



Pottership

The Newspaper of the Royal Lymington Yacht Club

Number 13 Autumn 1995

Stuart and Adrian Jardine in *Stouché* defied the young gladiators, winning the J24 European Championships in Dun Laoghaire with a day to spare in a seventy boat fleet. The key to their success was consistency, resulting in them dropping an eleventh place in the eight race series, a position all other competitors would have welcomed to count. Using their recently developed Hood sails they were very competitive in all wind conditions, only slipping out of the top five places twice during the week.

Earlier in the year they went over to France to compete in the big Spi Quest regatta at La Trinité, winning the J24 class with four firsts, a second and a third. This result also gave them the top rating in the one-design fleets and, as they subsequently discovered, the top sponsor's prize for the best boat overall out of the 500 entries. Stuart said 'We have never made a profit at a regatta in all our 45 years racing. This time we came home with almost everything going, including a sack full of Francs, four hundred fresh oysters and four dozen bottles of wine!'

As a result of winning the European Championships they were invited to take part in the US Masters regatta which was held in San Francisco in mid October. For their result, see stop press on page 3.

Right: *Stouché* and crew at Spi Quest - Stuart and Adrian Jardine, Mark Jardine, Richard Dyball and Freddy Blenche.

Stouché takes J24 Europeans



Photo Christel Clear

RYA Sailability

A Sailability is born! Perhaps marriage would be a better way to describe the changed face of the RYA Seamanship Foundation, which has merged with Sailability to create a new and stronger charity. All the strengths and resources of two organisations which have worked to help people with all forms of disability to get afloat and enjoy and benefit from our wonderful sport are now combined.

RYA Sailability was launched amid tremendous support and significant media attention on 12th September at the Royal Thames Yacht Club. The Princess Royal is the patron of the charity and her speech left no-one in any doubt as to the sincerity and dedication of her commitment to helping all those with any kind of disability to take part in the sport of sailing - even and including motor boating! After the formal speeches and unveiling by the Princess of the new logo, a reception was held which turned into rather a good party and Princess Anne was able to

talk to many people in the crowd.

Members of the Royal Lymington have demonstrated tremendous support in helping to get blind and disabled people afloat, giving everyone the chance to experience that special freedom that is unique to boating. For those who are competitive it is THE FREEDOM TO WIN and to do it on equal terms which is an extraordinary achievement - and for a disabled, blind or deaf person, being there gives any one of them the freedom to win - keep on helping to get them get there.

The National Blind Sailing Regatta held here on the 6th, 7th and 8th of October again had Club Members queuing up to help.

The planning for the 1997 World Blind Sailing Championships, to be held in Portland Harbour, is progressing by leaps and bounds. The Royal Naval Air Station (which will still be operating in 1997) has offered the use of shoreside facilities and pledged terrific practical support. They have also offered, as

a finale to the event, to host a Grand Ball with a Royal Marine Band and a fly-past!

A serious search is on for a major sponsor as well as local supporting sponsorship. The event has already captured the imagination of all the organisations who have been approached and the BBC has expressed interest in televising it. Several Club Members are giving valuable help with the planning and organisation.

Sally Potter



It was a combined effort, involving seven Members altogether. Hugh and I had sailed our Starlight 39 Spring Gold II over to the Caribbean in 1992 and had left her there, cruising each Winter. But we decided that this Spring we would sail her home from Antigua.

In early May I flew out, joined by Brian and Greta Cowell and Nigel and Helen Thomas, to prepare the boat for an Atlantic passage and cruise up to the Virgin Islands. Skipper Hugh would join the boat there, having work to complete at home first - the silage harvest.

Antifouling, new battery, liferaft serviced, fridge mended, VHF aerial replaced, broken hinges renewed, provisioning...as we crossed things off the top of the list, so we added more to the bottom! Apart from anything else, we had to impress the skipper. In the end, of course, most things were completed and we cruised to Nevis, St Kitts, St Barts, St Martin, Anguilla, and a fabulous overnight motor-sail with a full moon to Tortola. We had time to give Greta a taste of the Virgin Islands before she left for home. Anchoring in Road Town to provision and do the laundry, we dropped the hook in front of - guess who? That well travelled boat *Castaway* with George and Carol Tinley and friends.

Several days later Anne Watson arrived, then the skipper, flying into Beef Island airport, just 300 yards from the boat. The Thomases left and we got down to final preparations with the complete delivery crew of Hugh and Angela Farrant, Anne Watson and Brian Cowell.

Three days later we left Virgin Gorda, provisions nearly filling the main cabin. Where would we put it all? And then, would we be able to find it again? Brian and Anne, both having a Sadler 32, were amazed at the amount of stowage we had.



— Quartet — across the Atlantic



Our course was from Leverick Bay, Virgin Gorda to Faial in the Azores, about 2,400 miles. A simple meal on the first night out, and 174 miles in 24 hours. Great. Wind on the beam from the SE for several days, then no wind, glassy seas, blue skies and frustration. We motored, clawing our way north.

About 500 miles west of Horta we caught the edge of a strong NE wind. We could just lay the course and with several reefs and small headsail did the last bit in three and a half days. We were lucky; others ran out of fuel and food

and took over three weeks from Bermuda.

Refreshed and dried out, we left Horta six days later, but weather patterns were very strange this year, and again the wind left us after the first three days. We had to motor, as Hugh had a deadline to meet, and fuel was disappearing fast.

One afternoon 600 miles out from the Scillies we found ourselves amongst a large group of Spanish fishing vessels. Fuel was getting low, and so were the crew. A couple of the fishing boats came very close to see what we were doing - we were playing Scrabble! Hugh held up a can and shouted 'Gasoil'. Much to our amazement one boat circled round, threw over a line, we tied on three cans, and in due course we received 15 gallons of diesel. The Spanish skipper refused money but gratefully received West Indian rum. Entente cordiale still exists way out in the ocean.

Brian was determined to practise his astro navigation and took several sextant sights each day. By the end of the trip he was very proficient and managed to put our position very close to the GPS one. You could tell what the results were as he came up through the companionway - a wide grin meant success!

We finally sailed into Falmouth eleven days after leaving Horta. Much to Hugh's annoyance we were three days slower than *Spring Gold II* did it in 1990 when the first mate was skipping!

A fast run of 22 hours to Lymington completed our passage, to be met on the Royal Lymington pontoon by Greta and John, both relieved to see their spouses safe and sound. The Thomases and several other friends were there, with champagne, for a great homecoming after 4000 miles and four weeks at sea.

Angela Farrant

Letters

Dear Editor,

I marvel that John Hines can marshal 150 waypoints into a GPS and teach it to regurgitate them on demand (his article in *Pottership Spring 1995*). But for those less talented with electronic buttons and paperwork systems there is fortunately another way to skin the cat.

My fifteen-year-old Decca can only store three waypoints, but disaster always strikes my attempts to be ambitious. Decca gets a nasty fit of the sulks and then needs lengthy cajoling to restore the read-out I want - and that can be boring in a sluicing tide on a dark night.

So my charts are liberally sprinkled with pencilled waypoints (just lat & long). When I reach one I put in the next, which takes about thirty seconds, and so on. Waypoints written in red ink are the positions shown on an earlier occasion on my dear old Decca at buoys or harbour entrances where I know there is a sizeable inaccuracy. This is useful when revisiting areas such as the Biscay coast south of Belle Ile, and saves me having to make the corrections that Robin Richards has so nobly collected and published for us.

Ian Gornall

From the very first of our annual visits to St Vaast, more than ten years ago, Janine Davy has been our generous and ever welcoming hostess. Our Meets at St Vaast have been invariably successful thanks to Janine and the arrangements she has made for us.

We were therefore delighted this year to be able to express our appreciation for all that she has done for us over the years by presenting her with a plate, depicting the Needles, beautifully painted for us by Joan Hawkins. The very informal ceremony took place at lunch time on the Saturday of our visit, with all participants assembled on James and Derry Beattie's sparkling new *Squander*.

Not to be outdone, on the Sunday evening Janine and her husband Alban, past Commodore of the St Vaast Yacht Club, generously entertained us at their home on the quay, where our presentation took pride of place amongst a fine collection of others.

John Groom

Thanks to Janine



Charity Chases

Two pursuit races held by the Club this year to support its preferred charities have been very successful. On 22nd June, for the RYA Seamanship Foundation (now Sailability), sixty boats raced in three classes, raising £617.31. Two months later, on 24th August, thirty boats completed the course in brilliant sunshine, the X boats running their own event at the same time, raising in all £458.56 for the RNLI.

FLAGPERSONS

CLUB POLITICALLY CORRECT IN 1926

Women flag officers are not very common in the yachting world but the RLymYC, known for being ahead of the game in sailing matters, also appears to be a long time supporter of equal opportunities. As long ago as 1926 the Hon. Mrs Cecil Brownlow became Vice Commodore and remained so until 1936. Previously she was Rear Commodore (1922-25), and then Commodore from 1937 to 1941. Eileen Caulcutt was Rear Commodore Sailing from 1979 to 1982 and Vice Commodore from 1984 to 1987, and Sally Potter became Rear Commodore Sailing from 1991 for three years. It was only after accepting the position of Rear Commodore House that I realised what hard acts I had to follow.

I have sailed most of my adult life, with absolutely no distinction, starting on the North Kent coast at Whitstable in National 12s, followed by National 18s. After I met my husband, who owned a 28ft ketch called *Alaiza*, I forgot about racing and became a dedicated weekend potterer. *Alaiza* occupied mooring number 25 in the Lymington River for fifteen years until 1966 when we sold her and bought a Great Dane 28, moored in the same place. She was sold in 1984.

I have been a Member of the RLymYC since 1969, but it was only after my husband died in 1985 and I was invited by Sally Potter to help on the committee boat that I became involved in the Club's affairs. Membership of the General Committee followed and now here I am, after six months, still astonished at the turn of events.

Mary Follett
Rear Commodore House



Other people seem to effect these things so efficiently, whether the rendezvous is at Vannes, Corunna, Antigua or further afield. Despite our more modest aspirations things still sometimes go awry.

Finding our boat may present problems to the incoming crew. Seeking an Atalanta in a crowded marina at Muiden many years ago we had to describe the rather singular shape of this classic Uffa Fox design; a helpful Dutchman cottoned on and said "Oh yes, you want the submarine". These days I tell my crew to look for a boat with a burgee at the truck and if it isn't RCC it's probably ours. Yes, I know we are snobs but we do try to keep up with *Ada's* flag etiquette.

Calvi sounded a good place for us to depart from after a fortnight sailing from Toulon to Corsica. Unfortunately it had two snags: the primitive X-ray machine at the airport wiped out both rolls of film, and there was a twenty hour delay for the connecting flight to London. This entailed staying overnight at the

Marseilles Novotel, costing as much as the whole holiday hitherto and (almost) persuading my wife that hotel life presented some features lacking in a small cruising boat.

