were barking pigeons and not a pack of wild dogs. On *Nordlys* we celebrated the night's work with an 'anchor dram' of ice cold Swedish schnapps and a beer. This washed the scrambled eggs down with style. Sleep followed.

Two days later with communications established with our host (one has to have an invitation to be given permission to

come here) we found ourselves sitting cross-legged before the village elders going through the sevusevu ceremony. Our gifts of Kava roots, or yangona as it is locally known, were well accepted and the feeling we got was one of genuine delight that we had come to visit them.

This is in stark contrast to

the bureaucratic difficulties in getting out here. Politics, bloody politics. A guided walk round the village and its school showed us a community with a lot of civic pride and no signs of filth or serious poverty at all. Returning to the elders we were invited to sit down and enjoy the bowl of Kava they had made in our absence. Luckily this brew while still looking like and tasting like muddy water is much milder

than its Vanuatu counterpart so even Mrs R 'enjoyed' the two coconut shells of the liquid that were pressed upon her. We all escaped without the dreadful feeling of a hard session at the dentist that was our experience in Vanuatu. After one big bowl we beat a retreat and left the elders to the second. The whole exercise appears to have been a diplomatic success. This should help others as we have learnt that

one yacht only a few days ahead of us had to depart from Lau with the elders for some reason very upset.

Two weeks later we left Suva for Musket

Cove..... The journey round

to the northern side of

Viti Levu, Suva is on

the south side, needed

a 90NM leg done in

daylight. Time was running

out with Patrick's imminent arrival from his last term at Cambridge so 0600hrs found us feeling our way out past the anchored rust buckets and through the Suva pass as dawn brought a few rays of light to the scene. We found as expected 20 knots of SE trades. Our course was initially just south of west. Fast sailing. In twenty miles we entered the Beqa passage. This is a mile wide gap between the reefs of Viti Levu to the north and the island of Beqa to the south. This island is quite high and I should have been prepared for the funnel affect of the hills on the wind. Mrs R was not impressed with doing some 10 to 12 knot surfs under a double reefed main and many rolls in the boomed out genoa with coral and breakers under half a mile on either side. All good character building stuff say I with the adrenaline flowing and the sure feel of *Nordlys'* wheel under my fingers. "My character does not need any more building" says she!

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Leaving Minerva reef

Little were either of us to realise that this was the easy bit. Another hour and the sky went slowly black everywhere behind us. In reality the first three squalls missed us but the fourth did not. Water, water everywhere. The rough sea being rather beaten down by the rain but the effect was of a smoking surface in the forty to fifty knots of wind that blew. This lasted an age. I was actually seriously frightened that we were not going to find our manage to enter the only possible pass on the western side of Fiji. We would thus have had to either try heaving to for the night or run off to Vanuatu to the west of us. I kept these thoughts to myself and the gods, or whoever controls the weather, were kind to us, as about half an hour before we got to the pass the skies cleared and the wind went slightly further south thus enabling us to close haul our way into the pass on 185 degrees against a two knot ebb. Nordlys as ever had behaved magnificently. We had logged 88NM in just over eleven hours, we had helmed most of the day due to the gusty changeable conditions and nearby reefs, and as the anchor went down in a sheltered bay just two miles inside the pass it was a physically and emotionally tired crew who yet again downed the 'anchor dram' with a lot of pleasure.

TANNA, VANUATU

1st August 2005

To set the scene. We are anchored in a large cove along with about eight other boats. In front of us the dark black volcanic sand beach is fringed with palm

trees and other tropical scrub. To our right there is a cliff face and above this a steep hill rises to some three hundred feet. Both on the beach and in the hillside scrub there are columns of steam wafting up from volcanic vents. The beach has pools of hot fresh water that are constantly being fed from underground and provide good

clothes washing facilities. Yesterday we had a washing session and I know the pools are hot! On our left the third side of the cove is made up of a low cliff above which is one of the three villages that surround this lovely spot. Herein lies the trouble.

Seated in Nordlys cockpit are two arch rivals. In one corner Stanley from the above mentioned village. Son of the elderly chief he is aged about thirty and when not high on Kava is fairly

organised. In another corner sits Eric. He is the de facto chief, the real chief is very elderly,

of the other rather poorer village that lies about quarter of a mile inland from the head of the cove. Both expect us to attend a feast in their respective villages tomorrow. There is a third character and by far the most likeable of the three. He is called David and like the others somewhere in his thirties. He represents yet another village that lies a twenty minute walk away. Basically Stanley organises transport to Lenakel for checking in. Also for trips to the volcano. Eric and Mary his wife layed on an excellent feast for us last year and want to do so again. David has organised that his village lay on fire walking and other entertainments. The idea being that the visiting yachts pay for these activities and contribute towards the welfare of the three villages. The three headmen are however very jealous of each other and are incapable of working together. Stupidly,

as the one yacht that has visited this anchorage before, we had volunteered to organise the transport/feast/firewalking. I will not bore my readers with the minutiae of the negotiations but suffice to say we managed transport when required, had a feast and also a most entertaining two hours with David and his villagers. I now know why the Middle East is taking so long to sort out. A mixture of banging heads together and also feeding egos was the recipe for success.

Luganville, Vanuatu

18th September 2005

The last few weeks have been packed with contrast. The four of us, that is Annette, myself, Diana and Michael Hobson (RLymYC) sailed over to Luganville for the last few days of their visit. Here we enjoyed a really top class meal ashore as well as diving/snorkelling on Million Dollar Point. This was one of those rare occasions when both the snorkelling contingent and the divers enjoyed themselves equally.

At the end of the war in the Pacific the Americans found themselves with huge quantities of earth moving equipment and jeeps, lorries etc that it was apparently not economic to ship back to the States. The



Tanna volcano

island of Santo, which has Luganville as its capital and only town of any size, had been the centre of American operations. The huge natural harbour had held over one hundred ships at anchor. Five airstrips and rows of Quonset huts house everything from munitions to machine shops and thousands of troops dotted the

shoreline. The Americans offered the equipment to the local colonial power which in this part of what was then The New Hebrides was the French. The bargaining came to a grinding halt and rightly or wrongly the Americans raised the proverbial finger and simply dumped over a million dollars, at 1946 prices, worth of plant in the sea. It fell down a steep underwater bank and now lies at depths of between five and thirty five metres. An excellent dive/snorkel site.

In 1942 the *USS Coolidge* a huge liner of 645 feet length was steaming towards Luganville with over five thousand troops and much wartime cargo on board. There was a 'misunderstanding' between her Captain and the local Naval authorities and she sailed through an American laid mine field. Sinking, the Captain ran her ashore and miraculously nearly six thousand people got off her in just 90 minutes with the loss of only two lives. She then slid down the same bank that I mentioned in the previous paragraph and now lies on her side with the bows in 20 metres and the stern in 70. Much later the Captain was exonerated at his trial. Tragic lack of communication between Navy and the Merchant service caused this scandalous loss of such a fine ship. All has not been lost however as she makes one of the worlds finest wreck dive sites and this attraction is what keeps Luganville in reasonable financial viability. I did four dives on her with Allan Power Diving, a very professional outfit that was started by Allan over twenty five years ago. She is now, due to his efforts, a national monument and all diving on her is controlled. I visited the engine room with its four huge telegraphs, saw 'the lady' in the main salon. A bas relief which is probably the most famous dive on the ship and also swam around the dining room with its crockery and chandeliers. The cargo holds were full of munitions and jeeps plus several howitzers. One sight I will never forget was bottles of medicine in

the surgery with air still in them and many dry powders. Going into such a vessel in darkness and up to fifty meters depth took a little getting used to but once the anxiety was mastered the whole experience was one I will always treasure.

Leaving resort life behind us we headed north now with David Wagstaff (RLymYC) and Kate Thornton on board. It is

...We gave away a lot more than we intended or to be more accurate 'traded' away a lot

at this stage that my fingers freeze at the task of describing the next few days. We were to experience three different anchorages and three communities in what are Vanuatu's most out of the way islands. This experience was quite simply delightful but emotionally draining due to the charm and dignity of the people we met as much as the beauty of the surroundings. Climbing through jungle, attending a ceremony where the whole community sang three verses of welcome to the tune of God Save The Queen, snorkelling reefs and entertaining lots of people who canoed out to us was the pattern for these days. Quite simply these people have almost nothing and are ignored by the Vanuatan authorities. Their only means of communication is the copra boat and none had been to them for nine months. Health problems were a constant worry for them. One yachtie nurse saw over eighty people at an impromptu clinic and managed to save the life of a young diabetic girl who luckily for her gave birth during the nurse's visit. We gave away a lot more than we intended or to be more accurate 'traded' away a lot. One local mother produced a heap of rust she said was her only light and could I mend it as the oil leaked out. Having a spare we gave it to her but she insisted we have almost all her garden. Face was saved when Annette accepted three tomatoes. *Nordlys* ceased to be a Registered Condom Carrier working for the Health Authorities and reverted to membership of the Royal Cruising Club when we gave our huge box of said items to Sally the nurse mentioned above. She said she was always being asked for them.

Ureparapara was our northern limit. This island is the top of a volcano that had one bit of its rim blown out to give a large nearly circular harbour over which the crater walls, now clad in jungle, tower up to eight hundred metres. David and I climbed some five hundred metres up a jungle track to the rim for a most spectacular view. In the heat of the day and with no breeze penetrating the jungle I felt like an overheating car being pushed too fast down a motorway. My temperature gauge was definitely in the red sector but before the system blew we gained the ridge with its view and breeze.

This is a very inadequate description of what for all of us has been a time of mixed emotions. These have ranged from anger at the corrupt non caring authorities to wonder at the kindness and dignity of the people we met to sheer amazement at how much of a success many of the communities were making of their lot. A hard couple of days sailing to windward at twenty plus knots showed our visitors that not all Pacific sailing is enjoyable and brought us back to Luganville for three days of organisation and preparation for the eleven hundred odd miles to Australia. We have heard on the radio that the turtles are laying their eggs on Chesterfield reef so hopefully we will manage a couple of days at this uninhabited bit of land to the west of New Caledonia.

Well we did not get to Chesterfield Reef as our stern gland sprung a leak and with some 4 to 5 litres per hour getting into the bilge we headed straight for Australia. A lovely passage with never more than 20 knots of wind that was never forward of the beam. Exactly a 1000nM logged and 100nM of current in six days and three hours.

Tomorrow, the 3rd of December, we leave for Sydney. As I write the plan is to continue on to Tasmania in January and end up in Perth in April. We then hope to come home for a bit. Until then may we wish all our friends in the Royal Lympington good sailing in 2006.

David Ridout

Spi Ouest 2005 - yet more oysters

The Jardine's in their J24 *Stouche* won for the 10th time at the Easter Spi Ouest France Regatta, crewed by the same team that won in 2004 - Stuart Paton and Karl Thorne from the Club and Mark Baskerville from Southampton.

Three UK crews travelled down for the 27th annual Spi Ouest regatta at La Trinite sur Mer in Southern Brittany which always attracts 500 yachts of varying sizes and classes.

Despite losing one day through thick fog, the other three days brought excellent racing on long windward/leeward courses in winds from force 2 to 4.

This year it was the turn of the local French fleet to give the holders a run for the traditional Oysters and Muscadet with three of the five races being won by French boats, leaving the Jardines to take the other two.



Going into the final race the Jardines needed to be at least 3rd if the French boat *Janicoton* won. They made an excellent start to lead all the way but they had no control over *Stouche* which ensured a safe third and the win.

The task then remained to weigh a crew

member on the See Saw, which this year produced around 2000 Oysters (A good season) and a few dozen bottles of Muscadet amongst other prizes including a fully rigged model J Class yacht.

Stuart Jardine



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THE ARC 2005

Whilst a number of Members may have taken part in the ARC 2005, the only report we have is of Mike Saqui, who crewed on a Swan 51, *Northern Child* of St Peter Port.

Northern Child was first overall in the Cruising Division (160 boats) and first in Class D. She won the Net Controller's Prize and, most notably, won the Spirit of the Arc Prize, awarded for the best spirit in helping others, logs and contributing to parties and organised events. Given that *Northern Child* was a charter boat, with a crew who had never sailed together, this is by any measure an outstanding performance.

Ian Gawn

Beating up the Bay Regatta in July

This Keelboat regatta, hosted by the Royal Lymington Yacht Club and sponsored by UK Sails, incorporated the National Championships of the Swan 45s and the Mumm 30s, as well the J109s and an IRC Class.

On Saturday swells were running at 6ft with a 3-4ft chop. The wind was SW4/5 and 18 knots was the peak wind recorded at the Platform. Out in Christchurch Bay there was more wind and big swells, which made it extremely uncomfortable for the race officers. The weather was cloudy with sometimes poor visibility, leading to the windward mark not being visible from the start which was a few cables SW of North Head Buoy.

The start of Race 1 IRC was at 11.00; two boats were OCS and did not go back. The line had about 10° port bias and mostly the fleet went left, and should not have done. The wind built during the first beat but was shifty – those who took the shifts did well. On the run, *McFly* gybed early and killed her chances. *Crackerjack* did much better. *Hotel California* tore her spinnaker and retired. On the second leg, *Crackerjack* and *McFly* went match racing and the former seemed to have problems with her backstay which parted on the next race. *Juice* sailed beautifully and got the shifts dead right.

The Mumm 30s boat handling seemed a bit unsure on Race 1, with gybes turning into broaches but on Race 2 things improved a lot.

One J109 was OCS and did not go back but the remainder of the fleet had a ball.

