



# Pottership

The Newspaper of the Royal Lyngby Yacht Club

Number 14 Spring 1996

## 2.4 METRE YACHTS

For the second year running the Club has enjoyed the use of RYA Sailability's 2.4 metre yachts for Club Members to sail and race over the Christmas period. Sadly this looks like being the last year we shall be able to borrow them as the RYA has put the three boats up for sale.

The weather was not too kind, with longish periods of rain, snow and strong winds. Despite this however the boats were able to sail on eight of the days available, raising £170 for RYA Sailability. This new RYA initiative, launched last September by the Princess Royal, stems from a merger of the RYA's Seamanship

Foundation and Sailability, aiming to promote the integration of enthusiasts with disabilities into the mainstream of sailing. Many thanks to all who donated.

On 27th December Junior Members were able to sail in the 2.4s for the Peter Andrae Trophy and compete for the very generous cash prizes on offer. This is thanks to the foresight and generosity of Peter Andrae, who invested a good sum of money in an investment trust with the specific request that the annual interest should go to those taking part. Entries for this event are restricted to Juniors who are Club Members.

As has become customary, the twenty-four entries were split into three age groups (under 14½, 14½ to 16½ and over 16½ years old). The grand final was staged between the winners of each group for the Peter Andrae Trophy, a silver model of the earlier clinker Lyngby Scow. This trophy was originally the Kelly Ship Trophy, presented by Major Upton Kelly in 1937 and reallocated in 1983. This year for the first time in memory, to the delight of the youngest age group, their champion won.

Going upwards in age, the three winners and their final overall positions were



Close racing in the Club regatta in more wind. Photo: Stuart Jardine

- 1st: Rob Watson, Peter Andrae Trophy  
2nd: Nicholas Rogers  
3rd: William Turnage

The Club's records for the winners of this Trophy since its reallocation in 1987 are not complete. If anyone can throw any light on who won in 1986, 1987, 1989 or 1990, please let Liz in the Office know.

On Sunday 31st December a Club regatta was held. Fifteen competitors turned up for some very close racing. The best overall was Ray Mitchell, with three firsts and a second, followed closely by Stuart Watson and Stuart Jardine with two firsts each.

Stuart Jardine



Photo: Caroline Watson

## BT Global Challenge

Club Member Alex Sizer has been accepted to go on the BT Global Challenge, and has been frantically training and fund raising. Now she knows the boat....

The London Boat Show was the setting for the race team announcements. Until now the crew volunteers have not known who they would be sailing with or which boat they would be on. Saturday January 6th was probably the most nervous day I have had yet on the BT Global Challenge. The announcements were quick, just time to find your name and the skipper's name. Group 4, with Mike Golding as skipper, is the yacht I shall be sailing on, so look out for us.

Alex Sizer

Mike Thoyte logged 10,170 nautical miles during 1995 in his Rustler 36 *Kinsa*. Part of the voyage, from Falmouth to the Windward Islands, was well documented by Mike and may be read in the Chart Room, where it will remain for any Member to study. It is in the box file appropriately labelled 'Member's logs of special interest'. The passage starts on 9th October from Falmouth with a passage plan direct to Madeira. The weather forecasts were encouraging but the actual wind direction was on the nose. Mike found shelter at Bayona, Spain, sailing on for Madeira on October 19th, but once again foul weather struck, resulting in a damaged mainsail and a slow passage to Porto Santo. The next island was Lanzarote, where Mike helpfully gives some very useful information on local services available at Porto Naos, then on to Mogan, Gran Canaria, where a sailmaker was found to effect the mainsail repair. The final passage direct to Bequia in the Grenadines began on December 2nd. For some days the possibility of spending Christmas at Bequia was a reality but hope was dashed when the winds failed. Mike's Christmas dinner comprised the last of the orange juice, a Mars bar, and the final Fray Bentos steak and kidney pudding. He finally reached Bequia on December 27th and as the anchor went down was welcomed by Pam Reynell, a former crew member of *Kinsa*.