One singular success was leaving *Fubbs* after a two stop sail to Gibraltar. Departing the Rock at 8 pm and by changing at Clapham Junction I arrived at Brockenhurst at 2 am; it

hazards of crew changes

Levanter intervened. This year we had to change the rendezvous and I had failed to record our son's new telephone number. I asked my wife to ring our daughter for this information. Like most daughters this one knows everything and loves the telephone. I watched the Telecarte credit reducing while the two women discussed the latest family arrival, making someone a great-grandmother. They had established the weight, maturity and hair colour of the baby, and the possible marriage of the parents, when I intervened to ask for the essential telephone number just in time.

had taken us ten days by boat, as a

Ben Wood

Bermuda Report

Run from the Royal Naval Dockyard, Bermuda, the IYRU Youth World Championships proved to be a highly successful medal haul by the British team.

Sailing in light and quite fickle winds, Nick Rogers and I sailed a consistent series to become the first pair ever to win the Gold at the first attempt.

On arrival we were supplied with identical brand new boats and were not allowed to alter them in any way, not even cut any ropes! We had one day's training before the event started. We started badly with a seventh, but we got our act together with a final scoreline of 7, 2, 1, 2, 2, 6, 3, 1, 2, 9, 1 in the eleven race series.

Going into the last race we had a seven point advantage over the American pair; with a better discard, the plan was to bury them and sail our discard. After seeing them off at the start we managed to get some favourable shifts up the middle and win the race by almost a leg, which was a great ending to a good event.

Also winning Gold medals were Ben Ainslie (single handed men) and Jessie and Sally Cuthbert (double handed women), and the team picked up the Nautica Cup team trophy.

Being Members, we are very proud to have won this for the RLymYC, and we realise it would never have happened without the Club's excellent Junior sailing scheme we were involved in some ten years ago, set up by Dr Jonathan Rogers; long may it go on.

Next stop Olympics 2000!

Pom Green

And Congratulations

To junior Member Daniel Smith who has been selected to represent Great Britain in the Cadet World Championships. Daniel started as a young sailor in the Club's Optimist fleet and has gained his current standing purely by his own efforts and skill; and to Jeremy Fanstone, who has won the Silver Medal in the Soling class in the Pre-Olympic regatta in Savannah, and has also come first overall in the Soling World Match Racing Championship.

STOP PRESS

Jardines win US Masters

Stuart Jardine, crewed by his brother Adrian, convincingly won the US International Masters Regatta, held in San Francisco on 13-15 October, with 4 firsts and a second in the five race series, all races to count. Using a chartered J24 and their own Hood sails Stuart scored 5 points with the next boat on 25 points. In fact the next five boats spanned only 3 points which shows how close the racing was behind the twins.

This invitation regatta, where the helmsman must be over 55 and the crew over 45, brought together some of the best masters of this season. This year is the first time in the 25 years the regatta has been held that a competitor from outside the USA has won.

Picture Hannington

Peter Kilgour Captain of Juniors

Picture Christel Clear

Core Sutherland

Picture Jo Mooring Aldridge



JUNIOR WEEK FROM A SUPPORT BOAT



Picture Sutherland

Lip salve, sunblock, shorts, silly hats, sun glasses. Just a few of the things we had to worry about during this year's Junior Regatta. The week was idyllic, Amanda's Army had it all organised, Grace under fire in the Race Office - who she spoke to about the weather I have no idea.

On the water all was serene, Popgun's fleet of rescuers for the most part just bobbing up and down in attendance. Personally my greatest concern now that I have a crop circle on the back of my head was to stop it burning. Enter silly hat.

The racing was fairly close and entertaining in all the fleets with the understanding of the tides, or more properly a lack of understanding, throwing a wild card into the results.

Hospitality on the mother ships, already legendary, surpassed itself and some RIB drivers found it nearly impossible to drag themselves away. Naturally the day that proved most testing weatherwise was the passage race. Going was simple, wind and tide going our way. Landing on the beach and later departing - not so easy. With the wind rising many of the younger sailors were prudent enough to accept lifts home on the mother ships. The social scene in the evenings was, as ever, very popular, with the barn dance, c/o McGill's barn, a huge success for both competitors and parents alike.

Royal Lymington Junior Week? Fun, excitement, strong competition, entertainment and a chance to meet old friends. Who could ask for anything more? Well, perhaps a lie down so I'm ready for next year.

Vince Sutherland

Oppie Flotilla

The Oppie flotilla has had a very successful season this year with some twenty-five children aged 8 to 13 sailing on Sunday mornings. Most of these have been in the 'silver fleet', wanting to improve their sailing techniques to be able to race competently. The 'gold fleet' is beginning to build so that the Club can be represented at Open and National events in what is a very competitive racing class.

We have provided, throughout the season, training sessions based on RYA syllabuses (Red Advanced badge and Red Racing badge), fun, games and racing. The standard of the sailing has improved dramatically and we are already feeding good helms (only those who are on the tall side!) into the Cadet Squadron. Just before the Junior Regatta we ran an RYA race training course over a weekend; this was very successful and thirteen children passed the RYA Red Racing badge. Many thanks for all the parental support.

Next year we look forward to some of our sailors making an impression in the National scene and to continuing to improve the standard of young sailors within the Club. We hope to have an even stronger Flotilla next year so please contact me on 01590 675445 if you or your child(ren) may be interested.

Doug Hassell

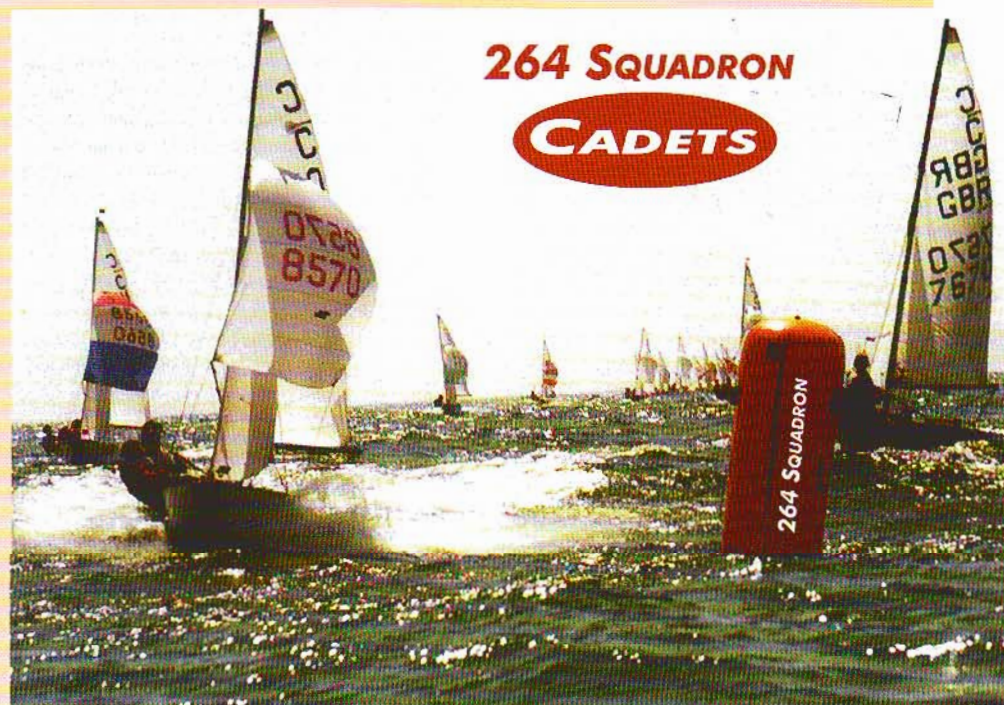
Picture Hannington



This year the cadets have made huge improvements in both quality and quantity. There are now some twenty-three Cadet dinghies in the Balance Pond and regular fleets of around fourteen boats sailing at weekends. Some cadets are also racing and

standard has improved out of all measure.

After very mixed racing at the National Indicators Dan Smith and Craig Thompson were selected for the World Championships in Mallorca with Christian Sutherland and Nick Thompson reserves. Dan gained a very



Picture Sutherland

teaching the adults a thing or two on Monday evenings. More recently Wednesday evenings have proved very popular, with some of the youngsters going out after helping with the Wednesday afternoon Scow sailors.

Sarah Watson, Rob Watson, Dan Smith and Christian Sutherland all qualified for the National Squad and as a result were missing at special training sessions in the early part of the year. We took advantage of this and invited ex-British Champion Cadet sailor Spencer Murray (now a medical student at Southampton) to visit us and provide training for a smaller group than usual of those left behind. The tactic has paid off, for whilst the pecking order remains largely the same, the

credible twenty-eighth place in racing so close that the entire fleet crossed the finish in under four minutes on several occasions.

The Nationals in Torquay saw the RLymYC supplying one of the biggest fleets. Christian Sutherland and Nick Thompson ended the week equal fourth and best placed Lymington boat, with Rob and Sarah Watson and Dan Smith also getting in the top few.

Book your spaces in the dinghy parks early next year as my crystal ball tells me we could have over thirty Cadets in the Balance Pond in '96. Cadet sailing is alive and ever so well in Lymington.

Vince Sutherland
264 Squadron Captain

Berthon Source Lymington Regatta

"Run from the Berthon Lymington Marina and with racing organised by the RLymYC, the only other thing one needs to make the event a success is good weather - and as in most previous years we were lucky with that as well. The race management was of a very high standard with good courses and starting lines."

Offshore with Stuart Quarrie, Yachts & Yachting Aug 95

"This was undoubtedly the best Source event yet, and the regatta looks set to grow more in years to come"

Seahorse (The magazine of RORC) September 1995

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Picture MAX

The Berthon Source Lymington Regatta 1995 was held from July 21st - 23rd, the racing run by the RLymYC with the same able team as last year, headed by Tony Blachford and Nick Potter. The racing was close, the courses were excellent and the weather could not have been better.

This year there were three divisions - a warm-up and training regatta for the Champagne Mumm Admiral's Cup fleet combining the final leg of the ILC 40 World Championship circuit; a large boat CHS division; and the inaugural IMX 38 European Championships. With almost 50 entries in the regatta and in near perfect sailing conditions, racing was held over a series of windward/leeward and Solent courses.

Two windward/leeward races were held on the Friday. On Saturday with northerly winds the Race Committee needed to start the fleet off Rocwel only 50 m from the beach, which added to the general level of excitement. Further surprises were then in store for the competing yachts. Within five minutes of the last boat crossing the finish line in the morning race, due to excellent course timing from the Race Committee, a fly-past by Don Woods' ex-military Venoms and Vampires appeared overhead, and then proceeded to pass over the fleet again and again. The bravery/madness

award during the regatta was given to the bowman of *Indulgence* for managing to remain up her mast throughout the display!

Two windward/leeward races were held on the Sunday, but not for *Blue Yankee* skippered by Lawrie Smith, which lost her rig early in Race 5 and had to return to Cowes to undergo repairs to make her ready in time for the start of measurement for the Admiral's Cup the next morning.