On Race 2, the left hand side of the beat paid. *Crackerjack* made a stupendous start and her tussle with *Nemo* ended when the

latter's backstay parted. *Juice* was also in a different league and *Fidelius* did well with good crew work.

In the 3rd race the J109s had a good start and *Jamunu* kept her good start position. All the competitors enjoyed the 'run for home race' back to the Club from the racecourse in Christchurch Bay.

Back at the Club a BBQ and Mountgay rum party was held on the forecourt much to the enjoyment of all the assembled skippers and crews race officers and Club Members, and a really terrific steel band added to the party spirit.

On Sunday, there was no sea to speak of and winds were light 12-13 knots, dropping to 6-8 South Westerley, which must have been a bit of a relief for those who were reluctant to leave the party the previous evening!

The tide had just begun to ebb at the start of Race 1 and the good guys went to the left corner of the course and gained. *Hotel California* did not go far enough right on the run, and ended up blanketed by three Swan 45s at the leeward mark and got killed.

On the next beat *Hotel California* went left and was not seen again by her competitors who were well behind.

Racing was much tighter in the easier conditions and *Felicity* did badly in Race 1, but much better in races 2 & 3. *Asterix* pulled away on the second run by sailing

high and gibing for boatspeed.

In the J109s Race 5 was won nicely by *Jamunu* who covered all the rest.

The final race was once again a passage race back to the Club. Competitors convened on the forecourt to celebrate two great days racing, and be awarded their prizes. Quote of the event – "have had a fantastic time at the Royal Lymington, love to come back next year and it was the best J109 event of the year".

Results

SWAN 45s

1. *Crackerjack* – Nik Pearson
2. *Nemo of Cowes* – Richard Cotter
3. *McFly* – Tony Mack

MUMM 30s

1. *Asterix* – Louis Browne
2. *White Shark* – Geof Gibbons
3. *Salvo* – Peter Morton

J109s

1. *Johnny Blue* – Charles Tuill
2. *Jalapeno* – Nigel & Suzie Brooke
3. *Jumunu* – Alistair Ray

IRC

1. *Fidelius* – Mark Broadway
2. *Crackerjack* – Nik Pearson
3. *Deuce* – Martin Gee



SB3 EURO CUP LEG TWO LYMINGTON

Leg 2 of the Laser SB3 Eurocup was held over the weekend of 4th and 5th June in Lymington under the burgee of the Royal Lymington Yacht Club. 48 of these super fast 21ft one design keel boats assembled and were straining on the leash ready to go for a 6 race series. The weather gods had conjured up a force 6/7 wind against a strong adverse tide to make the Saturday's racing the most spectacular sight with the boats reaching speeds of over 20 knots in the blustery conditions. After race 1 with the carnage mounting Principal Race Officer Tony Blachford and his team decided to call it a day and let the boats come in for much needed repairs. With the wind



easing for Sunday a full programme was planned.

Sunday dawned with a much more settled forecast of force 4 to 5 and the fleet got immediately down to business with a 3 race day. After the drama of Saturday, with the bruised ego of a 25th, class champion Glenn Bourke sailing *Musto* settled down to three firsts to take the Lymington leg of the Eurocup with a magnificent performance of boat speed and handling. He was followed in second place

by class secretary Dave Cheyne and co. on *Team Harken* and third went to Daniel Geoghegan on *Blonde Ambition*.

The Laser SB3 Eurocup events were, Leg 1 - Sea View, Leg 2 - Lymington, Leg 3 - Lake Garda (Europeans) Leg 4 - Cowes

Lymington boats were represented at all events but there was not one boat that did the lot therefore would not have got a decent overall score.

The overall winner was Glenn Bourke ex Laser world champ and CEO of the Volvo Ocean Race.

David Duffin



Wrecked 3014 owned by Rick Otten and Pete Draycott and steered by David Duffin at Lake Garda.

BEN BRINGS HOME ANOTHER FINN GOLD CUP

In Moscow in 2005 Ben Ainslie won his fourth Finn Gold Cup title and by doing so has now won more Gold Cups than any other Finn Sailor and all in consecutive years; Athens in 2002, Cadiz in 2003, Rio de Janeiro in 2004 and now Moscow in 2005

Unpredictable winds meant that racing was abandoned on the final day of the Gold Cup, however with eight races completed, Ainslie walks away from Moscow with another win to add to his already successful season.

Finishing four points ahead of his nearest competitor, Ainslie had to battle out the top slot with Greek sailor Emiliios Papathanasiou. "Emiliios had a slightly different programme than most of the guys out here." Ainslie explained. "Most of us were sailing with the equipment provided by the event organisers but Emiliios had his own familiar Finn shipped

out which might have given him a slight edge on the competition. Knowing that, it was good to hold him off and win the event."

By winning this event, Ainslie has now become the first person ever to win four Finn Gold Cups, setting a new record in the Finn class. "This is a really great moment in my sailing career. I am relieved to have done well at this event and it's good to take home a fourth cup," a thrilled Ainslie commented.

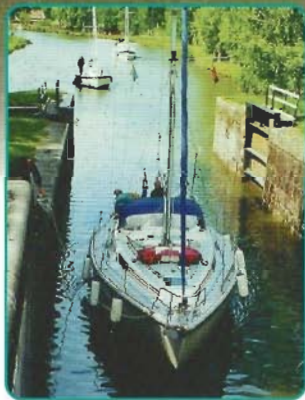
However, unlike his spectacular performance at the Finn Europeans where Ainslie won the event with two races to spare, this event threw up a few hurdles for Ainslie. "It was a really tough event, probably the hardest and most testing European or World Championship event that I have ever sailed. The conditions on the lake were really tricky and shifty and the competitors were hungry to win so I am just pleased that I have been able to win here in Moscow."

"This is only the third event that I have done this year. In the build up to each event I worry that maybe I haven't prepared enough but all of the training I put in when I was gearing up for the Athens Olympics has stayed with me. It's almost a relief when I sail well and to have walked away from Holland, the Europeans and now the Gold Cup, I am really happy to have finished at the top."

With the Finn season over for the year Ainslie will now turn his thoughts towards training with Team New Zealand for the America's Cup. "I am certainly thinking about representing Team GBR at the Beijing Olympics and I would love to have the chance to compete for another medal but I have committed to the America's cup so we will see what happens in the future."

RYA Press Release

To BRITTANY by Canal



No! It won't be possible for me to lower your mast, said the harbour master, adding mischievously, "Not until tomorrow morning at nine o'clock." It was late afternoon and we had just arrived in Dinan from Lymington in our newly acquired Westerly Centaur. The voyage via Alderney, Guernsey, St Malo and the river Rance had been surprisingly easy, considering that it was the middle of March. We were anxious to get to La Roche Bernard on the river Villaine as early as possible to take up our new mooring and we needed to avoid any delay before entering the canal d'Ille et Rance.

The deed was done, very professionally, in about forty-five minutes and the mast was now nestling in our homemade cradles on the deck. The cost was the equivalent of four pints in a Lymington pub, with the price of another pint to be added for an additional night in the little marina, with electricity and showers included. This was our idea of happy boating! The canal up to Rennes has a depth limit of 1.2m and a maximum air height restriction of 2.5m. We would have a foot clearance above us, and six inches below us in the canal. Pas de problème !

A quick trip home and back, by ferry, for Easter and we were ready to start when

the canal opened officially on 4th April; we would be the first boat southbound. An anxious passage under the first little bridge and we were in the canal proper. Would the lock keeper be there at the first lock? Yes of course he was and so were all the others at the next 60 locks. Unfailingly smiling, helpful and efficient, with their dogs, cats, flower gardens and little children, they made our passage through these waterways an immense pleasure. They always called ahead on their 'portables' to the next lock and we were never delayed. They seemed genuinely pleased to see us.

The canal from Dinan to Rennes meanders gently through the lovely countryside of La France profonde. The cows and horses in the fields, seemingly anxious to assess this season's first visitors, watched our slow progress intently. Ducks, herons, kingfishers, cuckoos, woodpeckers and owls flitted overhead whilst otters and even a lazy seal put in an appearance. We survived three vicious flying attacks by a swan. No wave was larger than six inches and high winds no longer worried us. The engine cooling water filter needed cleaning three or four times a day and we soon became experts. We unblocked the inlet pipe when necessary by using a hazel twig cut from the canal bank. Lunch was taken tied to a tree (Like the rest of France the canal closes at lunchtime). Each night we tied up to one of the empty waiting pontoons. In early April most of the villages seemed deserted, but we managed to find a couple

of restaurants.

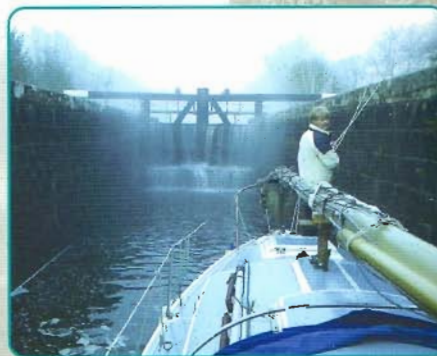
After four days we were in the bustling city of Rennes where we made a right turn and entered the river Villaine, which after passing a further twelve locks, became wider and deeper. The rocky shoreline and extensive pinewoods reminded us of the Scottish countryside. Shortly after passing the last écluse we were in Redon, with only a swing-bridge left to negotiate.

In the morning the harbourmaster offered me the keys to his crane and seemed surprised when I said that I would need assistance professionnelle to raise the mast! Unfortunately this would not be available, monsieur, until 11 o'clock! The mast was rigged and tuned in 45 minutes and then we were off down the wide river. Later as we passed under the swing-bridge the keeper stepped out onto his balcony high above us and shouted 'Bonne Voyage!' A further four hours of motoring down the wide expanses of the lower River Villaine and we were at La Roche Bernard, with the afternoon sun shining and the usual friendly welcome.

It had taken us five and a half days, motoring for 7 hours each day, passing through 63 locks. Apart from one other small yacht, going in the opposite direction, we had encountered no traffic. There were no harbour dues or canal transit fees. We had not missed the joys of the Chenal du Four, or the Raz!

We now had to wait the arrival of the RLYm boats, battling their way along the Brittany coast to the Villaine Meet; but that's another story.

Phil and Ann Batten



PARIS by boat

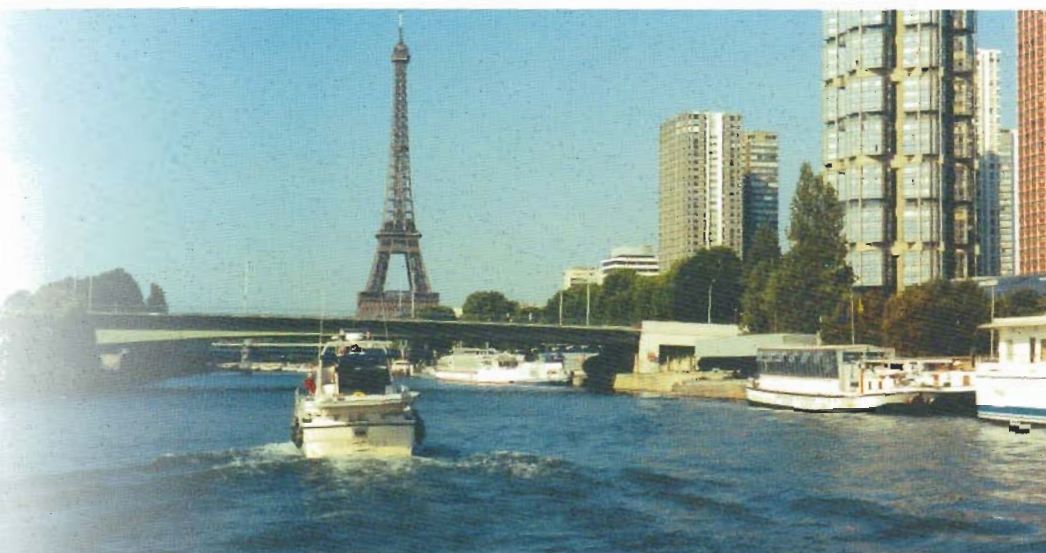
On Friday 23 July *Jamaica Sun* assembled with a further 29 boats at the new Clarence Yard, Gosport to attend a briefing for the Motor Boats Monthly cruise to Paris. The yard used to be the principle victualler of the Royal Navy and is now being developed into a marina with restaurants and accommodation, to be finished by 2017.

Saturday was sunny, wind westerly 2/3, visibility good. The thirty boats made a staggered departure for le Havre. At an average speed of 22 knots *Jamaica Sun* arrived 5 hours and 106 miles later. There was a queue for diesel, the fuelling staff enjoying their two hour lunch break. Not all boats refuelled that day as the staff left at 1800. We had supper in the delightful le Flamme Yacht Club with superb views of the setting sun.

The next morning Tom Gregory, the cruise leader, explained on VHF at length which boats would set off for Rouen and which boats would need refuelling – then a Dutchman's voice came over the RT "Nelson must have had it easier at Trafalgar!" The WNW wind-over-tide caused an uncomfortable chop as the boats set off in the Seine, clutching their copies of *Navicarte 1*. After 95 miles we reached Rouen at 1800 hours and had a wonderful steak hache at Café Paul by the cathedral, followed by an amazing son et lumière. A very helpful capitainerie let us back into the marina at 11pm.

Day 3 all skippers had to purchase a non-tidal river licence (approximately £40 or 16 days for a 36ft boat) taking ship's registration details and proof of ICC licence to the local Voie Navigable de France office.

Day 4 was a beautiful misty morning and the sand barges were out in force. The first lock was Amfreville then we stopped at delightful Poses for lunch, arriving at the silted up marina of Les



Andelys at 16.10 hours.