## 10,000 MILES IN 1995

Ed Vogelzang Captain of Cruising



Another year, another Royal Lymington Cup. In fact this year it will be the Brut Royal Lymington Cup supported by Vauxhall; last year we were the Vauxhall Royal Lymington Cup supported by Brut. We are very lucky to have this continuity of support to enable us to plan early and so to run the event in the style which RLymYC Members expect. A very important facet of the Cup is always the number of boats we are able to use. This year we find ourselves to be very fortunate in that the event coincides with the RYA acquiring a complete new fleet of Beneteau First Class 8s. We used them last year. They proved to be very effective and this year we shall have all the benefits of a pristine fleet - it does make our life easier.

We have changed the format of the event slightly for 1996. We seemed to be forever banging our heads against a time problem, being perpetually worried that a day of no wind would prevent us completing the event. So, this year, the event will start with a practice day on the Monday, but the finals will be completed on the Saturday rather than the Friday. The final supper of the Regatta will be on the Friday night. Prize giving will be

## Brut Royal Lymington Cup 1996

immediately after the finals on the Saturday, signalling the end of the event. This is beneficial for crews as they can return home, and it is not unwelcome to the organisers who can then collapse in a heap over the weekend!

There will be sixteen skippers this year and we will run two round robins of eight skippers to give us the entries through to the quarter finals. The event will then run in the classic quarter finals, semi-finals and finals system.

We hope we shall have some female crews. We have amended our entry rules to allow

boats to be crewed by four or five people but, the big but, the collective weight of the crew is stipulated. It will be very difficult for male crews to sail with more than four, but taking the average weight of the females, they may well come with a five person crew. This will enable them to be much more competitive because their combined weight will be approaching or equal to that of the male crews. It will be interesting to see how this works, and if a female crew wins how many cries of 'foul' there will be!

Last year the event was moved to June because of the America's Cup, but we are now back in our favoured slot of mid May, when we normally expect to get reasonable winds and also reasonable weather.

Personally this will be my twentieth year as crew, committee member or Chairman, and there are Regatta members such as Elsa Green who have more than this. In fact it looks like around 150 Regattas under the committee's collective belt. But still in January the pulse quickens and we look forward to running, we hope, another exemplary event.

Nick Ryley

Chairman, Royal Lymington Cup Committee

## Uncharted navigational hazards



Solent and other coastal hazards are well illustrated and documented by Peter Bruce in his various publications. There are however other hazards which we all see from time to time floating on or just below the surface. Reports have been made about baulks of timber, large sheets of plastics material, containers which have been washed over the side and discarded refrigerators.

On a return passage in mid October from Newport loW to Lymington we could not fail to see an object, semi submerged, over the Solent Banks area. On closer inspection it revealed itself to be a distressed refrigerator.

The intact double metal skin gave it buoyancy; the door was missing, as was the motor compressor. Four sharp corners presented themselves a few inches above the water line. It was on the ebb and this hazard would be going through the Hurst Narrows by sunset and the Needles Channel by nightfall. Our first thoughts were to get it on board, but when we tested the weight it was decided to take it in tow. The question was how: there were no convenient hooks to attach a line but someone had punched a hole through the back of the cabinet large enough to pass a line through. The skipper called for a volunteer. Roly Stafford cleared his throat; the next moment he was being helped over the transom and down the boarding ladder with his sleeve rolled up to his shoulder. With one swift movement he executed a single handed bowline under 18 inches of water, which captured the cabinet. The crew, who had wine and dined an hour or two before, were very impressed - that is until we engaged engine and tried to make way.

The result was that our forward speed was reduced to two knots, the cabinet acting like a drogue pulling the boat off track. A grumbling noise along the prop shaft prompted us to send Roly over the back again to secure another line in an effort to bring the weight in line with the hull. Now we were doing three knots and feeling pleased with ourselves. On hauling it out on the Club pontoon we found it to weigh over 70 lb.

Behind this light-hearted true story there lies a serious question as to what yachtsmen should do when we see a hazard of this nature, or when a more dangerous object, which could cause considerable damage to small ships, is sighted.