The Champagne Mumm Admiral's Cup fleet was racing under IMS with Pasquale Landolfi's *Brava Q8* taking the overall trophy for Italy, at the same time winning the ILC 40 World Championships. Second overall went to Rinaldo del Bono's *Capricorno*, also for Italy, and Willi Illbruck's *Pinta* collected the third prize for Germany.

The CHS Division was well supported for its first year, producing a fleet of rather mixed entries, the 12 metre *Crusader*, which competed in the America's Cup in Fremantle, Australia, at one end of the scale and the J39 *Jackdaw*, helmed by Club Member Crawford Mckeon at the other. Graham Walker's *Indulgence*, a member of the 1993 British Admiral's Cup team, took the first place overall and the Berthon Trophy, with Geoff Howison's production built 41ft *Local Hero XI* second and Richard Matthews' *Crusader* third.

Fourth overall was the Swan 46 *Aera*, mainly crewed by Club Members.

The first IMX 38 European Championship produced a fleet of 12 one-designs, giving competitive racing for the fleet during the day and a considerable amount of work to the jury at night. Benno Wiersma's *S'Energy* took first overall for Holland with a regular Royal Lymington Cup competitor, Roy Heiner, on board. Richard Burrows was second with *Prospector* and Club Member Robin Kemp was third overall in *Runaway*.

Thanks should be given to the sponsors for the regatta, Berthon Boat Company Ltd and Source International, and to the supporters Yeoman Marine, the recently merged North Diamond Sailmakers, Lewmar Marine and X Yachts.

Congratulations are due to the race management team, who were presented with the Yeoman Trophy for the best navigational skills - perfect courses throughout the weekend!

The team were Tony Blachford, Nick Potter, Sally Potter, Mary Follett, Jonathan Hutchinson, Celia Driscoll, Dom Ryley, Les Hills, Peter Johnson, Alan Boxer and Duncan Hall.

Titch Blachford Organiser
Berthon Source Lymington Regatta



Mary Follett, Rear Commodore House, in full sixties gear at the recent laying up party

Picture Sally Priestley

The social whirl

The House Committee under its new Rear Commodore, Mary Follett, has set to work to bring you some exciting new social events to add to the popular programme already in place.

There are to be some different theme suppers and music, and some new ideas altogether.

By the time you see this issue the 'Sounds of the Sixties' laying up party will already be history. We hope you enjoyed it!

The first of the theme evenings, on Thursday November 16th, will be French, an evening devoted to the food and wines of our friends across la Manche. Supper will be a buffet. A Viennese evening on Saturday 17th February gives the opportunity to dress up gracefully, thinking of Vienna in its heyday with its tradition of music and relaxed entertainment.

The theme suppers, now an established part of the Winter scene, will include (not all at once!) goose, fish, curry, game, steak & kidney, roast beef, steak, and Chinese (to celebrate the Chinese New Year). Members who come to these theme suppers will now be able to take over all the dining facilities - on these evenings there will no longer be an ordinary menu available as well.

Now to the new ideas: on Saturday 9th March there will be a nautical quiz and buffet supper. Prizes are promised, and it should be a good opportunity for the know-alls and less confident to prove themselves. Those of you who survive the quiz can then put your minds to work to solve a real live murder! On March 23rd The New Forest Players will stage a murder during dinner at the Club. Clues in the cloakrooms, death in the dining room, leads in the library, blunt instruments in the boat store who knows what will happen?

All these events, together with jazz evenings, lectures and the Club's formal occasions will, as always, be anticipated on the Notice Boards, but have a good look at the Winter programme now and put the dates in your diary.

Cruising Places...

...a new column in Pottership in which it is hoped to publish short contributions from Members about places they have been this year. We are after items not likely to be found in the Pilots.

Châteaulin. The quietest billets are to be found at Port-Launay, where quays are so low as not to need a ladder.

There are visitors buoys at **Tresco**, not indicated in this year's Macmillan's or Robin Brandon's Scillies pilot, off Old and New Grimsby.

Buoys off **Lyme Regis** give reasonable shelter in winds NW to NE, the place deserves at least one visit if you have not been before.

Clovelly Bay marina in **Plymouth** (now free to Lymington Yacht Haven residents) is convenient and friendly and has a water taxi to the Barbican. The Boringdon Arms just outside the marina serves good food and beer.

Next time in the **Helford River**, try dinner at the Porth Navas Yacht Club. It is the smallest yacht club our correspondent has ever visited.

Better still, in the right weather, moor off **Porthoustock** (just N of the Manacles) for the Restaurant Volnay, only a few minutes' walk ashore.

But, for quite exceptional food a short bike ride from **Benodet**, try the Restaurant Ferme du Letty.

It has also been noted that there is more room to anchor near the **Anchor Stone in Dartmouth** than appears on charts.

Ile d'Yeu (Port Joinville) may be unique in offering free berthing but the island is well worth a visit and is only 50 miles further on than Belle Ile. The houses are almost all white painted with terracotta tiled roofs and wood shutters painted the same colour, making the place more like a Greek island than the more gaunt style one gets used to in Brittany.

On **Ile de Groix** try Chez de Lia (or it may be Chez Delia) for French domestic cuisine in a family front room.

Loaves and fishes... competition



Our French holidays in **Sika** are blessed with a surfeit of mackerel and lots of yesterday's stale

French bread. Ringing the changes with the mackerel we eat them fried, parcelled with herbs and soused but after a week, even eating them alternate days, we can't look another mackerel in the face! Oh for a mouth-watering recipe with a difference that is simple to prepare and easy to cook on board. Yesterday's French bread is also something that defeats us. Bread and butter pudding is as far as our imagination goes, and there is still some left!

I am offering a small prize for the best recipe for each left-over. Michael Webb, our Club catering manager, to be the judge. Entries to the Editor by 30th November, care of the office. The prizes will be presented over the Christmas period - see notice board for details.

Una Flanagan

Waiting for the tide

We hope that each edition of Pottership will have a brainteaser feature. Any Member wishing to contribute mind-stretching material should send it to Mike Finch care of the Office.

Prize crossword compiled by Mike Finch

All completed crosswords handed in to the Office by November 30th will be put into a draw and the first winning crossword picked at random will win a dinner for four at the Club on an evening of their choice during December.

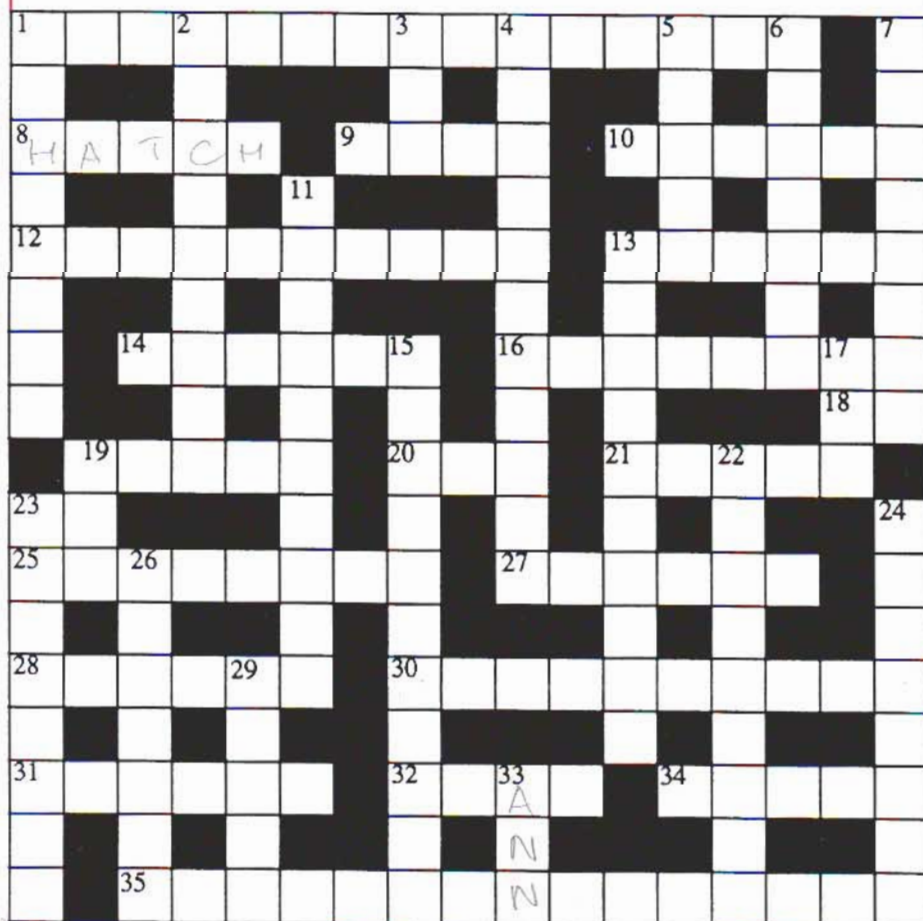
Clues across

- 1 He sits in his little wicker box watching us all come and go (4,2,3,6)
- 8 Leave me open and risk a soaking (5)
- 9 In this direction you could end up in a stew (4)
- 10 In Venice it's a canal - in any other place it is probably called a (6)
- 12 A drop of this on board is nearly as important as the scotch and water (6,4)
- 13 Surely it's not the Police Force giving the forecasts? (3,3)
- 14 They are usually calm and many fathoms (6)
- 16 It ends up like this if you pull the plug (8)
- 18 Half a century ago (2)
- 19 Drop the front at Plymouth from Nelson's name (5)
- 20 I didn't have the time to write this direction down in full (3)
- 21 Is it in front of the Captain or in the almanac? (5)
- 23 It does not apply here (2)
- 25 It keeps Barnacle Bill at bay (8)
- 27 A wood not widely used in boat building but it's a hit in cricket (6)
- 28 Not the most suitable sailer if you want to keep dry (6)
- 30 Retired? - seems as busy as ever (10)
- 31 Who failed to keep it back? (6)
- 32 Back or head? (4)

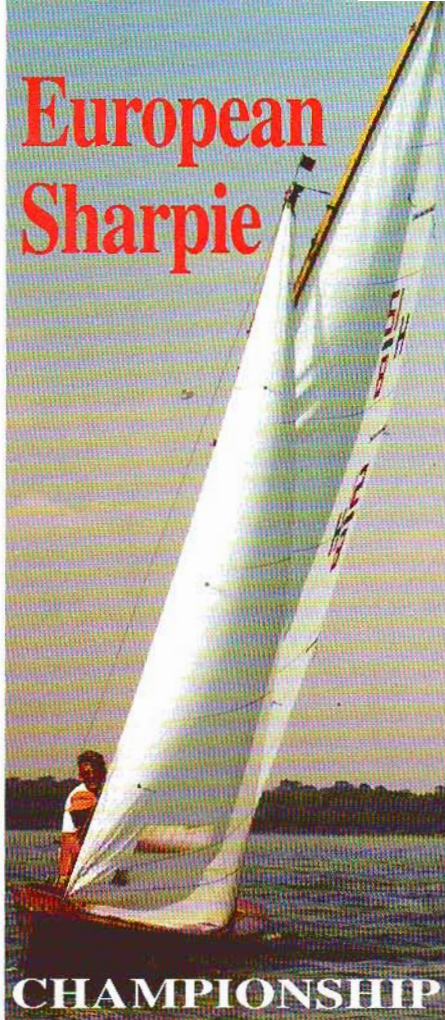
- 34 They make a rather expensive range of cats (5)
- 35 A popular racing venue (12,3)