Day 5 was sunny and after 50 miles and a couple of very large locks, we arrived at Les Mureaux.

Day 6 and just a 59 mile run to Paris. After 3 locks we arrived at L'Arsenal to a wine reception with melon and nibbles, courtesy of lock staff! Some larger boats were not allowed in and had to moor near the Eiffel Tower!

During the following four days we toured Notre Dame, churches and restaurants, including one with a very good pianist and singer in St Germain. One morning, a friendly neighbouring Frenchman unexpectedly bought *Jamaica Sun's* crew some pain au chocolat! Having visited La Louvre, we ate in the famous fish restaurant Au Pied de Cochon. Several people visited Sacré Coeur and had wonderful views of the city from the top of the hill. That evening the boat crews all gathered at Le Grande Marche Place de la Bastille when John Cobring thanked Tom for his organisation on behalf of the fleet.

On day 11, destination Les Mureaux, it was an overcast start with lightning and thunder. One boat overheated. We had a lovely BBQ that evening.

Day 12, destination Poses, *Jamaica Sun* (with two other RAF boats). John practised his French with the helpful eclusiers at the locks. Madame le Gras came on board and recommended a restaurant in Rouen (owned by her neighbour)) and booked the RAF contingent in for the following evening.

Next morning boats headed for Rouen, and as the tide was still ebbing, took the port side of the island before mooring. Six of the contingent ate at a very popular recommended restaurant, and we all had apertifs on the house!

Day 14 was the final leg of the Seine and back to queuing for fuel at le Havre.

On the final day we left at 06.30 BST with *Harley Spirit*. At 08.40 fog descended, visibility down to 100 metres, speed 10 knots. John, on radar watch looking out for contacts, and *Harley Spirit* doing pilotage.

At 11.27 am fog horns sounded for fast approaching ship, and avoiding action taken. We knew when it had passed when we hit its wash! At 12.30 we arrived at Nab Tower, fog cleared, beautiful sunshine, boats in abundance on the Solent for the beginning of Cowes Week.

Sylvia Cobring

Royal Lymington meet in CROATIA

10TH - 24TH SEPTEMBER 2005

As a result of various ad hoc conversations over the winter several Members decided to get together in Croatia in September. At that time of year the weather is generally good with the water retaining its summer temperature of between 24 - 27 degrees. In the event three boats were chartered and five (Croatian based) Royal Lymington boats took part for an enjoyable two weeks. Two of the three chartered boats were picked up in Split and the third from Dubrovnik, being on a one way charter Dubrovnik to Split. One owned boat (*Sundance* - Colin Barry) was also based in Dubrovnik with the other four in the Split area.

The first meet was on 14th September

The first meet on 14th September was at a bay called Tri-Luke at the west end of Korcula as the original venue at Vela Luka



Sundowners on Verity at Tri Luke

was untenable due to 20kn W/NW wind blowing directly into the harbour. Two chartered boats, *Nina*, a Bavaria 32 and *Smisni*, a Bavaria 44 and three 'local' boats, *Blue Aura*, *Wizard* and *Verity*, anchored in one of the small inlets which was nicely sheltered, with clear blue water and everyone swam. In the evening 18 people had a 'bring a bottle' party on board *Verity* followed by supper on board each boat with *Blue Aura* entertaining the

Sheffers from *Nina*. A great sunset followed by a full moon which lit everyone's way home. Luckily only one other boat came into the inlet and they did not seem to mind the RLym noise level!

The second meet was on 17th September at Polace on Mljet

Nina, *Smisni*, *Blue Aura* and *Verity* were joined by *Alana Rose* (44ft Moorings Catamaran) *Downtime Dream* and *Sundance*, *Wizard* having had to leave to re-deliver her crew to Rogoznica. We all anchored in the large very well sheltered bay, happy that our anchors were well set as there was a forecast for 48 hours of unsettled conditions due to a trough moving south through the Adriatic. *Alana Rose* kindly offered to host this anchorage's 'bring a bottle' party and entertained 29 for drinks before a very good meal ashore at the Stella Maris taverna. We all had a disturbed night as there was a severe storm with thunder and lightning which moved on south at daybreak and after a further 24 hours the weather returned to settled conditions.

The third and final meet on 21st September was at Vinogradisce on St Klement in the Pakleni group of islands, west of Hvar town.

The three chartered boats, together with *Blue Aura* and *Verity* anchored in time for a lunchtime 'bring another bottle' party



Lunch on Blue Aura at Vinogradisce on St Klement

onboard *Blue Aura*. It was a beautiful calm day in the anchorage with crystal clear water for swimming. In the evening *Blue Aura* left to take a crew member to Hvar to catch a ferry so missed the dinner as did *Sundance*, who earlier returned



Carolyn and Michael providing the water taxi

south to Dubrovnik and *Downtime Dream* who returned north to Kremik. However *Wizard* arrived with her new crew making a total of five boats.

This was our last meet and the one where we were to join up with LTSC who by coincidence, had planned a cruise-in-company flotilla for exactly the same date. Their five boats were moored a short way away in Palmizana Marina and we all met up for drinks at Toto's taverna before sitting down to a very good dinner at five tables, each being made up of a boat crew from RLym and LTSC which made for good company. Rod Perry, on behalf of RLym and Nigel Walbank, Rear Commodore Sailing LTSC presented burgees to Jenko, the taverna owner who



was very pleased as the taverna would now start and encourage a collection.

Michael and Carolyn Derek

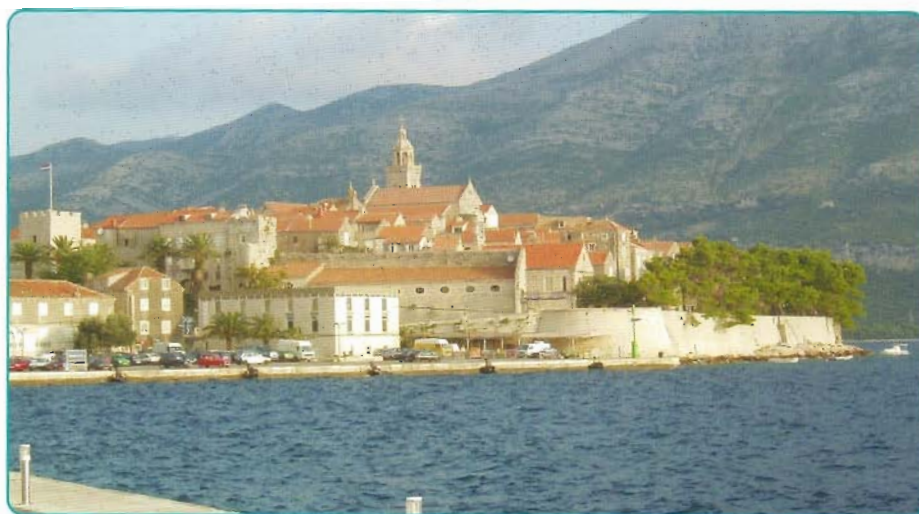
—And a last word from *Blue Aura*

The highlights of this fantastic meet were the location, the weather and the great camaraderie of the participants. There was a mix of sailing conditions ranging from the gentle drift to brisk conditions with fresh to strong winds and associated sea, but with distances of no more than 25nm between islands this proved either soporific or exciting.

With the mix of local and charter yachts, the sharing of knowledge of ports, islands and anchorages helped extend the three arranged meets to several informal get togethers with more drinks aboard and dinners ashore.

Our thanks go to Mike and Carolyn Derrick for so much of the detailed arrangements and helping to ensure a great time was had by all.

David and Carole Hayles



Korcula Town



Blue Aura at Vinogradisce



Vince Sutherland is known to a wide range of Members, from the very young to the not so young; from the inexperienced to the very knowledgeable. Indeed, there are few Members whose involvement with, and support of, the Club covers such a wide canvas. He has been a Member for 12 years, although many would think it has been for longer.

As for many Members, the first contact with the Club was because of his offspring sailing in Cadets. At that time all Cadet dinghies

Vince Sutherland Awarded Commodore's Cup

were wood. Vince produced a concept for a GRP Cadet, which after a number of iterations was eventually produced by Rondar. The rest, as they say, is history, and the International Cadet Class continues to flourish.

Inevitably being a 'Cadet Parent' led to a level 2 RIB course so that he could help as a RIB driver; that developed to the fleet safety boat qualification. Vince's skill as call sign 'Safety 1' soon became apparent. One thing led to another, and he became a powerboat instructor. By now his offspring were well out of cadets, but he still turned up to help with regattas and Level 2 Training, and was always well to the fore at Junior Regatta, often under the call sign 'Fat Chap'.

Ashore, Vince's abilities were soon recognised – for some time he had organised

the Annual Junior Quiz at Christmas. It was but a short step to the House Committee. He always seemed to know where the best bands and discos could be found, and his was the first hand that went up when helpers to decorate the Club were required. On more than one occasion he has BEEN the disco, when the Club had forgotten to make a booking!

The Thursday quizzes started some three years ago. They are now so popular that they are over subscribed. As Quizmaster he is unequalled. He is an outstanding and long-serving Member of the House Committee, and is also the producer of the colourful posters for our social events now appearing in 'in-boxes' in Lymington and beyond.

John Bence

Rally Portugal 2005 – XII BAR BLUES

Extracts from Sally Priestley's log

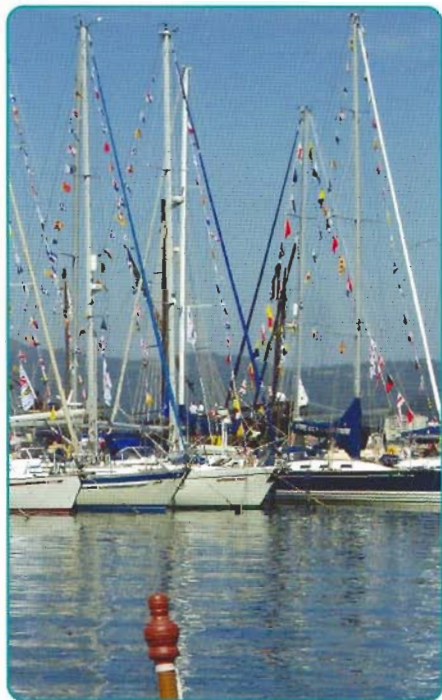
Thursday 26 May

I started the day with a thumping hangover after extensive birthday celebrations the previous day; I received absolutely no sympathy for self-inflicted injuries! Not a good way to prepare for leaving home for over a month. Fortunately, most things had been stowed away on *XII Bar Blues* before she left Lymington for the Mayflower Marina in Plymouth.

Pauline and Norman who were joining us for the Rally had organised a one-way car hire for two days which proved to be less expensive and a lot more practical than catching the train to Plymouth.

Friday 27 May

Very busy day preparing the boat. Pauline and I tackled the important job of attaching flags to lines, as boats were expected to dress overall as soon as possible on arriving at each stop on the Rally. It made for an impressive sight to



see 25 yachts dressed overall.

We had our safety inspection by Jeremy Wyatt (from the World Cruising Association). He recommended tying the life raft onto the cockpit locker. Another useful tip was to include a credit card with the passport and ship's papers in the watertight bag to go into the grab bag.

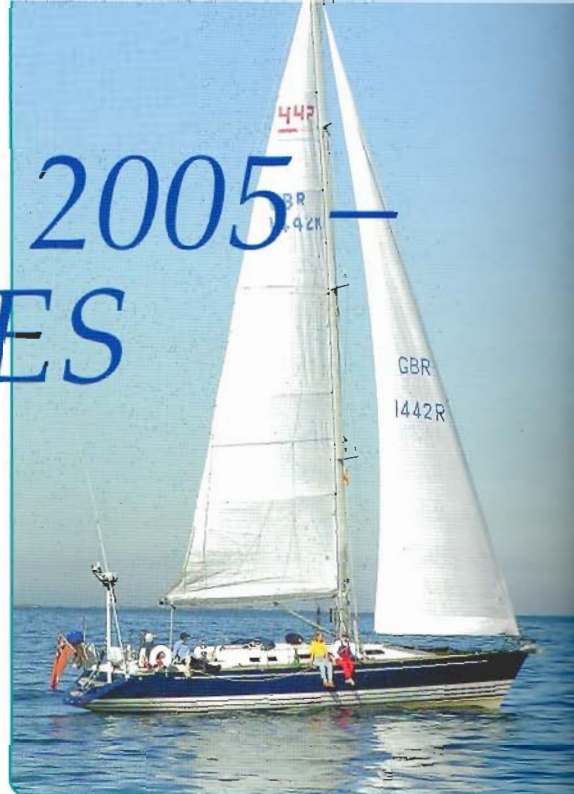
We collected the charts we had ordered and the Rally Portugal polo shirts, very smart navy blue ones with Rally Portugal 2005 and *XII Bar Blues* embroidered on the chest! We were also given a garish yellow t-shirt each with 'Rally Portugal' and a diagram of the ports we would be visiting and their names on the back. These proved to be quite useful later on when spotting other members of the Rally.

This evening all the crews walked up to the Plymouth Albion Rugby Club for a very interesting briefing and a slide show of the ports of call. It had been a beautiful, sunny day, perfect for boat preparation.

Saturday 28 May

A damp, extremely windy start. The rain disappeared after a while but the wind remained. I found myself wondering, yet again, whether I should be doing the first leg across Biscay to Bayona or whether I should have played safe and flown out to join the boat there. Bit late now!