Do we have a moral responsibility to:

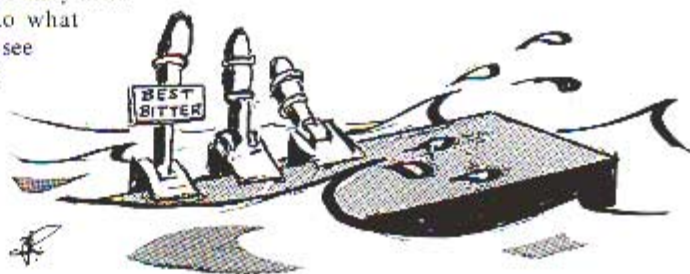
- If practical, remove the item
- If too heavy for the vessel call the Coastguard and give an exact Decca or GPS position
- If outside VHF range, e.g. mid channel, ask for the call to be relayed to the Coastguard
- If the object is nearer to the French coast than the UK do we call the French Centres Régionaux Opérationnels de Surveillance et de Sauvetage (CROSS)?

When a vessel is unable to 'make way' in a shipping lane a VHF Sécurité is given. Should we expect this system to operate in the case of a rogue container? The amount of risk depends on the size and weight of the hazard relative to the size of the vessel, so do all yachtsmen have a moral responsibility to report anything which in their opinion constitutes a danger to small ships, such being the most likely to suffer damage?

Is it possible that floating hazards could be included in the Sécurité reports issued to 'all stations' via coastal radio stations? Would yachtsmen use the information and plot the track of the hazard if given the position of an object and a time?

John Woollett has kindly taken this matter up with Robin Sjöberg, RYA Cruising Secretary, and the subject will be raised at the RYA seminar on March 20th at the RLymYC. Your experiences and input will be greatly appreciated on that evening.

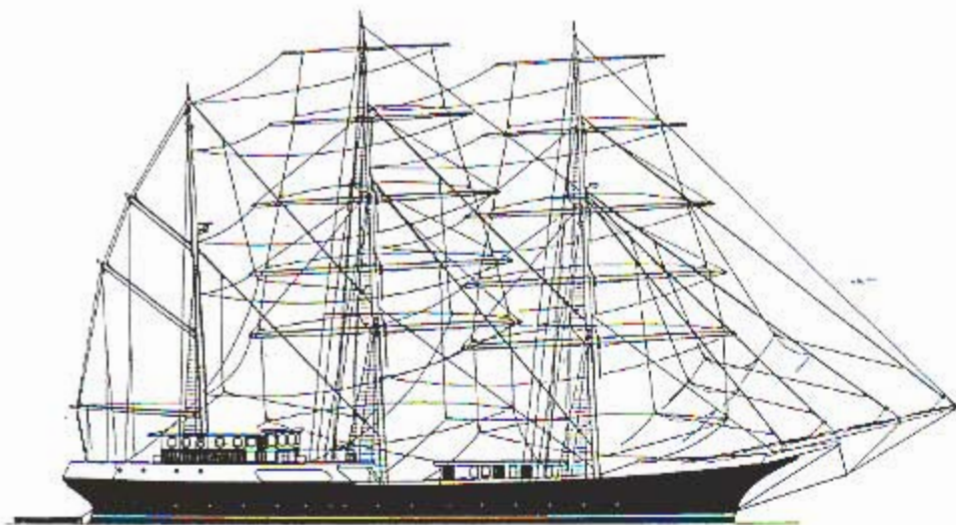
Hadyn Meredith





# Jubilee Sailing Trust commissions new ship

Howard MacKenzie Wilson  
to build the Jubilee Sailing Trust's new wooden barque



The *Lord Nelson*, the Jubilee Sailing Trust's fifty metre steel barque designed by Club member Colin Mudie, is a familiar sight in The Solent. Working together with RYA Sailability, the Trust promotes better understanding between able bodied and disabled people by putting them at sea together in the working environment of a square rigger. More than 12,000 people aged 16 to over 70 have sailed in the *Lord Nelson* since she was launched and she has, quite literally, transformed for the better the quality of many people's lives.

Now another Club member, Howard MacKenzie Wilson, has been appointed Shipbuilding Director by the Jubilee Sailing Trust, tasked with building a 65 m LOA wooden barque designed by Tom Castro to complement the *Lord Nelson*. It will incorporate the lessons learned from ten years of operating the latter around the coasts of the UK and the Canaries.