Clues down

- 1 The surname of this fish could be the boat that caught it (4,4)
- 2 You might do it with a motorbike but not an outboard (4,5)
- 3 What's this doing here - it should be in the garden shed! (3)
- 4 Adjust this for tension (6,5)
- 5 One = Sloop, Two = (5)
- 6 Underwear! (7)
- 7 Is it measured West or East of Greenwich? (8)
- 11 It's what the sea should be! (4,6)
- 13 The Rev says he is watching over you wherever you are (5,4)
- 15 I am going to starboard (6,5)
- 17 Echo Victor Echo (3)
- 19 Drop Delta from this African currency (3)
- 22 It strips, it welds, it dries, it cuts (4,5)
- 23 Pertaining to the sea (8)
- 24 It helps to keep the mast upright (8)
- 26 The last thing to do in times of emergency is what? (2,5)
- 29 Green light or lights at the entrance to a lock or similar usually means you are free to do what? (5)
- 33 Our Patron (3)



European Sharpie



Picture Max

All those who have organised a wedding or outdoor party will be familiar with Murphy's Law. Those who have run races in the Western Solent will sympathise with the committee boat faced with 57 boats, a flood tide and a failing easterly breeze....Add to this scene the absence of the race officer, and you have the situation faced by Peter and Jackie

Wilson, on the good ship *Dragoon*, at the start of the recent European Championship.

The Wilsons, however, are made of sterling stuff, and rose magnificently to the occasion, ably assisted by Jonathan Hutchinson and a splendid team. By the third race, under similar conditions, tempers at the start and marks were somewhat strained, and it is perhaps fortunate that four different languages were used by the competitors jockeying for the inside slot at the marks.

Throughout this babel Peter and Jackie remained calm and cheerful and were rewarded by three glorious days' breeze to complete a memorable week. The sun shone from a cloudless sky, and it was with some disbelief that I was informed, whilst sailing in after the third race, that the competitors' camp site was flooded. Sure enough, a poorly maintained flap-valve had allowed the tide into the Scout field. It was fortunate that this coincided with the British evening, at which 200 pints of beer - generously provided by Ringwood Brewery - helped wash down the supper produced by the 'British contingent' as part of the week's off-the-water entertainment. The flood was soon forgotten, although little Dutch boy jokes abounded.

The organisation of the event was master minded by Richard and Ros Lovett with superb skill and attention to detail. A large number of competitors enjoyed a classic event, marred only by the fickle winds of the first three days. It is worthy of note that a big event with a small local entry - seven of the fifty-seven entrants being RLymYC boats - takes much more organising than the other way about; so much gratitude is owed to all those who sacrificed their precious annual leave (such as Mike Polke, rescue boat driving) or took 'polyglot flak' - Peter and Jackie on the water and Annie Littlejohn, protest management, off it. Geoff Scott was his usual benign, calm and



'The Wilsons, Dragoon and a splendid team'.

indispensable self.

The competitors were generous in their thanks to the Club, many having made a huge effort to come here, from southern Portugal, for example. It was immensely encouraging to see three of the seven Lymington boats being helmed by under 21s, Julian Osmond in Malcolm McKeag's *Adventurer* sailing outstandingly, winning one race outright against serious, and experienced, Sharpie sailors. I shall long remember the glorious sight of a huge fleet of these quintessentially elegant mahogany boats, gleaming as they sliced towards the start, with Peter and Jackie calmly counting the seconds to the likely destruction of *Dragoon*, unflinching.

Thank you everyone who worked so hard to make it all happen and succeed.

Tom McEwen

57 Sharpies, came to the line



It has been a good season for Scows, with a growing interest in Monday evening racing, the skills of helms and crews having been honed by the Scow race training kindly provided by Barry Grainger.

The rally to Hurst was a complete success. We picnicked and BBQ'd in perfect summer sunshine, our two dozen odd participants ranging from five years upwards (and I really mean upwards!).

Hugh and Jean Wilson escorted the fleet in *Skua Two*, Doug Baverstock and Barry Grainger mother shipped us in *We're Here*, whilst Julie Hodkin and Janet Smith looked after our safety requirements in *Quiver*. After a friendly but competitive sail to the Keyhaven entrance, we waited for *We're Here* to anchor inside before streaming astern of her. Nearby lay *Skua Two* and a ferry service to the shore was provided for us all by Julie and Janet in *Quiver*.

We were delighted to welcome Jean Lowis at lunch time; she had intended to sail her Scow *Spray* from Keyhaven, but wind and lack of crew made her decide to join us the hard way - a long crunchy tramp along the shingle, past the castle to our beach encampment. Brian and Philida Day also joined us, having spent the



forenoon racing with their Keyhaven club. With the tide ebbing and Doug keenly eyeing the mud appearing nearby, we were ferried back to our boats for the return trip. The wind had fallen away and we tide-drifted towards the Lymington River. At Pennington outfall the wind deserted us altogether, but purists to a man (or woman), offers of a tow were politely declined despite the unpleasant flotsam surrounding us. A light zephyr appeared which saved our suffering nostrils and, once in the river, a fair wind rekindled the competitive spirit for the privilege of being first boat back to the Club.

Sadly, strong winds and a stronger wind forecast for the afternoon led to the cancellation of the Scow rally to Yarmouth and up the River Yar to Freshwater. However, there was a race to the platform and back for the

more intrepid. Much water was shipped off the river entrance and the steep seas confirmed the wisdom of Doug and Barry's advice against setting off. The Yar has a very special attraction for dinghy sailors and it is proposed to include it in next year's programme.

With Ruth Evans' expertise and devoted care, the fifteen Scows on the pontoon are surviving the rigours of Wednesday Junior Sailing. Owners also made them available for the Junior Regatta.

The usual Scow race took place during the visit of the CNH to the Club in August. Jack Snowden set a suitably demanding course and, as honour dictated, the Club beat the visitors by a handsome margin. Congratulations to Christian Sutherland, Sarah, Ian, Rob Watson and Dan Smith. Was it by chance that a mainsheet shackle parted at the masthead of the French crewed *Firecracker*, I wonder?

Roly Stafford Captain of Scow Class



The E22 was formally recognised by the IYRU in 1972 and officially recognised as an International Class in 1974. Some years earlier - in 1965 - a design competition was sponsored by Yachting Magazine to find a new three-man Olympic keelboat. Skip Etchells followed the results of this competition with interest and he decided to design and build a contender in late 1966. This contender was called *Shillalah* - and despite winning eight out of ten races in the first trial and ten out of thirteen in the second selection regatta, the Soling was picked as the Olympic boat.

On returning to the 'States enough interest had been generated in *Shillalah* for production to start and an initial order for twelve boats was placed for delivery in 1968; the name Etchells 22 was selected.

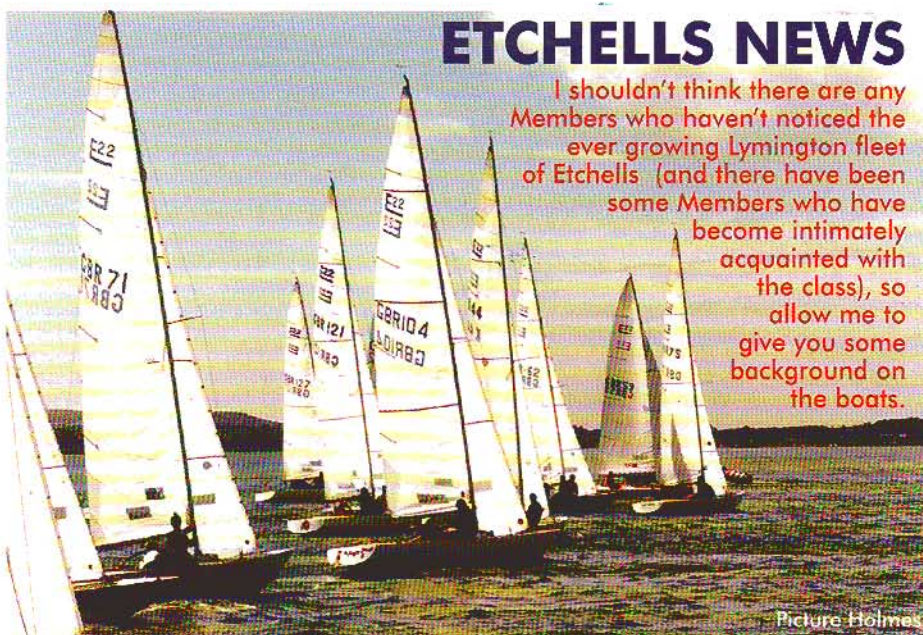
The first UK boats were built by Robertsons of Sandbank in 1974, and the latest by Petticrows of Burnham. In Lymington we go from GBR 3 *Eccles* - a 1976 Robertsons boat, to GBR 131 *Clue* - a brand new 1995 Petticrow boat.

The Lymington fleet has grown so far this year to fifteen boats. There can be few finer sights than all these boats moored together at Berthon marina. An excellent dry sail package is operated by Berthon and it certainly helps to have Dominic May racing GBR 11 *Aileen*.

One of the good things about the growth of a one-design fleet is the spin-off for local suppliers and manufacturers; the number of new sails that bear Sanders' name is testimony to that.

1995 has seen some good sailing so far. Beginning with the RLymYC's Spring Series in March and April the year progressed with the South Coast Championship organised by Cowes Corinthian YC and then the Solent Area Regatta organised by the Royal Solent YC. During May we had a race training weekend with the J24 fleet. Terry Hutchinson, a highly accomplished young American sailor, gave us the benefit of his undoubted skills during an action-packed weekend on the water. It never ceases to amaze how much there is to learn about our sport. A series of locally organised races followed during June and July leading up to Cowes week at the beginning of August.

As you all know Cowes week was frustratingly calm but our fleet had a good turnout with several boats consistently in the front runners, which in a class of 62 boats must



Picture Holmes

be good! Adrian Friend and Barry Dunning in GBR 131 *Clue* were top Lymington boat and fifth overall (maybe there is some benefit in having a brand new boat after all).