Jeremy Wyatt asked John if he would look after the SSB set of boats on the Rally as World Cruising likes to keep tabs on the whereabouts of all the boats across Biscay. We attended the briefing at the Plymouth Dome where we met crew from other boats and the camaraderie started to build.



Sunday 29 May (Start from Plymouth to Bayona, 550 nm)

The day started dry with no wind. The Rally started on time at 09.00 with the general rule of not motoring for 2 hours being waived 5 minutes after the start. With only 2 knots of breeze we all drifted over the start line.

Our engine went on at 09.05 and our watch system kicked in at noon. We had agreed that we would have 4 hours on, 4 hours off between 08.00 and 20.00, followed by 3 hour watches between 20.00 and 08.00. (It worked very well, especially as the nights were very cold across Biscay)

Monday 30 May

We had light showers on our 02.00 till 05.00 watch but had enough wind to cut the engine at 04.05. The phosphorescence was superb, the best I have seen in years. Under sail the boat was reaching at around 7 knots as we passed Ushant.

John was 'net controller' today for the fleet and, assisted by Norman, he did the position checking and forwarded the weather forecast, which had been e-mailed by the Rally Portugal office.

Tuesday 31 May

Engine went off at 04.50 but back on again at 06.18 to get south in light winds. We put in our spare diesel at 08.15. It was grey day and we were between two shipping lanes.

Great excitement just before noon, we spotted whales spouting (quite small, so probably pilot whales, but certainly a first for me!) playing off the starboard quarter. At noon we were still motoring in 6 knots of wind from SSW.

We took photos of a beautiful Bay of Biscay, as still as a millpond. We also saw our first dolphins of the trip, simply magical!

We were considering going into La Coruña at this stage, as we were woefully light on fuel. After a VHF discussion with *Seaguard*, we were saved from a detour by the loan of 30 litres of fuel, an extremely generous gesture. We saw tiny, swimming crabs on the surface of the water, quite astonishing, as we were well and truly off the continental shelf at this stage.

Wednesday 1 June

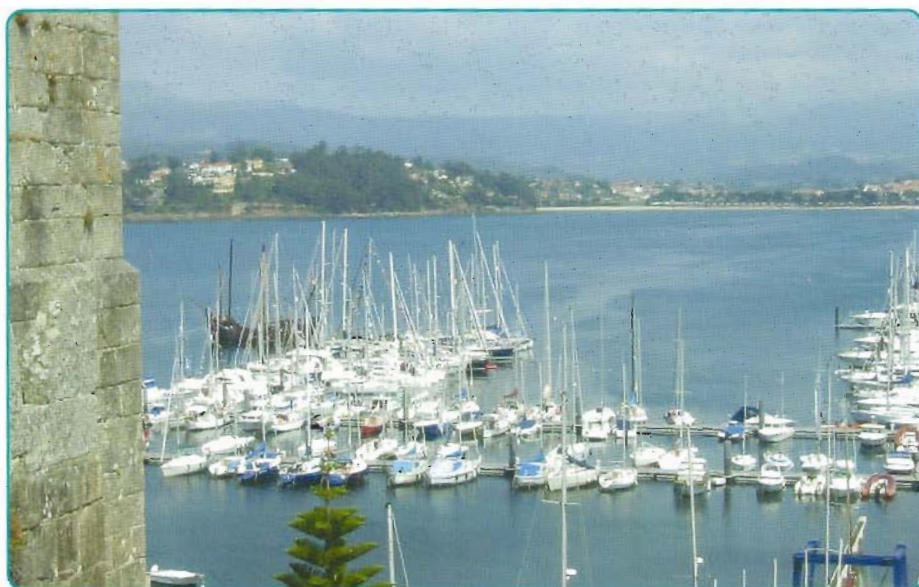
It was a very bright, moonlit night with masses of stars. John saw a satellite and a shooting star and the phosphorescence was quite beautiful!

We turned off the engine just after 04.00 and we were back on watch at 08.00. By then, there were 18 to 22 knots of NE wind. We still had a reef in for comfort (we had to keep reminding John that we were cruising!). At this stage, we decided to go inside the traffic separation scheme (off Cape Finisterre) in order to avoid crossing the shipping lanes twice.

Sometime, after 0930, a school of dolphins played around the boat for more than half an hour. However, the seas were getting too rough for me and it was back to the Stugeron. By 14.00 there were 24 knots of wind from the NE and I was wimping out, sending up food and hot drinks to those on watch and filling in the



St Vincent



Bayona from the fort

forms ready for our arrival. As it was force 6, gusting 7, it was no wonder I was getting tricky!

Around 18.15 John sighted land, the first since Land's End on Sunday. We were still pressing on through tumbling seas, with the occasional escort of dolphins (apparently!). The sea and wind didn't calm down to lower than 20 knots until nearly 2200 and there followed another cold, damp night with a heavy dew.

Thursday 2 June (arrived at Bayona, seventh in class A on corrected time)

We finished at 0607.15 BST (having taken 3 days 21 hours and 15 seconds) after a lovely early morning motor into the harbour at Bayona. Andrew Bishop of World Cruising was on the dock to welcome us and take our mooring warps with the help of some of the local marina staff. It was a wonderful greeting.

After the roll call, the four of us had a late lunch at the Bayona Yacht Club. It was super to relax over some food and our first wine for over 4 days. We had a cheese and wine supper on board and invited Wendy and Sandy from *September Morn* to join us as they had just arrived. They were only two up for the Rally and had had a tiring trip with a one-hour watch system!

Friday 3 June

We walked round the perimeter of the Fortaleza de Monterreal where there were the most stunning views.

Saturday 4 June

Prize-giving at the Yacht Club this evening was attended by the Rally participants, wearing clothes varying from casual to jackets & ties and high heels (not necessarily on the same person). *XII Bar Blues* won a prize for best guess on predicted arrival time (Norman guessed 07.00 on Thursday and we arrived less than an hour earlier) and John was given a prize as thanks for being a net controller. One of the chaps from another boat read out a long poem relating to their trip.

GO



Cascais

Sunday 5 June

At 09.15 we left for our trip to Santiago de Compostella. It was a beautiful sunny day again. The tour was very interesting as we had an extremely knowledgeable guide. After the tour, we took lunch at a restaurant called Xantare, which is in one of the old streets. We had merluza again, a very good fish. The coach ride back was pretty uncomfortable as the driver omitted to switch on the air-conditioning and the coach had been parked in the sun.

Monday 6 June (Bayona to Pavia de Varzim, 50nM, second in class)

A 10.00 start with virtually no wind as we drifted over the line, weight down to leeward. We were second over the line after *Swagman*, the only other boat under sail; she then got the wind before us, which gradually picked up to in excess of 20 knots from North(ish) all the way down to Pavia. We were second boat across the finish line after *Swagman*. By the time we reached the marina it was very windy. There were people there to take our lines, (this proved to be the case for every stop), which was most welcome given the conditions.

Tuesday 7 June

We enjoyed a coach tour of Pavia and the local area, very pleasant in an air-conditioned coach this time!

This evening saw the prize giving and a buffet supper at the Yacht Club. We had a perfectly acceptable supper (apart from the deep-fried tripe), followed by the prize giving when *XII Bar Blues* was awarded second prize in class A for the Bayona to Pavia de Varzim leg.

Wednesday 8 June

We woke up to a cooler morning but lots of sunshine and a southerly breeze. We enjoyed a visit to Porto and to the Romariz port wine cellars.

There was an optional trip (for 20 euros) to the casino for dinner and a show. The dinner was good and was followed by an excellent show with extracts from *Chicago*, amongst other things. The dancers were very good indeed and the girls didn't need

to go topless to impress (although we may not all agree on this point).

Thursday 9 June (Pavia de Varzim to Leixões, 15nM, fifth in class)

We enjoyed a great sail with *Swagman* today. We started out with a gentle beat, the wind dropped, and then we hoisted the asymmetric kite, followed by the lightweight kite. Eventually we reached Leixões about 1700 after a drifting match. Although Leixões is not very attractive, we received a great welcome from the Yacht Club. We had an excellent supper, courtesy of the Club, the main dish being salted cod in a cream and potato sauce, everyone had seconds!



We enjoyed a visit to Porto and to the Romariz port wine cellars.

The fish was followed by a superb array of puddings. A large quantity of a splendid red wine accompanied this repast, which had started with an aperitif of dry white port on ice with tonic and finished with a sweet red port.

Before going to bed, we were lent some spare fuel by *Soulmates* in case we should need it the following day.

Friday 10 June (Leixões to Figueira da Foz, 65nM)

There was no formal start today due to the lack of wind. John and Norman took the boat out of Leixões around 05.00 and Pauline and I didn't get up until nearly 0900, a luxury! We got up to thick fog, which we had for most of the trip to Figueira da Foz.

Saturday 11 June

The tour to Coimbra started at 08.50. We visited the medieval part of the city and enjoyed an amazing medieval festival with locals in appropriate costume selling wine,

bread, meat cooked over coals, artichokes and much more, it was very well done. I bought half a cake bread, which was so big that I kept trying to give tastings away to others on our tour! We had lunch at a hotel on the hill opposite Coimbra. The lunch was courtesy of the local dignitaries and was very good, comprised of antipasto, caldo verde (typical Portuguese cabbage soup which was surprisingly good), followed by pork. Those of us visiting the famous University Library had to miss pudding but the library was splendid and we're so pleased we went.

Monday 13 June (Figueira da Foz to Peniche, 55nM, second in class)

We were woken up around 0600 by rain and for the start at 0900 it was overcast with light winds.

It was a long day, the crew almost mutinied and the engine was switched on at 1915. We finished this leg at Peniche and were given an inside pontoon position with *Norrskén* lying alongside us.

In the evening we attended a reception hosted by local people then ate at a fish restaurant with *Norrskén* and *Flinesse*. I had a problem walking back to the boat, not related to the consumption of wine but due to a badly swollen ankle resulting from a fall in the cockpit at lunch.

Wednesday 15 June (Peniche to Cascais, 50nM)

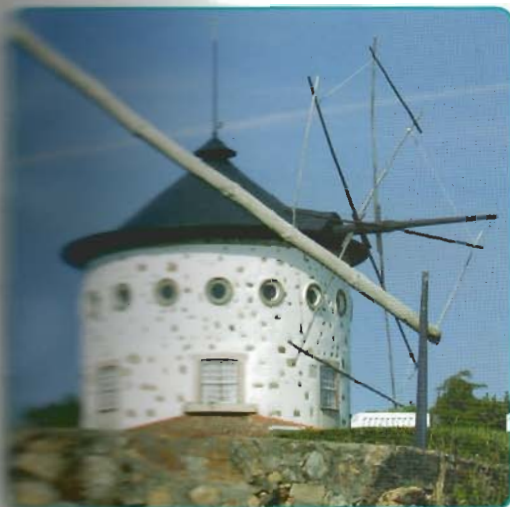
There was no wind so no formal start and this turned out to be a motoring day. It was a hot, sunny day. We tuned in to channel 69, listening to crew from other boats making up limericks or asking for advice on their problems from Madam Panacea!

Taking Ibuprofen for the foot, which was improving gradually.

We got in to Cascais around 15.00. A large town, looks very interesting and very windy to come into. Pleased that we're staying put for three nights.

Thursday 16 June

Woke around 08.30 after a very



Pavão de Varzin

disturbed night due to high winds, I fully expected to have lost all the laundry pegged onto the guard rails the previous night but, fortunately, it was all still there.

This evening we went to a restaurant called O Bertel in the old town, which was very good. I had sea bass, which was excellent, having discovered that sea bream here is not like daurade in the S of France.

Friday 17 June

We had a superb trip to Cabo de Roca, the most western point of mainland Europe. It was foggy there but it had been a great sail past it on Wednesday so nobody minded. We then went on to Sintra, a very pretty village in the hills. John and I looked around the Royal Palace, which was stunning.

Then it was back to the boat. John and I went to Il Fatto Catto (sic) in the marina for an Italian lunch.

This evening there were welcome drinks and a buffet supper at the Bay Tree restaurant in the marina. It was great fun. We shared a table with *Norssken* and *Discovery Magic*. Supper was good, salad, and pork in a cream sauce with rice, followed by fresh fruit, which seems to be a popular way to finish a meal in Portugal.

Saturday 18 June (Cascais to Sines, 50nm)

We awoke to fog, which cleared enough to make the windward start visible to those on the dock. We had a fabulous start

and just left everyone behind having put the lightweight genoa on beforehand.

A genoa reach became a lightweight spinnaker reach until the apparent wind got too strong for the spinnaker (maximum 15 knots apparent for that spinnaker) so we had to take it down. We then poled out the genoa to starboard and goose-winged for some time.

The weather was gorgeous by then and we saw some large, bottle-nosed dolphins playing around the boat, a stunning sight!

We got into Sines around 1900 and hurried to get the boat sorted before rushing off to a reception at the Civic Hall given by the Mayor of Sines. He gave a speech in Portuguese which was translated by Emmanuelle of the Tourist Board. We were all given a t-shirt with Sines written on it, and then followed a glass of port or muscatel.

Monday 20 June (Sines to Lagos, 75nm)

There was no wind at 0630 and we motored all the way, the only opportunity for a light sail occurring when John was asleep and the rest of us were too lazy! It was a little rolly before Cape St Vincent but nothing to concern me. As is traditional, we dipped the ensign, had port and cheese and toasted St Vincent as we rounded the Cape. Then it was round the corner into the Algarve to a millpond and a hot sun.