More significantly, Howard explains, so great has been the success of the Trust's philosophy of integrating the able bodied and disabled at sea that it has been decided to bring the theme ashore and build the ship with a similar team of mixed ability volunteers. This is why wood and the strip plank West System epoxy construction technique have been chosen - on a ship this size they do not require the same high levels of skill as do more traditional methods.

Howard says that for him, as a naval architect who has enjoyed the study of the development of sailing ship design since he first saw the *Pamir*, *Discovery* and *Cutty Sark* in the London River when he was a small boy, the professional challenge of constructing one of the biggest wooden sailing ships to be built in the UK this Century is an unattainable dream suddenly come true.

The new ship is to be built on our doorstep in Southampton, so any Members interested in helping with this worthwhile project should contact Howard or Rear Commodore House, Mary Follett, who is the secretary of the newly formed Lymington Branch of the Jubilee Sailing Trust.

## A polite year ahead

When contemplating the future it is important to keep things in perspective. The Earth was formed some 4500 million years ago and is likely to be incinerated about 5000 million years hence. Having, roughly speaking, reached the mid-point of this inexorable process the expectation must be that we can look forward without undue concern to the new season.

However, each year some of us find it necessary to undergo certain preliminary rituals involving desperate contortions within the confines of vessels seemingly designed by two people: one who produces exquisitely sleek external lines of staggering beauty and another who is clearly overtaken by an insane urge to drive us to an asylum or into the brawny arms of a physiotherapist by producing boats with interiors of minuscule proportions and of fiendish complexity. Often this results in accidental damage being inflicted either to the boat or to ourselves, due solely to the internal features having been designed apparently by a madman. Coping with these annual devotions produces disgruntled sailors.

## COMMODORE'S COLUMN

Regrettably some Members in preparing their boats for the forthcoming season suffer such distress each Spring that the pain lingers into the Autumn. Then memories of the cost and discomfort inflicted by crazily designed boat interiors are rekindled by the receipt of the annual requirement to pay the Club subscription. Disgruntlement returns, sometimes in a more virulent form - and to whom can this better be displayed than to the Office staff. A very few Members display the symptoms all year round.

But what is sometimes overlooked is the fact that the Office staff also own boats of their own or, if not, are even worse afflicted by offering to assist someone who does (after all, there can be nothing more hurtful than experiencing the sufferings described when the beastly thing isn't even your own) and consequently they also complain just as we do of the same demented designer syndrome.

So, we must all try to be kind, mustn't we!

Desmond Dewhurst Commodore

## WAITING FOR THE TIDE

Dinghy dictionary	N	W	A	O	P	M	A	S	T	H	E	A	D	R	V
Do you know the	T	S	C	D	S	B	R	Z	I	G	F	D	E	X	H
many parts of a	R	M	H	C	E	J	K	T	L	B	R	D	Y	B	A
sailing dinghy?	A	B	I	R	L	C	F	C	L	W	D	F	F	U	L
In the box below	N	C	N	K	O	B	K	X	E	U	E	O	H	J	Y
are 21 of these	S	B	E	L	H	U	L	L	R	N	V	R	C	L	A
parts - can you	O	O	W	A	D	F	D	E	S	L	E	E	C	H	R
spot them?	M	O	T	I	V	G	H	L	J	S	C	S	D	M	D
They can be read	R	M	A	I	N	S	A	I	L	L	Q	T	O	Q	V
backwards,	Y	B	C	L	D	C	B	R	E	W	S	A	V	O	D
forwards, upwards,	M	L	V	W	A	T	H	W	A	R	T	Y	R	U	G
downwards or	D	R	A	O	B	E	R	T	N	E	C	F	J	H	K
diagonally.															

Answers on page 4



Drawing by Stuart Beck





## House Partying

*My first year has been busy and I can't believe it is already over. Only two more to go!*

Our 'Sound of the Sixties' laying up party went well, the band being particularly successful. We are hoping to have them back for the next New Year's Eve party.

As usual, the Christmas dinner was fully booked the day booking opened, although on the day there was actually no-one on the waiting list. However, we are looking at

different arrangements for this event. One idea is to have two dinners - a Turkey Christmas Dinner and a Goose Christmas Dinner on different days but fairly close together. Reactions to this idea would be welcome.