When we did have some breeze the weather was fabulous - shorts and sunburn were the order of the day and we had all forgotten what waterproofs wereuntilthe Southern Area Championship. This was our very own RLymYC event and was interesting to say the least! Sun, Rain, Hail, Lightning, Thunder, Roaring gale, Calm - and all before the start of the first race on the Saturday morning. With 31 boats racing it was a fantastic sight to see our end of the Solent full of Etchells and it was good that the boats from Cowes didn't get it all their own way. Two out of four races were won by Lymington boats - GBR 8 *Snipe*

and GBR 44 *Elusive*. Overall Eddie Warwick was a clear winner and Tim Law was second, just three-quarters of a point ahead of Lymington's Stuart Gurney in *Elusive*. So an excellent performance from the home fleet. All our thanks go to Michael White and his race team for their valiant efforts during this Championship. Their extreme patience under such trying conditions gave us all the best racing possible.

1996 sees the Etchells World Championship take place at Cowes (let's hope there is more wind than at Cowes week) and the Southern Area Championship was the first qualifying race for our fleet. With a further three qualifiers this year, and another eight during March and April next year, there will be Etchells wherever you look - and if the garden doesn't get looked after, so what?

We are always on the lookout for new recruits to the fleet so if you feel like some excitement on the water get in touch with Simon Collyer, the Lymington fleet captain, who will do his best to get you afloat.

To conclude: if you see an Etchells, with paddles out, trying to get in or out of the River, please give them a tow as they go much better under sail than under paddle power. To those of you who have helped tow during this year, many, many thanks - you've saved us all from blisters and bad backs.

Nick Robinson and Simon Collyer



Picture Holmes

E . A . S . T . E . R R . E . G . A . T . T . A

The Easter Regatta started as usual with Firefly team racing on Good Friday. The nine teams of three boats (including a RLymYC team) sunbathed on the mud while Chalky White calmly waited for the sea breeze to kick in. When it did, it did so with a vengeance, the tricky conditions seeming to cause more panic amongst the spectator fleet than the team racers themselves. The event was easily won by the Spinnaker Club (they've just won the World Championships), though all the other competitors agreed to come back next time and give them a sterner test.

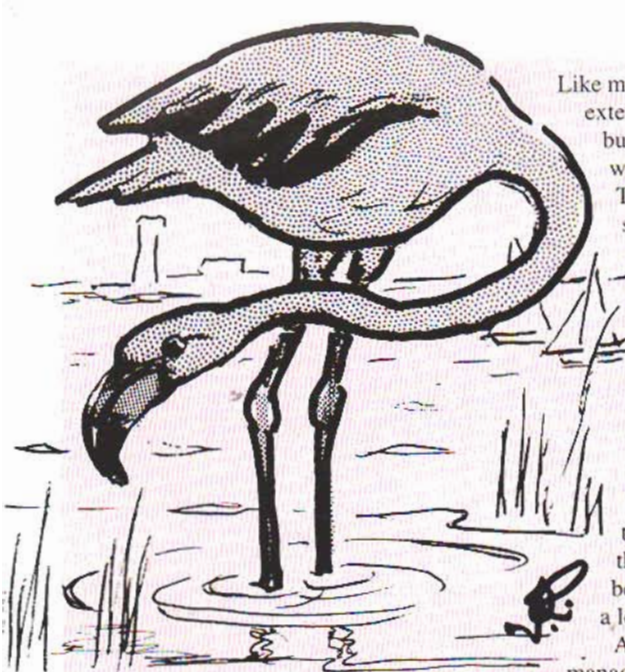
The weather for the weekend was typical of any Bank Holiday - glorious conditions promised followed by fierce winds and cold the next moment. Rachel Nuding and her team set good courses despite strong tide, a rare northerly breeze and boats that varied from Optimists, Cadets and Fireflies to Hurricanes and Laser 5000s. Congratulations to the shore team who counted everyone out, back in, fed, watered and then heard the protests.

All the competitors said they had a wonderful time, especially at the Jazz evening, and that they would be back with their friends next year.

Rory Paton



Picture Tiggy Ansell



'EVEN...a flamingo'

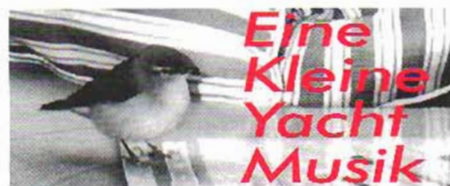
LYMINGTON MARSHES

Like most estuaries in the Solent, the Lymington River is constrained on both sides by large extents of saltmarsh. From land and sea they look deceptively like lush green meadows but are in fact mainly covered with a type of cord grass, *Spartina townsendii*, along with other plants such as samphire, and spend much of the time fairly waterlogged. They provide havens for nesting and migratory birds and the Lymington estuary is a site of national and even international importance for several bird species. In addition, horses and cows graze around their margins and the odd deer and even a flamingo have been known to make use of the rich variety of wildlife that flourishes here. The saltmarshes also play a very important rôle in protecting the harbour of Lymington. It is unlikely that so many boats could be moored in the river if the marshes were not there; the flooding problems of Bath Road would be much more severe.

However, the saltmarshes are disappearing. It is estimated that since the 1970s there has been up to 15 m of lateral erosion, especially in the area near the starting platform. In addition to this (although probably linked), the *Spartina* grass is dying back. In all likelihood this is due to sea level rise, a factor we have no control over in this area. The marshes have a good few decades left, though, and may in fact stabilise themselves at some point. It is also worth remembering that the marshes have only been a feature of the Lymington River since around 1892, and people sailed from here a lot earlier than that (so don't cancel your river mooring yet).

As part of my geography degree I am currently researching my dissertation on saltmarsh management, using the erosion of the Lymington River saltmarsh as an example. I would therefore like to ask Members if they have any information on or experiences of the saltmarshes which they would be happy to pass on to me. I am particularly interested in hearing from older Members who may remember the marshes being much greater in extent than they are now, and anyone who has any interesting early photographs of the Lymington River. I should also warn you about walking on the marshes. Apart from being smelly, the mud is very soft and quite dangerous. I should be grateful for any response, no matter how small.

Lucy Bunce (responses to 01590 672966, or the B pigeon hole.)



Club Members visiting the Ile de Sein in mid-July may have heard some unusual wind noises emanating from a British motor-sailer anchored off. The more discerning will have discounted the effect of heavier swell on the mournful tones of the Cornoc buoy as the immediate explanation, and also realised that the cornemuse, or bagpipe, though Bretoneseque, was not the a-musement in question.

The bassoon, or basson, in the bassin was played melliflously by a well known race officer, sometime skipper of the Royal Lymington Cup spare boat. He would strongly disclaim any comparison with the dirge of the Vierge in fog. His life partner, agilely manipulating her clarinet, can otherwise sometimes be seen sailing their Scow on the calmer waters of Keyhaven.

Joining in with bass recorder, or voice for choice, was an intrepid cruising man and leading light in the maddest madrigales. He has been known to design water-fronts when not pursuing his muse and fronting Water Music. Lastly, and least expert, his partner in time was again raising the question t'oboe or not t'oboe when the going gets rough.

The Ile de Sein is celebrated for the precipitate departure of one hundred and thirty of its active male inhabitants. To quash any suggestion that they may have been abnormally sensitive, the author reminds you that that event took place in June 1940, and involved acts of deliberate courage, rather than auditory desperation.

Kate Richards

The 243 boats which drifted westward past Lymington on the fine evening of 5th August 1995, trying to fill reluctant spinnakers, were from many parts of Britain and the rest of the world. A fleet of such size for the 605-mile Fastnet race, organized by the RORC, included a number of RLymYC Members and a quota of boats owned by Members.

There were certainly some ocean racers which also appear in Thursday evening and other Club cruiser-racer events, while familiar faces in Plymouth after the finish emerged from a spread of boats, most of which took more than five days to complete the course. The slow time was caused by a combination of fluky winds on the way to Fastnet Rock and a beat to windward, freshening near the end, all the way home. One of the very few yachts

SLOW 605 MILES FOR CLUB MEMBERS AND THEIR BOATS

that took less than this time was Club Member Mike Slade in his maxi *Bristol 96* (ex-*Longabarda*) (third in CHS 1A); with him was Bob Fisher. Chris Hatton's Lymington built *Multiple Challenge* (ex-*Phantom*) was another in the bigger part of the fleet, as was Richard Balding's *Dark Swan*, with Club Members Sandy Fielding and Marina Johnson. This *Swan 59* is a familiar sight up and down in Lymington river all summer. She was first in Seahorse division 1B. First in 1C was *Insanity* owned by Mike Dawson with Peter Johnson navigating. Rob Humphreys was competing in his own Maxi design *Very Bright* (ex *Rothmans*), now under the Swedish flag.

A larger complement of the RLymYC was aboard Don Wood's *Gandolf of Wight Sorcerer*, the owner having with him a strong crew

including Titch Blachford, Richard Rouse and David Barrow. Taking over six days was Paul Lunn's *Contessa 32 Browzer*. Even one of the principal trophies is named after a Club Member: the Erroll Bruce Cup for first yacht home (which was *Nicorette*, Sweden, also overall winner in CHS and IMS).

To read the newspapers and even the yachting press, one might think that the only yachts in the Fastnet race were the Admiral's Cup, but they were less than ten per cent of the total starters and contained not a single boat designed or built in Britain. Most competitors probably did not give them a thought.

A bonus on the 1995 Fastnet included little extras like the appearance of a school of pilot whales, forty boats in sight rounding the rock, which was more like an afternoon in Cowes Week and, amazingly, in view on the horizon, veterans (which completed the course) like *Stormy Weather*, which won the 1935 Fastnet, and Don Street's *Iolaire*, built at Rowhedge in 1905.

Royal Lymington Members and boats were enjoying this scene and may or may not have been mentioned in these short paragraphs; to the latter apologies for not sighting them among some 2500 crew persons.

Peter Johnson

Sixty-five years a Member

The death of Captain H I G Rylands, DSC, RN, a year ago, has just come to the Club's attention. He and Miss K Morrison-Bell were both original Members of the Club; the latter is still alive and lives in Hexham.

There are two others whose membership dates back to before 1931: Cdr A J Dent, RN, a Full Member, and Mrs M I Hall, an Honorary Life Member.



SAILING FOR THE DISABLED

The day the concrete was laid

Monday 15th May was the day the concrete went down on the 1995 version of the Club forecourt. It was also the first 1995 date set for 'Sailing for the disabled'.

The combination was an interesting challenge, in spite of which - with the good-natured acceptance of Gregory & Partners' work force, to say nothing of the Members and staff of the Club - sixteen boats took some forty guests aboard for an afternoon sail in perfect conditions. They sailed East - abeam Yarmouth harbour - for some time with every sail aloft and making anything from 4 to 7 knots through the water (rather less over the ground!) before returning to the pontoon in warm and unruffled calm two hours later.

The fact that, during their absence, two feet of concrete had been laid over the forecourt was neither here nor there. The lift was used to the full and the assembled guests and crew devoured tea and excellent doughnuts in the River Room.