When we arrived, we did some work on the boat and then went up for drinks (beer or orange juice) kindly provided by the manger of the marina. Andrew Bishop had arrived and had brought a wedding card for Sue, which will be signed by each boat as I manage to get round them. Found it difficult to get off to sleep afterwards. Odd to think that we won't be rushing off to the next port, that we have finally made it to Lagos and I am so pleased I did the whole trip! It had been a great day!



Santiago de Compostela

Tuesday 21 June

The final day of Rally Portugal. John went off to Sopramar to meet Hugo to make arrangements for the boat to come out of the water on Thursday at 1300.

We had a superb finish to the Rally with a barbecue at Linda's Beach Bar; good food and wine. Sue did a superb job of handing out the plaques to each boat with a different story for each boat. John Allison did Sue and Liz's presentation.

A great finish with a singsong and back to the boat around 0200!!!

Sally Priestley



Santiago de Compostela

WINDFLOWER wins Long Tackle Trophy at Yarmouth



After 'recovery' from North Wales, and a major refit by Symon Wood, *Windflower* has returned once again to grace the waters of the Western Solent. Designed by Capt. A Westmacott and built by his Woodnutts yard at Bembridge in 1932, *Windflower* exhibits all her X Boat pedigree and in many ways is something of a bigger 'cruiser-uncle' to the XOD; indeed her gaff rig carries many of the characteristics of the original X Boat gaff design.

Windflower, a 26ft IOD Old Gaffer based in Lymington scooped all the major prizes at The Yarmouth Old Gaffers Festival

Owner Don Wood discovered *Windflower* last year, languishing ashore in a field in North Wales, needing much tender loving care. Arthur Westmacott - who was responsible for designing the X boat - designed her and she was built at Woodnutts yard in Bembridge on the Island in 1932.

Don brought her because he thought her shape was ideally suited to the Solent chop as the X boats are. Over the 2004/05 winter Symon and Nick Wood put many hours of

work into the project and Don was able to launch her at the start of the season at the Club where the crew are Members.

The Old Gaffers Festival attracted over 150 entrants and many old gaffers came from all over Great Britain and the Continent. Saturday's race was held in force 5/6 and *Windflower* made an excellent start at the committee boat end and was third around the first mark. Don was on the helm with Peter Jenkins on mainsheet, Barry Dunning and Peter Baines trimmed and advised on tactics with Johnny Urquhart on bowsprit.

Windflower continued to pull away from the rest of the fleet winning the race on

handicap by 20 seconds. On Sunday the weather was still up but *Windflower* stole the start again and was around the Black Rock mark in contention for the Royal Solent Yacht Club Queen's Jubilee trophy. She again pulled out from the fleet by putting up her Big Bertha spinnaker and again won by a comfortable margin.

After the prizegiving Don reflected how satisfying it was to see *Windflower* winning prizes after all the hard work that went into restoring her.

Barry Dunning





Left overs!

TAKING A STAND

Having never even been to the event before, last year we took a stand at the Beaulieu Boat Jumble. Great fun!

It was probably not necessary, but I started bagging and pricing things in February, while Geoff was skiing. I spent a couple of hours most days for two weeks putting items into plastic bags with price labels. Chandler Nick Cox was very helpful: I went round there many times with a bicycle basket full of stuff and was able to identify the product and the current new price. Rope and string were the most difficult, but Ocean Rigging helped.

We sold our Nic 476 *Mainframe* at Christmas '04, and as the next *Mainframe* will be a Dale Nelson 38 power boat we shan't need so many blocks, shackles, halyards, cables and I don't know what – never mind more than 60 jubilee clips. So we took a stand at Beaulieu. Several friends wanted to sell stuff too, so for three months we could only just get the cars into the garage. But it was worth it.

I did a recce on the Saturday morning, to look at the access on the ground; although the instructions were very good being there is always better. On the Sunday (next year it may be expanded to two days) we turned up at about 0615. I had borrowed (for a donation) trestle tables from the bridge club (the Yellow Door), and floor mounting umbrellas and chairs from a friend. I also had some garden netting to spread on the grass; all were used. I also did a layout plan – talk about over-prepared!

We set up the tables, spread things around, then Sally & John Priestley arrived with more stuff – ours and theirs – and cookies for

breakfast. Within half-an-hour, long before the opening time of 10.00, we had sold a Redstart dinghy and two big winches for friends. We realised later that these almost certainly went to dealers, and that we could probably have held out for a better price, but we got almost the asking price so we didn't feel too uncomfortable. The other really expensive items on the stand, two folding bikes, also went quickly. Then we were down to the nitty gritty. A small boom, old sail battens, fenders, outboard bracket, sold easily. I was surprised that lots of blocks, shackles, pulleys, marked at about a third the new price (also marked on the label) didn't sell. Perhaps I didn't display them well enough next year. We also didn't sell some Spectra rope – maybe people don't know what Spectra costs and the displayed price frightened them.

What did go well was the 'free' stuff. There were two boxes labelled 'Free – but put a donation in the RNLI box' – attached to an umbrella stand. It received £14.68 from people either morally bound to make a donation because they had taken something from the 'free' box, or because we gave them a carrier bag.

The organisation at the show was great, and the staff really helpful. Even the coffee on sale was good, and the loos clean – sorry

this sounds like a puff, but compared with some shows I've visited it was a treat. Even the rain at about 1500 wasn't too bad, though some vans may have been stuck on grassy slopes later.

There were tales of people booking a stand so they could get in early to snap up bargains; there were lots of semi trade stands – Sally's rallying call of 'Nothing bought in' raised many a wry smile – and for anyone trying to find equipment to help restore a classic there was a choice of real and pseudo – beware!

We enjoyed it. Waterproof comfortable boots were mandatory, with warm but removable waterproofs, and of course a chair or two for management. I admit to not feeling up to walking the dogs when we got back – Willow complained, but not in writing.

So if anyone wants to go this year, I'll be happy to share to get rid of the rest, now I know how to display it. And by then our new boat will at least be visible and I'll be in the market for a few odd things. Unfortunately the date, 23rd April, will probably clash with the Club's Spring Meet and the Spring Series, but if you're not involved with either of these I may see you there. Sharing welcome!

Marilyn Holmes



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Chris Knox in Trollhatten Locks

Dafony left the RLymYC pontoon on Sunday afternoon the 8th May en route for The Baltic. Via

Portsmouth, Eastbourne and Dover to Dunkerque where we were gale bound for four days before good sailing to Breskens, Schevenigen and Den Helder. Liz's cousin, Peter Allen RSYC, had joined us at Eastbourne so was a useful addition to the crew for the North Sea crossing to Thyboron. We were fortunate to have favourable winds to reach or run three quarters of the 263 miles which were covered in 43 hours. The economy of this NW Danish town is entirely based on fishing and we certainly enjoyed a wonderful dinner which included eight different fish.



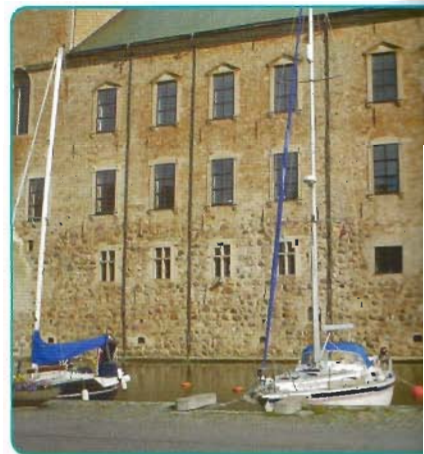
Peter left us half way through the Limfjorden and we enjoyed some good down wind sailing to Hals on the East coast of Denmark before turning NE to the holiday island of Laeso. Here we bought a large bag of prawns off the local fishermen. Unfortunately a boring motor across to Goteborg followed but we moored right beside the striking Opera House on Friday 27th May.

After a weekend sight seeing we were joined by Chris Knox RLymYC for part of our trip through The Gota Kanal. In fact the first 45 miles are up the fast flowing Gota Alv through five bridges to the vast Trollhattan locks. This series of four locks lifted us 40m leaving just one of 2.5m to Lake Vanern. At the Kanalkontor's office it was a real pleasure to pay the striking Swedish blond – most apt in this home of Swedish film studios known locally as 'Trollywood' which is a most attractive area.

We entered Lake Vanern at Vanersborg and then welcomed some good sailing in a NW 3. Chris was at the helm but the skipper had adopted relaxed navigation. After all we were in one of the largest

lakes in Europe, 80 by 40 miles and it was a novelty to see the GPS recording that we were 43m above sea level. BANG, BUMP, BANG and we discovered that we did have to take the cardinals seriously! It was over an hour before we eventually managed to kedge off those rocks. Compensation was a wonderful evening anchored in a quiet bay which also turned out to be the weather highlight of the week. Lacko Slot and Mariesrad were at their best in the rain but at least Chris could use his X-boat honed helming skills to sail us up to Sjotorp in light winds. This is the start of the Gota Kanal proper.

Sunday, 5th June brought a bright day for our 0800 start in a convoy of three boats under the eye of a lock keeper who would travel alongside us by car to Toreboda. During the season each lock would be manned by a student. Having experienced the Dutch locks last year we



Vadstena Castle

thought we knew about locks but the first eight in this canal are different. To ascend it is necessary to rig a 25m line through snatch blocks from the bow to the main winch and a shorter line from the stern. The trick is to land one member of crew just before a lock, who can then take the lines and position them on rings at each



Going up Gota

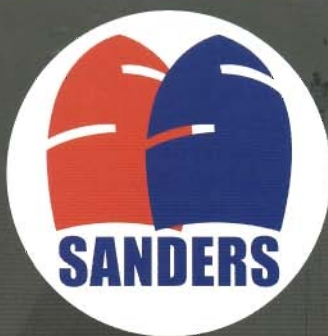
lock. This allows full control during the in-rush of water filling the lock. All but two of these are hydraulically operated and they are virtually identical with a rise of 2.5m. Most have an attractive lock keeper's house, now holiday let. Despite having travelled only 10 miles through nineteen locks we were exhausted when we reached Toreboda.

Chris returned home from Toreboda and we continued in an almost continuous downpour to Karlsborg. This is an enormous 19th century fortress on the western shores of Lake Vattern, having a circumference of 5km and still active. Now 88m above sea level we crossed Lake Vattern, 40 by 20 miles, to Vadstena where we enjoyed the unusual experience of mooring in the moat of Gustav Vasa's castle. Although a prolific castle building Swedish King this is acknowledged to be his finest.

All down hill now through thirty seven locks and three lakes to the Baltic Sea. Descending is very much easier with two shorter lines. At the Carl Johans flight of seven locks at Berg we were the only boat, so pleased to complete our descent in under 45 minutes. Passing through Lakes Boren, Roxen and Asplangen we were lucky enough to see Ospreys feeding and a White Tailed Eagle. We spent two nights at the spa town of Soderkopping before motoring on to Mem and out into the central Baltic on 13th June.

Dafony spent the rest of the summer visiting Stockholm, The Aland Islands, Finland, Estonia and Latvia before returning to Oxelosund 60 miles South of Stockholm for winter lay up.

Mike & Liz Redfern



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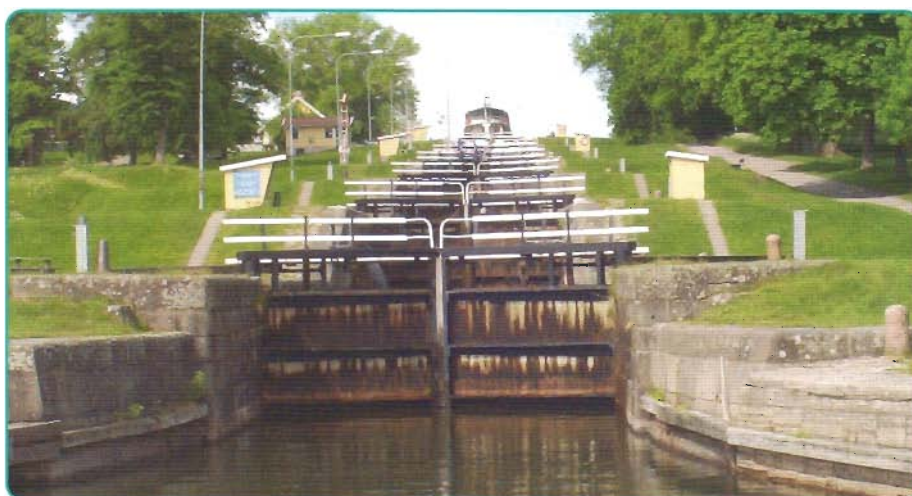
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Carl Johan flight at Berg



Justin and Simon win 2005 29er Youth World Championships

Justin Visser and Simon Wheeler won the 2005 29er Youth World Championships in San Francisco, and also tied 3rd in the Open competition. The team, sponsored by Musto, sailed an excellent regatta, winning the most races out of any team (6 out of the 18 races sailed), and finishing top British boat. However, it could have been very different but for a costly mistake and an even costlier boat breakage. The event was a great success, with very tough conditions of strong winds, steep chop and lots of tide. Competitors had three days of qualifying races before being separated into fleets of Gold, Silver and Bronze for another three days of racing, to decide the World Champion.

The team, from Royal Lyngington Yacht Club and Parkstone Yacht Club in Poole, started the regatta in the best possible way, winning their first race on San Francisco Bay by a convincing margin, and then took an early and large lead in the second. However, it was then that disaster struck, when, in strong breeze and large waves, a stainless steel pin holding up the mast snapped just metres from the finishing line. The mast went over the side and the race was lost, with the team scoring a (1, DNF) on the first day.