The Theme suppers have been popular, some more than others, and we will be thinking whether to have so many next year, or whether to have some different ones. All these ideas are under constant review.

At the time of writing we await the Viennese Evening (fully booked soon after booking was opened), the Nautical Quiz and the Murder Evening.

Now it will soon be the sailing season again and we like to be on hand ashore to help with arrangements there. We are always looking for volunteers to help on occasions like the Summer Regatta and the Junior Regatta in August. Please let me know if you would be willing to help at the barbecue in the evenings of the Summer Regatta or with serving snacks on the forecourt for the Junior Regatta.

In the dining room the new tables are well in use and the table mats were popular as Christmas presents: by next winter we hope to have smart new crockery. But there are still lots of things we want to do and it is a job deciding which should come first. Rest assured - there aren't many days on which there isn't at least one House Committee Member working hard on Members' behalf.

Mary Follett  
Rear Commodore House

## CRUISING PLACES

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

**Douarnenez:** the Maritime Museum sadly closed in the Autumn of 1995.

The L'Aberildut harbour master is helpful and friendly and, though he is not a good judge of boat length, he can be relied on to place you alongside another RLymYC boat if possible.



Seals have been reported near the Anchor Stone in Dittisham, Malpas in the Fal and off the Scillies.

The Walton backwaters are every bit as good as Arthur Ransome and Maurice Griffiths say they are, even taking into account the ordeal by miserable shower and marina endured en route in Brighton and Ramsgate. Dover should be grateful, says our correspondent, that Shoreham is even worse. Allegedly.

Gratitude has been expressed for cider, cream teas and distance from London in respect of Salcombe and for continued absence of marinas in Fowey. Or vice versa.

Please send your observations to the editor for use in the next Pottership

Three Members of the Club, John Gaynor, Richard Webb and myself crewed a Moody 376 in the 1995 ARC Race. Our race consisted of beating for the first 15 hours and then running with the wind behind for the next 19 days. This was so far from our normal sailing experience, and I guess that of most Club Members, that I thought it might be worth highlighting two aspects.

With the wind almost directly behind, the rig we used was two boomed out genoas. This proved most effective, particularly when the wind was strong and there was a considerable following sea. The centre of effort is kept low and reduces rolling compared with a spinnaker and main. Our owner had put considerable effort into organising his goose winged rig. One genoa was the roller headsail and the other was set on a separate forestay. Both had their own topping lifts and downhauls, all led back to the cockpit. With the roller headsail one person could reduce sail by half very quickly when the trade wind squalls came through.

After many days of using this rig we learnt that the setting of the sails is just as critical here as on any other point of sail. For speed it paid to keep the wind 20 to 30 degrees on

one quarter or the other, then bear off directly down wind to pick up the waves and for a comfortable ride. There is much to be learnt between extending the sails as far as possible and allowing them to go forward with plenty

## Experience learned from ARC 95

of belly in them. This varied with wind strength and sea conditions. Achieving the optimum speed demanded constant attention. As winds became lighter towards the end there is no doubt we would have gone faster tacking downhill with main and spinnaker: however, this is much more demanding on the gear and crew. Overall we were most impressed with the twin headstay rig, but the lessons we learnt were that it must be rigged properly (temporary downhauls to the toe rail will not do) and it is

necessary to learn how to get the best out of it.

Chafe was the single biggest problem we had. On our trip we could have set the sails and left them for 19 days. For the full course we had a following sea and a crossing quarter swell. This meant several minutes of steady rolling and then a few real heaves and yaws as we were caught under the stern quarter by the combination of the two wave systems. We calculated that we rolled some half a million times in the trip. Often as we rolled or caught up with the wind as we surged down a wave, the sails rippled or slatted as the wind went out of them. Consequently sheets, halyards, topping lifts and downhauls were constantly being loosened and then jerked tight. Halyards had to be loosened or tightened daily to avoid chafe at the masthead turning block. Leads for sheets, lifts and downhauls had to be very carefully thought out or expensive damage could be done quite quickly. Sails rubbing on the pulpit or guard rails, ropes crossing each other, fittings at the end of the poles were all sources of wear which had to be checked daily. If I ever did this trip again I would put a lot of effort before the event into avoiding chafe and carry plenty of spare rope for when the inevitable happens.