The Day the Wind Blew

Monday 11th September, the date set for the second of these events this year, dawned calm and sunny after a very soggy Sunday. As the morning wore on the wind increased a little; would the Occasional Five of the forecast really come? Should we cancel? Well we didn't, and twenty-six disabled folk and 'minders' arrived, full of high spirits and rarin' to go.

DO YOU KNOW ABOUT MARKETING AND SPONSORSHIP?

Looking to the future, I would like to involve a keen, competent volunteer to take on all aspects of sponsorship for the Royal Lymington Cup. Now is a very good time for a new person to work with me, as we have already completed contracts with our title sponsor for 1996. Future responsibilities would include sourcing sponsorship, and all subsequent liaison with sponsors and various related matters. If this challenge appeals and you would like to join the team of this world class match racing event, please ring me on 01590 612047 or drop me a line, care of the Club.

Ken Robinson

2.4 Yachts at Christmas

The 2.4m mini yachts will again be at the Club over the Christmas period. Everyone is welcome to have a go so come along and join the fun. Stuart Jardine is your contact (01590 644728). He is keen to organise a days racing.

Downstream was first away and soon Roly Stafford radiod in that his instruments showed 30 knots of wind out in the Solent; he was going to take his people for a river cruise. Anxiously the shore party awaited further reports; it seemed that the whole outing would be curtailed and people would be back before the tea urn arrived. But our intrepid adventurers were enjoying themselves and most were out for the full two hours. Wind against tide near Yarmouth had made things a bit lively towards the end; one lady admitted that it was a bit too much for her but, despite that, was keen to come again. *Double Trouble's* furling jib got jammed as they came up the river and a guest, an experienced sailor, had a ball helming while the skipper tried to sort it out.

The enthusiasm over tea was quite as warm and cheerful as that after any other event and everyone went home very happy.

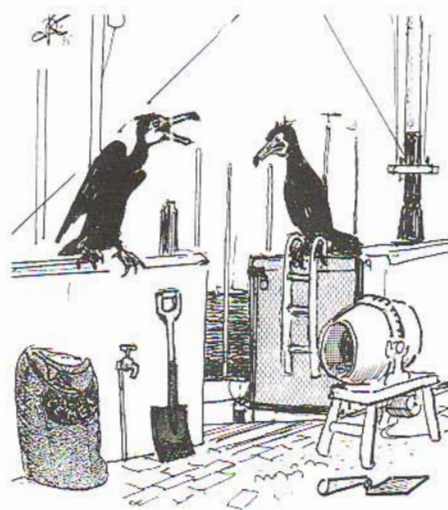
Many thanks are due to the skippers who lend their boats, to the lifters who lift and to the many unsung helpers who make these afternoons so memorable for our guests. Teamwork is the key; it would be impossible without the cheerful involvement of lots of Members.

Looking back

It seems like a long time ago that there used to be one day each Summer when we took perhaps a dozen disabled people sailing. That was in conjunction with the St John Ambulance Brigade, who were running activity holidays in the New Forest for disabled folk. Then someone button-holed the then Captain of Cruising and suggested that we arrange sailing days for local disabled people ... that Someone was Sharon Roberts, and since then she has been a key figure in the organisation of what has become a regular feature of the Club programme.

Sharon has now moved away from Lymington to live in Oxfordshire. She will be very much missed by lots of people but particularly by those of us involved in disabled sailing. We wish her all the very best in her new life.

Anne Watson and Margaret Hines



'It's these committees Cynthia...
They keep on making
concrete proposals!'

COMMODORES' COLUMN

Club Regulations

Recently several Members have complained about Club Regulations not being strictly enforced. They rightly point out that when regulations are not strictly enforced they fall into disrepute. Most of the complaints arise from perceived breaches of Regulation 11, which covers the welcome use of the Clubhouse by children, and Regulation 18, which refers to the standards of dress in the Clubhouse prescribed by the General Committee. Seldom, if ever, do we hear complaints from the same sources when the Regulation being breached refers to activities of which they approve (such as the bar opening before or closing after the regulation times).

Often difficulties arise from ignorance or misunderstanding of the Regulations. Regulation 11 is straightforward. Children under 12 must be accompanied by an adult at all times. Those under 14 are not allowed in the bar except in transit. Children under 8 are not allowed in the dining room at any time or in the River room after 2000.

Regulation 18 regarding dress, however, is more complicated and is consequentially less well known. Essentially the guidelines laid down by the General Committee rely on the individual Member to use his common sense and his sense of propriety. Steps will be taken before the next sailing season to bring the General Committee guidelines on dress to the attention of Members.

For both cases, however, it must be remembered that it is impossible to draft Regulations or guidelines to cover every possible eventuality. To apply the Regulations strictly to cover every conceivable circumstance could be plain idiotic. If, for example, a mother is quietly cradling an infant asleep in her arms in the bar window seat when the River room is crowded, no-one can be sensibly upset if she is allowed to remain. If sailors return to the Club from their cruise at 2000 on a hot, sunny summer evening and enter the bar for a drink wearing shorts it would be plain dotty to tell them they can only order a drink in trousers.

The argument is that when Regulations are not strictly enforced it results, in the case of dress, in standards of appearance and behaviour falling to objectionable levels, indeed, to such an extent that many Members will no longer wish to visit the Club. This argument can equally be used in the reverse sense. If Regulations are applied strictly in circumstances that render them virtually ridiculous then the Members thus inflicted will no longer wish to visit the Club either. No-one would go quite so far as to say that rules are for the obedience of fools and the guidance of wise men, but what is required in their enforcement, in certain circumstances at least, is a sense of proportion.

Desmond Dewhurst Commodore

Cowes week and a summer of what seemed like endless sunshine has come and gone. The X class interdivisional team race was held on the Friday before the week proper, with Jonathan Hutchinson kindly lending his boat *Zia Maria* to act as committee boat. There was sufficient wind to pull X boats over the tide so it all worked out nicely with Lymington winning the Shield by a tight margin for the third successive year from Hamble. Stuart Jardine's team race axioms have been well drummed in and taken to heart. Excessively fine weather, if there is such a thing, caused all racing to be abandoned on the Sunday, Monday and Tuesday as there was not a breath of wind. However, on Wednesday came a nice breeze which brought interesting racing for the remainder of the week without the customary Cowes blow. With all four races to count there were no discards which meant no room for error. Basher Baines of Hamble won the Captain's Cup for the second year running with X 71 *Wenda* and a low score of 21 points. Our Richard Smith (*Beatrix*) came a close second with 23 points and Chalky White (*Lone Star*) third with 24.75 points. These low scorers helped Lymington win the Phillipson Shield for the third successive year so our bar decorations remain unchanged. There can be no doubt that the Cowes week results reflect a



Rock and Roll. Cowes Week in heavy weather. • X18 *Derision*, sailed by Dominic May • X88 *Ting How* sailed by John Miller of Lymington • X55 *Falconet*, formerly a Lymington boat • and only just in the picture is George Tinley's ex boat *Anitra* X52

high level of skill on the part of the Lymington competitors. In the four races sailed *Lone Star* (Michael White) won on Thursday and *Oyster* (Stuart Jardine) won on the Friday.

The controversy which has raged in the X class since about 1993 has simmered down and the offending boats have been altered to correct their excessive waterline length. It now remains to be seen how they perform. The officers and technical committee members from Lymington played a considerable part in clearing up the measurement deficiencies and a letter of appreciation was received from the Captain of the class. We are fortunate to have Members who are expert in the art of lofting, transferring the designer's lines into a full scale, three dimensional hull shape.

There has been some good yacht racing down this end of the Solent since the heat wave

ended, with some spanking breezes from the West. The Royal Artillery Yacht Club regatta at Yarmouth saw a turn-out of twenty-one X boats. Some have trouble keeping up with Chalky White and Stuart Jardine; it must be these new fangled sails which Hoods and Diamonds are churning out with floppy luffs! Or it's the super-faired and epoxied hulls which Steve Etheridge does in his old farm buildings out at Sway, or it may just be skill.

Sewerage and ABP

Whatever Southern Water are doing to the

waste water at the Pennington outfall, it's not making much difference. There was a lot of boasting about millions being spent on Operation Seaclean but so far nothing has happened. All the money must be going on plugging leaks or something, but it's not being spent on cleaning up the outfall, that's for sure.

A considerable brouhaha has stirred over Associated British Ports' attempt to gain 'control' over the waters of the West Solent as far out as the Fairway buoy. 'Control', so far as can be discerned, seems to mean to gain power to charge little freighters harbour dues for anchoring by Thorness Bay. Apart from this and a general power to 'lord it', it is hard to see what difference there can be. The application should be opposed.

Nick Dover

Joan at anchor

Mrs Joan Braithwaite, well known throughout the X class, has with great reluctance come to the conclusion that she must give up competitive sailing. This decision is one which all of us are compelled to face up to sooner or later.

Joan started yacht racing in *Sniper* and then went on to *Broads One Designs* (Brown Boats) and *Stars* in 1938/39 when there were not many lady helmspersons about. When the war came she left her boat at Norfolk and sailed *Merlin* Rockets from Birmingham. In 1948 she competed in the first *Merlin* Rocket championship at Hayling Island. She moved to this area to live in a converted MGB at Christchurch and raced 12 ft Nationals. Later, in 1948, she bought the famous Uffa Fox International 14 *Avenger*, which ushered in the era of the planing hull. Joan was the last person to sail *Avenger*, which ended up in the museum at Cowes in 1991.

She and her husband moved to Milford-on-Sea in 1960 and joined the RLymYC in

1961. At that time the Lymington X Division contained nine boats but was expanding fast. She bought X 54 *Lark* and sailed her from Parkstone and raced from Keyhaven.

In 1972 Air Marshal Sir Arthur McDonald became Captain and Joan was elected Vice Captain of the Lymington Division, later becoming Captain in 1976. She changed X 54 *Lark* for X 160 *Merlin* in 1974 and logged up over forty races in a season. In 1978 Ian Prentice persuaded her to take on the job of Class Captain, which she held until 1981. Later, in 1986, she failed to procure one of the Lallow-built 'Sans Peurs' from Captain Steele Pilcher so she got Ian Lallow to build her a new boat, X 183, which she named *Condor*.

It is sad to have to swallow the anchor.

All of us in the X class owe Joan a great debt of gratitude for all she did on our behalf to keep the class going over a great many years. Hats off to a great pioneer and we hope she will still find some way of going on the water.

It is because of the timely presence of devoted and dedicated people like Joan that organisations like the X class can sail easily into their centenary year.

Drawing: Jo Mooring Aldridge

Nick Dover

Lizzie's Wedding

Just in case you were wondering what we all do when we are not at the Yacht Club, well, this was one of the things we got up to this summer - attending Lizzie's wedding.