However, the team went on to take the outright lead of the event, with some stunning sailing on day two. They scored (1, 1, 3, 1) in tricky conditions to put the previous day's disaster behind them and jump forty places in one day. Day three, the final day of qualifying, was not so good for them however, scoring an OCS disqualification when they placed second in the first race of the day, and a 12th. Expecting another discard so they could drop both their DNF and their OSC and qualify in 1st or 2nd, the team were not too disappointed with the day. However, when the Race Management team decided to call it a day when the wind got too strong and ultimately end the qualifying series without a second discard, Visser and Wheeler knew that their hopes of winning the World Championships were very slim. They qualified in 15th, a result undiscardable going into the Gold Fleet, with all other results not counting.

Over the course of the next three days, with their backs to the wall and fighting with some of the very best skiff sailors in the world, the team put together the best Gold fleet series, pulling back a large point deficit to finish the regatta in 4th overall (tied for 3rd but losing out on tie break) and overall Youth World Champions. "We are very happy with our result, and felt we sailed very well throughout the week. There are a few what-ifs but overall we are very pleased," said Justin after the event.

The team now moves on to the Olympic class 49er, and hope to make early impressions on a quality fleet, but are not expecting too much at this point.

RYA Press Release



Justin tells me that soon after the San Francisco 29er World Championships he got a 49er.

He competed in the 49er Nationals after only a few sails, came 21st out of around 40. He was subsequently selected for the RYA World Class Olympic Development Squad at a Transitional level in the 49er and began hard training in the winter.

He is going to Palma, Mallorca in April to compete in the first Olympic Grade 1 event (Princess Sofia Regatta) and then on to France (exams depending) for the Worlds in the summer followed by Weymouth for the Europeans.

All this and A levels and Uni!

Judy Ruffell




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2005 18ft Skiff European Grand Prix Series

Peter Barton, Martin Borrett & Ian Turnbull toured Europe last summer in their 18ft Skiff **Barron & Smithers** competing in the 18ft Skiff European Grand Prix Series. The circuit took 36 teams from eight nations to all corners of Europe, from Carnac, France in the spring to the European Champs in the turquoise waters of Sardinia where the fleet was joined by the Australians and Americans. Then on to

Travemunde Woche for frothy beer on Germany's Baltic coast and south again to Garda where the cliffs tower over the lake like a giant amphitheatre surrounding the race course. For the finale the fleet returned to the UK's Olympic venue of Weymouth.

The British Skiffs dominated from the start in the strong winds at Carnac and capitalised further in Sardinia. A win apiece in Travemunde and Garda by *Barron & Smithers* and the Danish team *GP Covers* left all to play for going into the final leg at Weymouth. A 4th place in Weymouth proved sufficient for Peter's team to clinch the overall 2005 title with the Danish 2nd.

Five British Skiffs including our Lymington team venture downunder to Sydney, Australia in February where they will go up against the worlds best at the JJ Giltinan World Championships. To follow the team's progress through 2007 go to www.skiffastic.co.uk

Peter Barton



Winds of Change

A gentle southerly
kisses melodiously
sleeping yachts, rippling twins
Seagulls swoop, burgees flap
Hungry bream suck and slurp.
barbecue renders
Luscious aromas.
Welcome breeze – burnt skin soothed!

Ghostly moans hover, haunt
short sharp waves slap and taunt.
Time to go, crew release
ropes and sails.
Winds increase.
Salty spray, stinging eyes.
Eerie chill, goosebumps rise.

Whistling wind, lassoing whip
horses white, caution ship.
Deepening waves, rolling hull
Straining ropes, shrieking gull.

Screaming six, weather warning.
Upturned boat, May Day calling.
Mounting seas, sodden sails –
knuckles white cling to rails.
Sickly green, tasting fear
Smells of death, end is near.

White light shines, engines roar.
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Sylvia Cobring

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Round Britain in Gitana

Extracts from Gitana's Log

Firstly, I would like to thank my friends who undertook this little venture with me.

Andrew Aston, Brian Buckingham, Ken Claydon, George Johnson, Mike Hayes, Tony Miles, Chris Poole & Bob Wetherall & Geoff Callow the 'anchormen'

Gitana is a Pacific Seacraft Crealock 34 sailing cruiser. Her home base is a swinging mooring near Bucklers Hard on the Beaulieu River. Designed by Bill Crealock, and built by Pacific Seacraft in California in 1988, Gitana spent her early years based on Long Island Sound.

During the past few years Gitana's cruising ground has been largely confined to the UK south coast with the occasional sortie across the English Channel. Her usual crew is Pat my wife & Rusty a two-year-old border terrier.

It was during a pre-festive season dinner at the Royal Lymington Yacht Club that the idea of a round Britain passage was aired with a various friends and very soon Gitana had a number of volunteer crew to undertake sections of the proposed passage.

High on the list of priority items was the selection of navigation material and



Arisaig

equipment. I standardised on Imray charts. For detailed navigational data, the electronic route was clearly the way to go. The 2005 London Boat Show and a very good lecture at the Royal Lymington Yacht Club on the subject decided me on a GPS chart.

Monday 11 April - Lymington to Studland

A tremendous 'send-off' party was held on Gitana moored at the Royal Lymington Yacht Club where some 20 or so well wishers were assembled to drink champagne and nibbles. Only two of the expected guests were not in evidence. Skipper Brimble - who seemed more interested in a discussion with Mike of Greenham and a thing called 'Global Map 3300C' and Slightly Competent Crew (SCC) Mike - who arrived in a harassed state 10 minutes prior to departure schedule of 11.30 hours.

Over the next five hours the send-off party finished the champagne and nibbles, devoured the crew's lunch and beer, and when nothing more seemed likely to

happen - other than Greenham Mike frequent trips ashore - drifted homewards!! Eventually at about 1600 hours Greenham Mike concluded that two aerals, one plug and a main unit later, the 'Global Map 3300C' was again ready to guide Gitana around the UK. Finally at 1640 hours a start was made a sunny, pleasant evening to - no long Dartmouth or even Weymouth - but Studland Bay: reached at 20.00 hours initial motor sailing and then motoring into a westerly wind.

Tuesday 12 April - Studland to Weymouth

Departed at 12.00 hours and had exhilarating sail south from Studland. Moored outside the Harbourmasters' Office on the quay. Quiet walk around

Weymouth - and so to bed at midnight Oh! And I almost forgot: 'GlobalMap 3300C' stopped again - probably it got wet: we should keep its aerial below decks!

Tony called Greenham who agreed

...It was during a pre-festive season dinner at the R LymYC that the idea of a round Britain passage was aired

replace it with a Raymarine product in
Dartmouth the next day, which they duly

Friday 15 April – Dartmouth to Fowey

Off Plymouth at about 13.00 hours, a colossal thunderstorm with thunder and impressive lightening. This storm was rapidly followed by another – even bigger. There was torrential rain, a sea peppered with hail stones and wind going from SW to N, NE and E.

Under our reefed mainsail Tony estimated (we had shut down the electronics) wind gusts over 45 knots. But true leadership was evident as Tony boomed out – in a voice that must have been heard in Warmington-on-Sea – the order “Don’t Panic”. Fortunately, S More and CC Mike had his eyes shut – so didn’t.

We dropped the sail and rode through this and the following storms, which tracked constantly from the land, for the next three hours before we came safely to a pontoon in Fowey at 16.00 hours. We tried out and evaluated some Chilean Red which was accompanied by an excellent salad and dined on tinned curry before retiring at 22.30 hours.

Tony M now takes up the narrative from Fowey to Crinan – this destination was later changed to Loch Fyne due to weather north of the Mull of Kintyre.

Monday 2 May – Ardglass to Bangor (Belfast Lough)

We reached Bangor Marina after a pleasant close reach in a F 5 / 6 wind. The marina itself is magnificent, with a smart building it shares with the Coastguards and the most substantial and well made pontoons I’ve ever seen.

Tuesday 3 May – Bangor to Glenarm

Forecast was for northerly winds, possibly strengthening so we decided on a short passage rather than attempting to cross to Scotland. Tony B went to consult with the Coastguards. They were very helpful and counselled against going to Camlough – apparently they keep getting emergency calls from people hitting rocks on the way in – but they did recommend

Glenarm. This was reassuring because we couldn’t reconcile the information in the Almanac which showed a proper marina and the chart plotter which showed a patch of mud.

Approaching Glenarm we started encountering foul tide and head winds so the last 5 miles took an age. Eventually we made port into a small marina with the most charming and helpful harbour master you could ever hope to meet. He gave us passage information, told us about the village and offered to drive us anywhere we wanted to go.

Glenarm village is in the first of the ‘Nine Glens of Antrim’. It hasn’t got much, but the church is built on the site of a 10th century monastery and the village has a resident arty population. Glenarm estate and castle is the seat of the Earl of Antrim. There’s supposed to be a salmon processing factory, but that has closed and there are now plans for houses and apartments – opposed by the villagers.

Tarbert – 6 to 16 May.

Pat, her sister Margaret and Rusty arrived in the afternoon of 8 May. The weather for the next week was outstanding and we combined touring the very beautiful Kintyre Peninsular, a visit to the Isle of Gigha and a trip north to Oban,



Tobermory

Fort William, Arisaig and Malaig with an investigation into potential ports of call. We were greatly assisted by Edith and Lou Mullins whose boat was moored near *Gitana*. They had for some years based their boat in Tarbert and Tayvallich on Loch Sween (apparently considered by some to be one of the most beautiful havens in the world).

Chris and Andrew will now take up the narrative from Ardrishaig to Ullapool – this destination was changed to Kyle of Lockalsh as a more suitable location for crew change.

Tuesday 17 May – Crinan Canal

Two yachts go through before we enter with a Sigma 33 and a 35 foot motor

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Crinan Canal

launch soon to be christened 'Stink Boat' because of excessive fumes. Andrew does the hard work, manually operating the mechanisms to open and close the lock gates. He also takes and clears our lines before running on to the next lock.

We negotiated the twelve locks, seven uphill and five downhill with no mishaps. The weather improved as we negotiated the Canal and we appreciated the scenery and the very fine state of upkeep of this ancient waterway. We secured for the evening at Bellanoch Marina and prepared for an early start through the last two locks at Crinan

Wednesday 18 May - Crinan to Oban

We make an early start in order to catch the tide across the Sound of Jura and up the Firth of Lorn to Oban avoiding the dreaded whirlpools of the Gulf of Corryvreckan. We proceed along the canal towards Crinan only to find our progress is halted by a low bridge. A 'wee lass' turns up some time later on her bicycle with the necessary handles to crank the bridge open. Plenty of help with the lock gates at Crinan as the sea lock is the only gate fully automatic. At last we were back at sea

level. It had been a wonderful and interesting experience to navigate this old canal. It was built in the early years of 1800 to save sailing vessels and early steam cargo ships from having to round the treacherous waters of the Mull of Kintyre to reach the Highland Ports and return to Glasgow. It is six sea miles long and rises

some sixty eight feet above sea

**...We negotiated twelve locks,
seven uphill and five downhill ...
..and we appreciated this
ancient waterway**

level. It is a fine morning with a light SE breeze. We motor for half an hour before setting main and yankee on a broad reach gradually hardening up as we round the Islands of Luing and Seil and navigate the passage to Oban. We secure at the Marina on the Isle of Kerrera just across the water from the town of Oban. After a bacon butty lunch we catch the 1400 hour ferry to Oban, while the skipper remains on board to supervise an oil change. Purchase some whisky and salmon ashore for a 'Scottish supper'.

Friday 21 May - Passage around Ardnamurchan Point heading NE to the Sound of Sleat

We were told that any vessel, including a Sassenach one, is entitled to wear a piece of heather on its bow once it had

sailed north of Ardnamurchan Point which is the most westerly point in mainland Britain. The rain stopped and we had a pleasant reach to within five miles of the entrance to Arisaig. The entrance is surrounded with rocks with no real leading marks. By a combination of the chart plotter, powerful binoculars and proceeding slowly we found the entrance and picked up the few channel markers. We secured to a mooring buoy with some relief before the forecasted wind and rain swept down from the mountains.

Saturday 22 May - Arisaig to Kyle of Lochalsh

We carefully followed the channel markers but there were times when the echo sounder showed the depth as eight feet with a rock bottom. It was very slow speed ahead. However we soon reached deeper water and were able to breathe again. Dark rain clouds covered the uninhabited mountains of Scotland but the sun shone on us and the coastline of Skye with a few buildings dotted along the coast line. We altered course in Glenelg Bay and headed towards Kyle Rhea a narrow stretch of water that empties out into Loch Alsh. Kyle Rhea needs careful timing as on spring tides the current can reach eight knots. We shot through the two mile stretch at ten knots over the ground. There is a strong back current on the west shore and we saw several seals enjoying a fish lunch. We motor sailed across Loch Alsh and managed to secure to the inside of a pontoon below the Kyle of Lochalsh Hotel. A large motor yacht then secured on the windward side of the pontoon. They gave us good shelter and interesting company as they helped celebrate the tenth anniversary of the local Life Boat station. No maroons that night. Kyle of Lochalsh seemed a pleasant small town and harbour.

It was the main ferry terminal to the Isle of Skye, but now, a short distance to the west is the new Skye bridge. As we had good access to all facilities to include the bus and railroad station we decided to remain here and await the arrival of the change over crew.

George and Ken will now take up the narrative – Ken will be with Gitana until the east coast of Scotland and George will continue until Whitby – later revised to Amble.

Wednesday 25 May - Kyle of Lochalsh to Kyleakin

First passage for George and I was 'Over The Sea To Skye' This lasted all of five minutes but the harbour at Kyleakin gave us better protection from worsening weather.

Thursday 26 May - Kyleakin to Gairloch

Set sail from Kyleakin after lunch into a threatening sea and sky and about an hour into the trip, his decision to reduce sail provided Tony with an initiative test. Next 30 minutes spent going nowhere in heavy seas with the mist covered Isle of Skye as a backdrop to efforts by George and Tony to free jammed mainsail halyard winch! Tony passed the test with flying colours by removing temporarily turning block at base of mast!

Some hours later after constant mix of high winds, no wind, driving rain, bright sunshine and rainbows we made what can only be described as a magical approach to Gairloch sometimes described as one of the most beautiful and unspoilt areas of Western Europe.

Friday 27 May - Gairloch to Loch Inver (later changed to Loch Ewe)

Set sail into menacing weather and dramatic scenery including extensive Natural Arches with target of reaching Loch Inver. However with worsening weather and gale warnings decision taken to divert to Loch Ewe which promised a sheltered anchorage. After exploring the whole of the Loch a pleasant anchorage was found near to Inverewe gardens the most northerly National Trust Gardens in Great Britain. At least it would have been pleasant but for the force 9 gale funnelling through the mountains overnight!

Monday 30 May - Loch Inver

Loch Inver is a busy fishing port and was quite a welcome stopover whilst we

waited for a reasonable forecast to round Cape Wrath and make the passage along the north coast to Scrabster. We had the option of a stop over in Kinlochbervie or proceed directly to the Cape. Whilst waiting we sampled the local cuisine (good) and took a walk up to Mount Suivan, but not to the top as we are supposed to be sailing, not mountain climbing!

In the light of forecast strong easterlies, for the foreseeable future, serious consideration had to be given to plan "B"

which would mean abandoning the route round Cape Wrath and the Pentland Firth in favour of the inland route through the Caledonian canal. Nobody wanted this option so a sensible decision was taken to make NO decision for 24 hours. Decision to delay decision paid off with more user friendly weather forecast for next day!

Tuesday 31 May - Loch Inver to Cape Wrath / Loch Eriboll

We left Loch Inver in glorious sunshine, but with the wind again on the nose. The weather was so kind we decided to go for

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Kyle of Lochalsh

Cape Wrath, missing out on Kinlochbervie, and head for Loch Eriboll as an overnight stop. A call to the coastguard told us that although the firing range (the only live bombing range in Europe) just off Cape Wrath was still in use, today's practice will finish by 3pm. Expertly timed we arrived at 3.30pm only to be called up by the safety boat, *Nimrod*, and instructed to steer north for 5 miles as the practice had not yet finished! *Nimrod* obviously got the idea of our reluctance to do this and very kindly came alongside and offered to lead us to a safe place, where we had a grandstand view of the RAF making lots of smoke on an island just off the coast. After getting the all clear we made for Loch Eriboll without further delay.

Wednesday 1 June – Loch Eriboll to Scrabster

With F7 on the nose & heavy seas upon leaving Eriboll, progress reduced to 2 knots - with 35 / 40nm to Scrabster, decided to proceed under staysail & engine – tacking close inshore where possible to get in the lee of the few islands / headlands along this exposed coastline – progress increased to 3 / 4 knots except for last few miles to Holborn Hd. where down to 2 knots against building gale. The chart plotter was invaluable!

The day dawned with ominous forecast

for gales 'later' but with force 5 to 7 easterly in the meantime. With a sound boat a rough trip to Scrabster seemed better than potentially being stuck for days in Eriboll with its indifferent holding. Only later did we learn the local name for Eriboll is Loch 'Horrible' and that it was the final anchorage of the *Hood* before its ill-fated attempt to sink the *Bismarck* in May 1941! So Eriboll to Scrabster. 11 hours into very rough seas with the wind blowing a '7' from the start! White water, steep waves and added salt in our soup! And just for good measure we each had a free ride on the foredeck to recover errant staysail sheets! Our arrival at the all weather port of Scrabster was one of the high spots of the trip. Our introduction to The Fisherman's Mission and their wonderful staff was another! After hot showers courtesy of the Fisherman's Mission and a great meal at a superb fish restaurant we were ready to face the Pentland Firth!

Friday 3 June – Scrabster to Wick

Had been unable to buy an Admiralty Tidal Atlas NP 209 since leaving Crinan – Harbour Masters' office kindly printed a copy. Highly recommended for transiting the Pentland Firth. Recommended depart Scrabster LW Scrabster plus 1 hour to arrive Dunnet Head 1 hour later. Entry in Reeds Nautical Almanac for the Pentland

Firth is interesting "This potentially dangerous chan. should only be attempted with moderate winds (less than F 4), good vis, no swell and a fair tide, when it presents few problems" – were lucky!

A surprisingly stress free trip through the Pentland Firth and around Duncansby Head to Wick. All the local advice is that the Pentland Firth can be an area of great danger, even to larger vessels, if attempts are made to round it in bad weather or at the wrong state of the tide. Needless to say *Gitana's* skipper got the tides exactly right and the weather conditions were ideal. In spite of this the tidal race at Duncansby Head made its presence known!

Tuesday 7 June – Stonehaven to Eyemouth

It was about 10.30pm when we were entering Eyemouth harbour and sought mooring. It was low tide but we didn't give this too much attention as none of the Almanacs mentioned any depth problem - but there is! We went aground three times in the inner harbour, fortunately when going ahead very slowly and were able to get off each time. We eventually found deeper water in the commercial basin and tied up alongside a large vessel apparently under renovation. Fortunately there was not much commercial traffic that night so we had sound sleep ready for the early start the following day.

Amble – 8 to 14 June

Pat and Rusty arrived on Thursday 9 June and once again enjoyed largely fine weather which enabled us to enjoy Northumberland's beautiful scenery. The boatyard next to the marina are Yanmar agents and were therefore well qualified to check over *Gitana's* engine.

Brian will now take up the narrative from Amble to Ipswich.

Wednesday 15 June - A rest day in Whitby

Whitby is the Dartmouth of the North. A very attractive fishing port with a lot of interesting buildings, museums and a

thriving tourist industry. Cobbled streets, old inns, with the two sides of the town linked by a swing bridge built in 1803 and still going strong. The bridge has fixed opening times either side of H.W. which effectively locks a boat in and limits departure times. After lunch went to look at various museums. Of particular interest was the Capt. James Cook museum, set up in a house where he spent some time as a boy. Tony spent a lot of time studying his charts of round the world voyages. Is Tony thinking about his next trip already I wonder? Visited the ruined abbey and had marvellous views over the town and harbour. Came down the steepest road in the country (Donkey Lane). It must have been a 40 deg. slope. After a meal (salad, lamb chop and broccoli) found a pub on the south side of the river below the bridge with a balcony overlooking the river. An idyllic evening and times like this bring home the joys of passage making. Back at the boat, we had three greylag geese looking for scraps. Another lesson – a guide to British birds is an absolute necessity on board.

Friday 17 June - A day in Grim, Grimsby - Grim

The marina and the clubhouse and facilities of the Humber Cruising Association are excellent with reasonable charges, £12 /night. The people there are wonderfully kind and helpful and the sailors we met gave us good advice about the proposed harbours to visit on the next leg. But! The impact of killing off the fishing industry on the town is unimaginable. All around the dock area is decay and derelict buildings. Some small fish industries still survive from fish brought in by foreign trawlers but they are set amongst closed down shops and boarded up buildings. It was a hot sunny day – it must be dreadful when it is raining. There is no tourist industry, with most of the wealth now coming from petro-chemical industries and one imagines that the wealthy parts are now outside the town. Grimsby has died from

the dock area outwards and there seems no immediate plan to revive this area.

Visited clubhouse in evening where the HCA were meeting and holding a regatta the following day. Talked to ex lifeboat crewman who told us the Humber lifeboat, based at Spurn point, is the only one with a fully paid crew in the country.

Saturday 18 June - Grimsby to Wells-next-the-Sea

... a magical night,
we were sailing along the silver
reflection of the moon

Arrived off fairway buoy at 1500 and contacted harbour master; followed him up the tortuous, serpentine channel, right up to the town where we moored next to a Dutch sailing barge, *Albatros*. With a drying harbour this was the only spot for a boat with 2m draft. Took a line from the masthead across his deck. What with the thermal shock when coming in

dropped. We were approaching the buoys marking the channel through the sand banks but were perplexed by many red lights on towers. These turned out to be wind generators – a massive wind farm, with the lights reflecting off the rotating blades. Tony looked at the various options of going into Yarmouth or carrying on to Lowestoft which with this tide we would reach about 0300. Then the tide would be turning and helping us on. We decided to make a night passage of it and continue down to the River Orwell. With the tide against us we were barely making 2.5kn. With us the speed went up to 8kn. This was a magical night and until 0130 (moonset) we were sailing along the silver reflection of the moon. Unlimited visibility, all the navigation lights seen well before we got near. As dawn broke, (it never really got dark,) at 0330 we were off Southwold, then Sizewell Nuclear



Wells Next the Sea

and passing a fleet of racing Drascombe luggers, then seeing a beautiful well kept quayside town, I thought I had died and gone to heaven. I picked up details of good B&B so we can go back by road someday.

Sunday 19 June - Wells-next-the-Sea to Ipswich. (Lowestoft was the plan!)

We were off Great Yarmouth and the tide turned against us as the wind

Power Station appeared as the sun rose in a clear sky at 0434, the day before the longest day. It looked quite impressive in the dawn light. The approach to Harwich is quite critical as there is a prohibited area for small craft. We found out later the harbour authority imposes an instant fine of £400 if yachts stray into the main channel and it must be crossed at a given



Whitby Harbour

point. We negotiated this with accurate waypoints (GPS plotter again!) and entered the River Orwell. I phoned a friend at Oyster Yachts (Fox Marina) and arranged a berth and to meet.

The River Orwell is very attractive with moored yachts along its length, and attractive villages and small marinas along the way. We passed under the A14 road bridge and tied up at Fox marina at 10.30. We had motored for 17 hours on this leg. So ended my East coast sail.

Ken now takes up the narrative from Ipswich to Lymington.

Thursday 23 June – Ramsgate to Brighton

Ramsgate to Brighton in one day taking full advantage of the incoming westbound spring tide to the Dover Straits and the outgoing westbound tide beyond.. Another scorching day with the sea like a mill pond.

Friday 24 June – Brighton to Lymington

Brighton to Lymington with good weather (for the beach) continuing until nature gave *Gitana* a welcome back to the Solent with a son et lumiere spectacular. The welcome for *Gitana* at the RLymYC jetty was much more appreciated.

Notes from ship's log:

Arrived back at the Royal Lymington Yacht Club jetty at 1730, to a great welcome from a number of friends who had seen us off 2 months ago. Chris and

Ann's bottle of champagne which survived the trip was duly consumed – along with a few others!

The complete Round Britain passage just under 1800nM. The original schedule had been generally maintained with a scheduled arrival of 27 June – in time for the Fleet Review.

The professionalism of the numerous Coastguard stations from whom we received safety and weather information was outstanding and the courtesy of the crew of HM Range Control vessel *Nimrod* for escorting us around Cape Wrath to a

'Grandstand' view of RAF Tornado bombers in action deserves particular mention.

People involved with port facilities were for the most part very helpful, however of particular note is the Mission for Deep Sea Fishermen in Scrabster who provided showers, food, laundry, tourist advice and even computer based weather forecasts.

Gitana proved herself to be a very seaworthy little ship and fortunately we suffered very few gear failures.

Tony Brimble

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BRAZIL AND BACK (but not yet!)

We left Lymington on the 26th of August 2004 and spent a day at Goathorn

in Poole. We moved on to the Dart where the Harbour Authorities had arranged an air display and regatta to mark the skipper's birthday! Thence to Camaret, a day off and on to Sada in Northern Spain. From Sada down the Portuguese coast with a northerly wind so up went the spinnaker, only not to come down as the block at the masthead broke. A visit to Leixoes, a trip to the masthead with a new block and seaworthy again. Off to Lagos where we refuelled and revictualled and off to the Canaries.

It was now early November so we had time to visit every Island except Heirro. We had a most enjoyable time. Half of the membership of the Royal Lymington seemed to be there so we were able to catch up on the news and socialise with old friends.

We left Las Palmas bound for the Cape Verdes, 130 miles south we found that our headsail furling gear was seizing so a quick turn round and back to Tenerife, a most wet and unpleasant trip. The Furlex was quickly repaired, so Christmas Eve in Boavista but as all the officials were busy getting ready to party we were told there was no paperwork required and we could stay as long as we liked! We had a very pleasant Christmas Day with the full Christmas meal, including a pudding purchased at vast expense at M & S in Tenerife. We then moved on to Santiago to attempt to clear out, as we wanted the correct paperwork to present in Brazil. After Angie had her pocket picked and we had a visit from a very suspicious character after dark, we prepared for sea and slipped away in the late evening bound for Brazil.



The trip was very pleasant, only ten and a half days. The NE Trades were a constant F5, we were through the doldrums (ITCZ for the purists) with only 16 hours of motoring and then picked up the SE Trades. We crossed the equator at midday so we were able to have a celebratory lunch with Nepture. The SE Trades took us all the way to Fernando de Noronha. These are a group of Islands 250 miles off the Brazilian coast, which is a nature reserve. We had a display by Spinner dolphins next to the boat, truly magnificent. However, there was a downside as we were charged \$US 200 for a three night stay. From Fernando de Noronha we sailed to Cabadelo on the mainland of Brazil, here we cleared in. Four lots of officials to be visited in correct order, at least a half day task as they have long lunch hours and are in different parts of the town. We then moved on to Recife for the carnival (only three officials this time).