Lizzie, as I am sure you are all aware, is the happy face that greets you at the reception desk, and who usually answers the 'phone. Lizzie joined our team in October 1990, more or less her first job after college. Her husband is Jonathan Nichol, a local dentist, and they met through their thespian interests at the New Forest Players. Their wedding day was a wonderful sunny May day followed by a honeymoon in Canada - we wish them a very long and happy future together.

As well as manning reception, Lizzie helps Pam to provide office support for the many sailing events throughout the year. Pam also looks after membership while June, the third in this trio, deals with all things financial.

Pam Simpson



CRUISE OF THE PAMELA MAY



One of the first events of the RLymYC '95 cruising calendar was the Lezardrieux Meet, May 25/26th (Thursday & Friday). Cruisers were invited by the Lezardrieux Sailing Club to a dinner on 25th and lunch on 26th, both to be held at their club house overlooking the Trieux River and marina. A Meet does not involve any competitive sailing or racing, it is simply a get together for a chin-wag, with a constant supply of agreeable liquid to keep the vocal chords lubricated, food to maintain one's strength and a pair of match-sticks for the eyelids. Another invitation was received from Stewart and Susie Carnegie, who live on Guernsey, offering drinks and lunch at their home to Members passing through St Peter Port en route. Hugh and Diana Read, also Guernsey people, were co-hosts. They even provided a coach from the harbour so we didn't have to struggle up the hill in the intermittent precipitation.



Pamela May, a 10 metre LOA Moody, with owner Hadyn Meredith, Roly Stafford and Ken Swann (the author of this article) all left Lymington at 1700

on the 22nd (Monday) on an ebbing neap tide, passing the Needles and setting course for the Alderney Race. There were two occasions when it was necessary to wear ship and take avoiding action, our radar working quite well to provide an early manoeuvring decision in each case. The Autohelm steered our one course to a waypoint at the start of the Race, which we reached at the ideal time of HW Dover - 40, at sunrise, some eleven hours out from the Bridge buoy. Once in the Race with the tide in our favour we romped into the Little Russel to enter St Peter Port on a fine sunny morn with time to spare before we could cross the entry sill into the Victoria basin. We refuelled. Distance covered 88 nm in 15.5 hours, average speed over the ground 5.7 knots. Rested, shopped and relaxed for the remainder of the Tuesday, 23rd May.

Wednesday 24th. Up with the gulls. On to the coach with some two dozen other Members who arrived yesterday, to go to a most memorable luncheon, not in the least affected by frequent drizzle. Our boats with their Club burgee and courtesy flag were easy to spot even though the Basin was packed and looking like a newly opened sardine tin. More socialising that evening was followed by an early night, the GPS alarm set to warble us awake at 0400.

Thursday 25th. It did, and at 0500 we set

course with an ESE wind force 3/4, a good forecast for this 48 nm leg passing west of the Roche Douvres and Barnovic Light before heading SSE down the west side of Brehat for the ten miles to Lezardrieux. We tied up alongside another RLymYC boat at 1340. Greetings all round, then into social outfits (Club tie and blazers) to meet our welcoming hosts in their club house. Dinner that night was at an hotel at the top of the town, and with drizzle setting in we were most grateful to Honorary Member Claud de Fontenay for asking his brother to give our crew a lift. Dinner was so good we booked there for the following night, too.

Friday 26th. Awakened at dawn by a noisy local lager lout, but snatched a few more winks before a hearty breakfast. Hadyn has a flair for cooking, there are no complaints and never any need to ask when the next meal will be. Life aboard is one continuous delightful nibble interspersed with the occasional nip! Lunch was served outside, the culinary delights enhanced by well chilled Muscadet. Exhuding bonhomie a few of us strolled through the sleepy town and sent post cards to our less fortunate starving families back home. A lethargic roll back down the hill and then we were preparing to climb it again to the same hostelry. The barman took a shine to us and gave us a free lift home after a cognac (gratis). It came to me then that bonhomie is very infectious/contagious, and I wondered when the incubation period would cease.

Saturday 27th. The answer to that came at 0400, rudely awakened by the afore-mentioned alarm, on deck in a cold dawn to retrace our path around the rocks clearly visible in the CAVOK weather (airline terminology for Ceiling And Visibility OK). A north-going romp of nearly another degree of latitude and we sailed into St Peter Port for a straight-over-the-sill approach and to lay the table for afternoon tea after a quick dash to the boulangerie where, by now, they know our voracious appetites. Another social round of the Lymington vessels followed by dinner on board. Gloom at table at the forecast, predicting hoolies on the French 'Manche' - which is really the English Channel. SW force 5/6 occasionally 7 forced us to spend another day visiting port-bound fellows. What a hard life this seafaring game has turned out to be.

Sunday 28th. A lie-in on Pamela May, with an unimpressive forecast at 0555, so we let sleeping sea-dogs lie. Breakfast, then an encore, then awakened from a reverie at 1200 by the cannon boom. Fired daily from the fort ramparts, this once woke the somnolent soldiery for a guard change; now it awakens the drowsy flock in nearby St Peter's church and alerts the tourists that it is pub opening time. It served to remind our crew that it was 'once more into the breach' with but a few moments before we would be serving red or white to our guests on deck. Another early night, with open minds whether to make for Cherbourg for a subsequent short dash, or even the ferry home if the hoolies looked set for weeks.

Monday 29th. SW force 5, occasionally 6 round UK headlands. There was only one on our route so we



shot out of St Peter Port. Two hours later in reasonable weather we were east of Alderney recording 12.3 knots over the ground, heading to the Needles. We heard a few pleas for help on the Coastguard radio channels, but the wind became steady and was favourable, as was our arrival off the Needles at slack water, the new flood helping us through Hurst Narrows. Our Q flag went unheeded by Customs, and we left Pamela May soon after 'engine off'. Average speed 6.3 knots.

Many, many thanks to Stewart and Susie Carnegie and to Hugh and Diana Read for their unsurpassable hospitality and the delights of their festive board. Gratitude also to our host club for giving us such a memorable Meet and to the Fontenay brothers for the part they played in making us feel so much at home. Felicitations to those who organised it and to our Cruising Captain who sailed in advance of the fleet to oil the sea.

These Meets can be very instructive and most educational. On this one I learnt which is the nearest planet to the Sun. The answer, given in a code occasionally used at sea but rapidly becoming a Top Secret, is

Ken Swann



Abaft the desk . . .

Private Parties

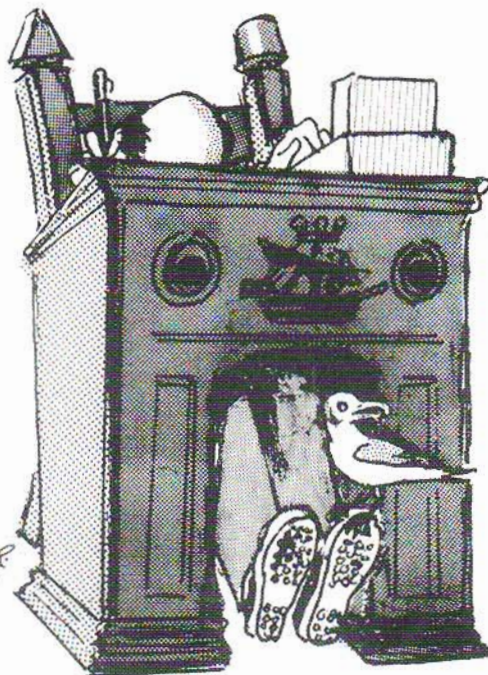
Misunderstandings occasionally arise over the booking and running in the Clubhouse of functions for Members. They usually result from different perceptions of what is involved in running the Club programme. The following paragraphs may help to throw some light into this dark corner.

There are 183 days in the six months of the current winter programme. So there are 26 occurrences of every day of the week except Sundays, of which there are 27. Including Christmas, at least one event already known of requires space at some time on 139 of them, as follows:

Monday 22	Tuesday 13
Wednesday 25	Thursday 19
Friday 19	Saturday 25
Sunday 16	

Of course, not all events need the whole Clubhouse, and many can be fitted in around others. But clearly, setting up a private party is not, usually, just a matter of choosing a date. For most of the popular dates someone else has got there first. How, then, should an intending host go about mounting a function in the Club?

The first thing to do, always, is to speak (or write) to the office, where the up-to-date programme is kept. Neither the caterer, nor the steward, nor a Flag Officer, nor I can commit the Club to any date off the cuff - none of us has instant recall of the big picture of the evolving Club programme. Pam Simpson or Liz Nichol will discuss dates with you over the telephone, and tell you of any constraints of space, time or Club policy. For example, a party in the library must be limited to forty



sitting or fifty standing (space) and can not be mounted on Christmas Day (time) or Saturday afternoon or a Sunday (policy). The office, having explained the bounds of what is possible and agreed a date, will then enter the booking in the master programme and confirm the date to you, at the same time notifying others who need to know, including the caterer and the steward, with whom you are then free to discuss your requirements for food and drink.

The next thing to do is to keep to the size of the party agreed when it was booked. Many functions grow as they approach, and while it is nice to have a lot of friends, every room in our small and heavily used building has a fixed limit on the numbers it can contain. If the party over-runs those numbers it may be impossible to find a larger space on the agreed date or at the agreed time.

In matching requirements to dates, the various constraints set by Club policy, programme events, pressures of everyday use,

and not least the need to staff and run the building, combine to reduce our room to manoeuvre, sometimes to vanishing point. Early notification helps, but is not a guarantee of success, because the programme must have priority over private events. We are conscious, on the other hand, that advice to get married on a Tuesday may not be helpful either. So let us know your requirements in good time, and we will do our best to satisfy them.

Mud

Mud often seems to feature in this column. This winter there will be more of it. The southern forecourt area, which was given emergency treatment in the Spring of 1995 to stabilize it, has responded well - which is to say that it no longer leaks. But the NRA sea defences to the north and south of the Club's waterfront are still letting a lot of sea into the NFDC-owned subsoil they protect. At times of very high water (and the first came early this Autumn, with the gale, low pressure and Spring tide of 7th September) the untreated part of the forecourt rapidly becomes flooded by the volume of sea penetrating the NRA defences and flowing through the NFDC subsoil round the sides of the Club's more waterproof piled frontage, into the fill under our forecourt. It then erupts on to the surface north of the treated area - from which it can only be pumped slowly, and uselessly, back uphill into the rising sea. On 7th September, the level of the water on the surface gave us a measure of the consequent sinkage around the crane - about 4 inches in the last two years. (No, I don't know how many metric units that is, nor do I intend to find out). So as soon as the sailing season is over, we shall have to dig up this area to find out exactly what is happening and do what is needed to stop it. More mud is inevitable; we will keep the pain to a minimum, but it will still, I am afraid, be pain. The nature and extent of the remedial work will depend on what is discovered; watch the notice boards for further information.

Jonathan Hutchinson Secretary

Preparation for the Fastnet

Having spent the last five years racing the renowned J24 with a bunch of lager drinking loud young sailors I decided that it was time to find out about 'real' yacht racing. I bought *Impulse 2*, an X Yachts 3/4 tonner, specifically to qualify and take part in the 1995 Fastnet race.