It's hot, sunny and the people are very friendly!

Chris and Angie Coham

Since then the Cohams have travelled widely in South America, had a trip right up the river Plate, spent Christmas in Buenos Aires and are now working their way northwards up the coast of Brazil.



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INTERNATIONAL SIX METRE ASSOCIATION National Championships at Lymington in May

We are delighted to be back in Lymington this coming May.

From an informal Spring weekend meeting three years ago, this event has developed into the British Six Metre National Championships. Next year we will have our World Championships in the Solent, followed by the Metre Classes Centenary.



Headly stuff. However these things just don't happen; they require great enthusiasm backed with prolonged effort to bring such events about and we must thank the Royal Lymington Yacht Club for their vision in recognising, yes, the rebirth of the Six Metre

fleet. No small effort must be attributed to Don Wood who has encouraged and cajoled local yachtsmen to 'try a Six out'. A seemingly innocent suggestion that has had a devastating effect; he has introduced six Six Metres into Lymington!

Don is not alone in seeing the potential of our yachts. The combined fleet (sailing and under restoration) in the Solent this year totals nearly forty – and this excludes those UK registered boats aboard. Apart from Lymington, Six Metre yachts are now based in the Hamble, Chichester and Cowes.

The success of the UK fleet rebirth must be attributed to Tim Street. While a truly international class, the UK fleet literally died in the late 1950s. In 1985 Tim 'pressed' the Royal Yacht Squadron to hold a Six Metre regatta and six entered. We now have regular well-attended regattas and our Worlds last year in Sandhamn had 53 entries. Tim's detective work in seeking missing Six Metres is legendary. One was actually found in the jungle in Antigua!!



This year will be an important year for us. We recognise our fleet in contemporary terms is still small; that is the nature of the class. The Modern fleet (post 1965) is growing and we hear a certain local 3/4 Tonner owner is in Sweden looking at modern Six Metres...

We welcome all RLymYC Members to come to the Championships. If anybody wants further information about us, do look at our website: www.6mr.org.uk.

Rees Martin

Secretary BISMA

Cautionary Tale

Last summer the owner of a small private yacht accidentally spilled about 20 litres of diesel (less than one jerry can) into Southampton Water. The owner conscientiously contacted the port office and within minutes the harbour master arrived and contained the spillage, mopping it up before any damage was done.

Associated British Ports promptly sued the owner for endangering the environment and Southampton Magistrates fined him £1,500, with a further £1,332 in compensation for ABP!

At the court hearing harbour master Captain Steven Young was heard to remark "This sends an unambiguous message to all users of Southampton Water that pollution of our waters is unacceptable."

Dear Secretary,

I have just read the latest Pottership.

The Commodore is too modest on all your behalves! The Magazine is a revelation of the multifarious activities of the Members.

An education for all of us distant and inactive Members. But one day we will return, or our children will !!

Regards,

John Gelling.

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THE YEAR AFTER THE OLYMPICS

2005 has been a different year. The year after the games always is. It was a great opportunity to do other things and after 8 years of sailing 470's it felt good. One of my goals was to improve as a sailor (especially my tactics) and become a little more rounded.

I cannot describe the difference between this year and 2001 when Joe and I had just finished 4th at the games!

We gained sponsorship from Volvo and this opened up a lot of big boat sailing opportunities, my first Fastnet on the Open 60 *Hugo Boss* which was a great opportunity to spend time on the helm. I was one of two helms doing two hours on, two off and although the race was slow the two training days we did were out of this world. I also sailed a Corel 45 during Cowes week doing tactics for Ben A. He was better than you can imagine, I think his match racing skills have really helped him with his boat on boat stuff and it was from this experience that I realised I could improve my sailing so much in so many areas.

In the 470 Joe and I only did the Europeans and Worlds and in Poland and San Fran respectively it looked to be a windy year so we felt confident that we only needed a little training to be up there again. We won the Europeans but let *The Australian* get too far in front at the beginning of the World Championships to ever really cause a threat. We finished 2nd again and though a good result I now feel possibly a missed opportunity.

2006 promises to be a tougher year as all the venues are due to be very light winds and with the first of the Olympic test events for 2008 Joe and I will be spending a lot more time in the 470. Still the year has started really well winning Key West doing the tactics for Jez Fanstone on *Aera*. It was great fun and he runs a great team.

Nick Rogers



JACK IN THE BASKET TROPHY awarded to Phil Sparks

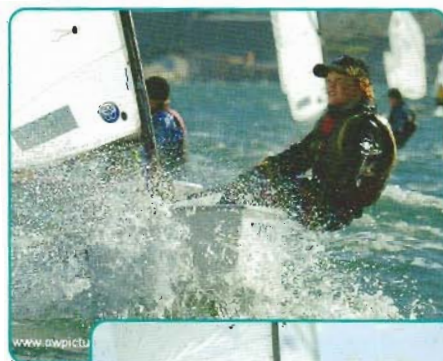
This trophy is awarded annually to the Club Member under 30 years of age who is considered to be an outstanding Yachtsman/Woman of the Year

Philip joined the RLymYC at 10 years of age. He was soon selected for the RYA Zones squad and the following year joined the National squad based on his year's performance.

Now just 13 years of age Philip has an astounding list of achievements to his name.

He has sailed for GBR at two Optimist European Championships, Sweden 2004 and Poland 2005.

In 2005 he won most Open Meetings on the traditional UK circuit including Poole Youth Regatta, Papercourt and Spinnaker as well as good results at Flanders and the Belgium Nationals. His results in 2005 are as follows:



1st at the British Senior Open National Championships.

1st at the 2005 random pairs team racing at Spinnaker.

1st at the End of Season Championships.

7th at the Semana del Atlantico in Vigo, Spain.

He was awarded top overseas competitor by IOCA for 2005 and is ranked 1st in the UK IOCA rankings which is based on the results of three major events.

I am told that it was all Geoff Stock's fault for sitting him on the wall outside the Royal Lyngington three years ago and explaining how and what you need to do to get to the top of Oppi Sailing, to which he replied: "I can do that!"

Jane Sparks

4th at the Easter Brassemermeer International Regatta

6th at this year's UK selections

4th at the Gydnia Cup, Poland

1st at Carantec International Regatta, France.

HADEN

1987 to date

Hey! Who would have thought it? 19 years on, starting to feel my age. Me, not the boat.

Although *Haden* is still the right side of 30 (just). She could tell a few stories that would make her sisters shiver.

Let's take you back to '87 - what a year. We started voluntary work with the club. Weather was great, a good breeze, which made our inauguration to committee boat work fantastic. It all started with the Admirals Cup trials. The pressure was on. Getting to know the boat, what they wanted, where we were going and how we were going to do it. What were we to do? Questions were being thrown at us, such as :-

Radios, Power supplies, Sounds, Anchors, Instruments, Navigation, Safety Equipment, Speed, Fuel, Water, Toilets, Storage (Necessities, Tea, Coffee, Gin Oops! and toilet roll) Who's on board and what time do we start?

So two days before the event we appear on the pontoon all clean and sparkly, and then watch the waterline sink as all the equipment is placed on board. Come the day. Have we paid enough for the parking? What's that got to do with the water? I want to go home tonight. Over the years we have managed to answer all the questions as and when required.

What happens on board?

Aft Cabin gets used as an office with computers and telephones

Saloon gets used as general office/communications centre.

Galley and Dining area, food, refreshments and of course the infamous bacon butties.

Forward cabin: crew's storage and rest area. You sometimes find me fast asleep behind a closed door.

Once you leave the sanctuary of the central heating and venture on to the aft

deck that's where the business starts. Flags, poles, horns, blackboards, clipboards, radios and all the characters of the race committee to work it all.

We have had a few characters on board but *Haden* has a motto 'what happens on board stays on board' this always prevails. On a few occasions we sat and wondered who might try and take us out on the start line, but we have to say everyone has been very good, only the biggest of them all has got very close. They gained a scratch and we moved approximately 500 metres up the Solent on the anchor chain. We have spent twenty minutes going round in circles stuck in astern, but no one noticed; well we think they didn't notice.

We have set a few records with anchor practice 22 times on one day but in fairness not with the Club. The poor old winch, it gave up the ghost just this September. Still awaiting the replacement units.

We have sat and rolled for the day, well two in fact. Not used to seeing the side decks under water when at anchor. Had to start issuing the life jackets. That was when Hazel asked do we self right should we go over. Well in seas like that the answer has yet to be proven.

On nicer days we have managed to hook the odd lobster pot but there has

never been anything in them. We dream on. Food wise we have had some wonderful meals and snacks on board home made scones, cheese straw biscuits, and sponge cakes. The odd birthday celebration in the middle of a race. Oops! Shouldn't be telling you that.

We wish there was more we could disclose but it is fair to say we have seen things that most of the sailors would not want us to talk about. We have heard things that cannot be repeated.

Over the years, things have become a little more technical; we have been able to maintain the standards required by MCA and RYA. and hope to do so for many a year to come.

At the end of the day being an ex sailor and having spent a fair amount of time with other Club race officers and teams I believe I can say that the Club has the most professional and conscientious team of all. I hope all you sailors appreciate it.

The one person that deserves the biggest Thank-you from me as the skipper as well as from the Club is Mrs Hazel Cail as if it was not for her the boat would not be here.

Here's looking forward to an excellent exciting season .

Graham Newton



INVITATION TO MEMBERS TO VISIT KINABALU MALAYSIA

After contact made with Kinabalu Yacht Club by Neal and Miggy Flux Ian Gawn received the following letter:-

Dear Ian,

Thank you very much for your note, burgee and newsletter. How I wish I could send a team to learn from your youth program.

The Commodore will be sending you a

copy of KYC's newsletter which will give you an impression of our constant struggle to keep sailing going here.

I extend an invitation to your Members to drop by for a sail should they be around this part of the world. We are a very small club with only dinghies (Opis, 470s, 420s and Lasers). Our winds are very light and for that reason Sabah is called 'Land below the Wind'.

KYC came into being slightly over 50 years ago when we were still a British Colony. Naturally the sailors were made up entirely of expatriates, sailing GP14s purchased in kit form from UK. The expatriates left (partly by force) in the late 70s and the club virtually died. A few hard core sailors decided to revive sailing with the introduction of home made Oppis and some donated by the Malaysian Navy. We then purchased 2nd hand 470s (the Parker club version) from the Kuala Belait Boat Club in Brunei (who had a huge expat population serving the government and the oil industry) and sailed these boats all the way back here through the open sea in a joint expedition with the Brunei Club.

Some of us formed the Sabah Sailing Association as an umbrella body to help re-introduce sailing in two other very old clubs on the east coast of Sabah - the Sandakan Yacht Club (who started with a fleet of Larks) and the Tawau Yacht Club - with some measure of success. But it has been and is always a struggle to maintain this sport in this environment with more downs than ups and most of us keep going hoping and thinking that this activity is something good for the character development of the youth - particularly in the light of the not-too-healthy distractions they would otherwise be indulging in if they were not at sea.

I am sure it is a lot easier for you with your long established traditions where sailing is ingrained as a culture, and with no further justification required to go sailing then to just - go sailing. Also winning Olympic medals and having a person like Ms Ellen must be a huge inspiration to the kids there - and to sponsors.

Best Regards

Christopher Chin

Vice Commodore
Kinabalu Yacht Club

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EXTRACT FROM PIPPA WILSONS' DIARY

Day 1 of Racing.

...WHAT A DAY!! So, up at 7.30, launched in 6-10 knots at 9... our race didn't start for ages due to recalls and we were third start. After much hanging around, we won the pin, the tide was MASSIVE today, 4.7 knots, all roaring through the Golden Gate entrance, going against us up wind. So basically we hit the left hand corner and came out 1st at the windward mark, by quite a way. The tide was so strong you could hardly get round it. We had to sail about 10 boat lengths past the mark on port before we could tack for the mark. We managed 2nd attempt, still first. Led all the way round, only three boats rounded behind us, the whole fleet was stuck at the windward!! So we, and the Swedish girls were about a leg ahead and we made it to the second windward and they called us as OCS...absolutely gutted! A 1st or 2nd

would have been very nice for a first day, especially as we didn't hear any second gun at the start for individual recall.

The fleet came in

because the tide was so strong and headed out again at the next slack...which was around 15.30...which ended up as a 17.00 start in about 25-30 knots! The fog came in massively, but we were doing ok, about 4th and tacked into the windward mark. Unfortunately we had the jib cleated at the mark and capsized. Finally got the boat up, 2nd to last round the mark. We fought

back, girls were flying everywhere it was crazy!! We ended up 6th so could have been a lot worse!!



Pippa Wilson and crew Sheena Craig

Came in and decided to apply for redress on the OCS as they didn't sound the signal till 12 seconds after the start so we didn't hear it. We tried it, not much to lose and we have just won average points!! I can't believe it!! Absolutely stoked!!! So now we just need to get good results so we can get the average of them!!

It's 9 o'clock, just got back.. very long day!! But could have been a lot worse...



Laser Radial Worlds – Brazil

Congratulations to Ben Paton in finishing 12th overall and top Brit in the 90 boat fleet at the recent Laser Radial World Championships in Fortaleza, Brazil

POTTERSHP

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MEMBERS FOR SIXTY YEARS!

Congratulations to June Dean, Bill Lindsell, Annie Littlejohn and Pat Wales-Smith who will all have been Members for sixty years this year.

The General Committee have agreed that as a matter of practice subscriptions will be waived for Members recorded as having 60 years or more Membership