The campaign started in April this year with a team of eight ex-J24 sailors, none of whom had endured many offshore races before. Unfortunately one of the first races was the Morgan Cup to Alderney, which blew a strong headwind and rained all night. This reduced our team to just six, as two decided to fly home and sail an Etchells!

After the first couple of offshore races it became apparent how much planning and preparation was required before each race. The amount of food needed was also surprising.

With the qualification programme complete and Cowes Week over we started what was to

be a very slow and tactical Fastnet race. The crew were Chris Proudlove, Charles Roberts, Peter Draycott, Malcolm Mitchell and Malcolm Glaister, four of whom learned to sail at Lymington and are Members of the RLymYC.

A good start and the first leg put us in front of Class 3, but by nightfall the wind had died away and we were forced to kedge off Portland Bill. After a couple more uneventful days we rounded the Rock first in Class 3 on corrected time, only to find that the wind was hard on the nose all the way to the Bishop Rock. On reaching the Bishop some two days later the wind shifted to NE - another headwind.

We finally finished at 0200 on Friday 11th, seventh in Class 3 and seventeenth overall, having come to the conclusion there is a lot to be said for a short race round the cans and a hot shower. It's a Melges 24 for me next year!

Ray Mitchell

FOOT TROPHY

Congratulations to the Royal Lymington team of David Ansell, William Gatehouse, Jo Burchell and Rory Paton for coming joint third in this Firefly team racing event run by Castaways at Wembley

Pottership

Edited by Mariyn Holmes
Designed by Andrew Salanson
Cartoons by John Ryley

Pottership ©
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Bath Road, Lymington
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Produced by Avalon Design+Print Tel: 01425 271333

What is a Trustee? and what do they do?

This is a question asked me by my friend, the editor, on a number of occasions, so I thought it time to answer to the best of my ability.

According to Webster's dictionary a Trustee is 'a person to whom another's property or the management of another's property is entrusted'. One's mind could run wild just thinking about it.

Although we all know what a club is when we see one, the word 'club' is actually an abstract noun - that is, it has no existence separate from the collective body of its members. The Trustees are simply the embodiment of the otherwise abstract club for legal or any other purposes which require that an identifiable human being must be available to answer for them in, for example, a court. The Trustees are elected by the Members, but they have no powers to act on the Club's behalf unless the General Committee, acting on behalf of the Members, so instructs them. However, it does not preclude them from informing members of any imminent crisis which, in their collective opinion, may arise and can be averted.

Some examples of what this amounts to are

seen in our Club's freehold, which is registered in the joint names of the Trustees, and the various investments owned by the Club which are similarly registered. If anybody wants to take legal action against the Club it would be the Trustees who would have to appear on the Club's behalf - but in doing so they are indemnified by the Members collectively under Rule 5a against any personal loss.

Why three Trustees? Well, if there were only one and he disappeared, that would be unfortunate; so there must be two at least. But if there were two and one disappeared Hence, three is a prudent minimum to ensure that the Club always has a legal embodiment.

You may ask - what sort of person is a Trustee? I think that it is obvious that he or she should have an in depth knowledge of the Club management. As the word Trustee implies, he or she should be trustworthy and responsible.

It is also still my opinion that he or she should always remember that it is a club, which people join to enjoy, and not a conglomerate.

Peter Wilson
Trustee



Piping Jean

Jean Wade, bar maid par excellence for more than twenty-five years, left the Club this summer to live in Canada with her son. Such a parting could not go unmarked so John (McPhee, chief steward) arranged a small party, complete with Piper, to see her off.

We wish her all happiness in her retirement.



St Vaast in August

The turn-out for this year's annual Club Meet at St Vaast with the Cercle Nautique de la Hougue (CNH) was rather low, only eighteen yachts planning to take part and three finally remaining in Lymington on a poor forecast. However, the ambience at the Meet, the abundance of on-board drinking invitations for all present and the warm welcome and hospitality of our friends in CNH made this probably one of the most successful cruising Meets ever. The Meet was due to take place from Saturday 12th to Monday 14th August. As several of us arrived earlier in the week it was possible to ensure that most of our boats were moored together on D pontoon, which contributed to creating a Club family harmony. On Saturday evening our group of 43 Members and crews joined 25 of our French hosts for what turned out to be a superb dinner in the Hotel Moderne in Barfleur. An entertaining evening of exercising one's linguistic abilities while consuming delicious panache de poisson creme stragon excessively lubricated with Normandy white wines and followed by local cheeses made tastier with Gamey Rouge! Altogether an unforgettable experience.

On Sunday morning our yachts, dressed overall, set a colourful and festive tone for the important annual dinghy race between CNH and RLymYC. This time CNH had decided to sail the regatta simultaneously with their junior members' race on the open sea outside St Vaast harbour. Their new 14 ft, 3-crew club dinghies were used. The RLymYC team of Linda Barr, David Desborough and Linda Cargill made a commendable and gallant effort, but with their lack of experience in a new boat and on foreign waters they had to concede superiority to the CNH competitors. The regatta was followed by receiving the CNH members for drinks on board our boats and later in the afternoon by the prize-giving ceremony and the Vin d'Honneur at the Clubhouse. Monday lunch time we got together at the summer residence of Jean-Pierre and Christine Huissant, who had made their house and garden available for the CNH members to organise and prepare a most excellent barbecue. The food was out of this world, the weather warm and beautiful and the location magnificent. We shall have a major challenge to match that hospitality during the CNH visit to Lymington in August next year.

Ed Vogelzang



For children aged five to eleven, the Club Children's party on December 28th will be exciting, exhilarating, energetic - and no doubt noisy as well.

Come and see the famous Father Christmas, sit on his knee, be tickled by his beard.

And win a special prize for a painting competition. Take your painting on the subject 'Sailing at Christmas' along to the party. The winners, in two age groups (five to seven and eight to eleven) will receive their prizes from Father Christmas himself.

Full instructions to enter the competition will be available from the office when you buy your tickets - £5 each, to include a present, tea (hamburgers), disco, games and an entertainer

Adult helpers are always welcome - please!

REGALIA

The Club has a number of products which could provide a useful last-minute Christmas present - or even a more thoughtful one.

Most items are readily available from the office. Take your choice from

Two patterns of tie, cravat, cap, collar and blazer badges, buttons, brooch, sweatshirts, wool sweaters, XOD sweatshirts and hats.

Does your burgee need replacing? Should you have a clean ensign to wear in harbour, or a Membership flag to wear on other people's boats? Or even an extra Members' list to keep on the boat.

And of course there is the Club Christmas card, and Club chocolates.

CLEARING OUT

If anyone has any outgrown or otherwise unwanted buoyancy aids, the Wednesday sailing brigade would be most grateful for them. Adult sizes are wanted as well as smaller ones.

Contact: the office





Royal Lymington Cup

Well, another successful Royal Lymington Cup, but again more tricks to learn. This year must be counted as the year of the television. In past years we have managed two or three cameras and that has been considered good coverage - all compliments to film makers for producing such good films from rather limited resources.

Now, this year, the action had something like seven cameras on the water plus a gyro stabilised camera and a helicopter. As you can imagine this all took some co-ordination.

First of all you have to make sure you have seaworthy cameramen to go in the hatchways on the boats, and ones who don't complain too much if they get an elbow in the lens. The following cameras require careful and knowledgeable drivers to make sure that (unlike one of the umpires this year) they don't get T-boned by one of the competitors. Finally the long shot cameras up and down the side of the course were on much bigger boats which provided a stable platform.

One of the worries of these cameras is that spectator boats and support boats from the actual event don't intrude into the shots in such a way as to mask the action - this does take some policing.

The helicopter was flying out of the Lymington Sea Scout field at the back of Lymington Yacht Haven and from call-up needed fifteen minutes to be over the race track in the Solent. This was an additional pressure on the chief race officer who not only had to make his decision to start a race when suddenly the wind settled, but also anticipate this by calling up the helicopter. This year for much of the time the wind was from the North, which is always very shifty. Then the start had to be co-ordinated so that the camera was over the top as the boats started their 'jousting'. If you have seen the programmes which went out on Channel 4 in August, you will appreciate that the aerial shots are certainly a great addition when explaining and showing the sport off to its best. The wake from the boats is an indication from where they have come, and often the shots were spectacular with the sun

glinting on the water and the white of the sails as they creamed downwind shown in high relief.

The Chairman was casting anxious eyes on the helicopter at times as the flight crew became engrossed in the racing and the helicopter slowly sank down on top of the boats to get closer and closer shots, and one could suddenly see perhaps that the helicopter's downwind blast might be affecting the boats. Panic call to the helicopter support boat sent it shooting up in the air again.

One of the tricky things about filming racing is that although boats turn and manoeuvre and go in random directions, the film has to make sense once it has been edited to ensure that the viewer has a sense of the race track, the direction of the wind and the overall direction of the race taking place.

In fact the week passed very smoothly with good shots in the can and the luck going with us in that the odd collision occurred right in front of the cameraman.

The Royal Lymington Cup Committee does feel that making the sport more understandable and attracting other people to take part in our passion is very much enhanced by effective television coverage. We are certainly looking forward to next year.

Nick Ryley Chairman
Royal Lymington Cup Committee



Not dryin' me wings Cynthia!just testing me Brut by Fabergé

A think tank

The Planning Sub-Committee, formed in 1993, is not generally well known; it has an important function and a responsibility to look at longer term developments and possible strategy. It is a 'Think Tank' which recently has considered such diverse topics as the development of the forecourt and stairs to the roof terrace, the ABP Application for control of the Western Solent and Needles Channel, and the extensions to the pontoon and management of the dinghy parks. In other words it has a brief to examine anything which might have relevance to the Club and our Member's activities. It is chaired by the Vice Commodore and to allow for continuity is attended by one Member from each year of service on the General Committee, the current Members being Geoff Holmes, Howard MacKenzie Wilson, Ed Vogelzang and Christopher Buckley.

Our 75th and the millenium

At our next meeting we shall review various options for the celebration of the Club's 75th anniversary in 1997. We have

Looking ahead

had some good suggestions, and would like to involve as many Members and their boats as possible. The next century and the Millennium follow two years later and we shall produce a paper for discussion by the General Committee on possible functions and activities and the involvement of the Club in local events.

The future development of the whole Bath Road area has also been discussed. We maintain a careful watch and would hope to be involved if any development in the area becomes possible.

Your input is required

Recently we discussed the perceived strengths and weaknesses of the whole Club, and we would welcome input from Members who have feelings, strong or otherwise, about subjects that we should be addressing. I can always be contacted through the Club office, and would be pleased to receive your suggestions.

Michael White Vice Commodore

The RLYMC burgee at the America's Cup, on the boat of the chief umpire and chairman of the international jury - Club Member John Doerr. This well travelled burgee also went round the World with ENZA and David Alan Williams.