Charles Kirkman

**Waiting For the Tide** - answers to the dinghy dictionary: jib, luff, clew, deck, hull, boom, leech, chine, winch, shroud, tiller, thwart, rudder, rowlock, halyard, masthead, transom, mainsail, forestay, gooseneck, centreboard.

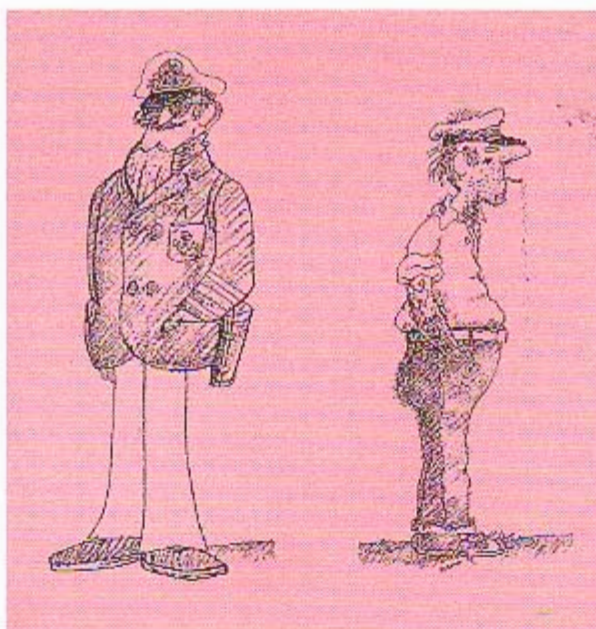


The Club has in recent times always had a relaxed attitude to dress standards for Members using the clubhouse and the bar, and it is intended that this should remain so. However fashions change and the General Committee has responded to the wishes of our Membership and issued an updated dress code. This is displayed on the main notice board and is available for inspection in the bar. For most Members this will make no difference whatsoever, but there are a few, mainly male, miscreants who have forced this change.

During the winter months when all is normally quiet and there are few instances of significant breaches of the code, the only alteration is that male Members and guests are expected to wear a jacket, shirt and tie in the dining room in the evenings. At other times of the year this may not be practical, but Members are encouraged to wear this form of dress. The River room is always available to those casually dressed.

There is no change concerning that clothing which is unacceptable in any circumstances. The wearing of hats (ladies' fashion wear excepted), oilskins, waxed jackets, overcoats and items of outdoor clothing is prohibited at all times on the first floor of the clubhouse, with the exception of the River room where sailing apparel is

## Dressing up Dressing down



allowed when events such as the Easter Regatta are taking place. It would be appreciated if overcoats and jackets could be left on the lockable hangers in the cloakroom areas on the ground floor, and not hung over

the backs of chairs in the dining areas.

During the glorious summer of 1995 a large number of the male Members retrieved their shorts from their cupboards, and these became normal dress while the heat wave continued.

To allow for this fashion and Members' views on the matter, the General Committee extended the time when wearing shorts was permitted in the bar and dining areas to 7 pm, and this has now been further extended until 8 pm. They may also be worn after this time on evenings when Club sailing events, such as Monday dinghy racing, Thursday Club racing and the Club Regatta, are taking place. It is not proposed to make any further amendments to this Regulation.

For Member's information, the visitor from the New York Yacht Club who last year attended a function in the Club dressed in reefer jacket, Bermuda shorts, knee length socks and hard shoes, was in my opinion acceptably dressed. With this exception, it would be appreciated if gentlemen would remember to change into long trousers at the appropriate time!

### Mobile telephones

One last whinge! Would Members and their guests please remember to switch off before entering the Clubhouse, or leave their mobile telephones outside.

Michael White  
Vice Commodore

## The Chart Room

*Members about to start their cruise planning for 1996, particularly new Members, may be interested to learn about the numerous navigational references available in the Chart Room.*

There are sufficient charts, almanacs and pilot books to plan an English Channel or round Britain cruise, venture across the North Sea to Norway or along the European coast to Spain and beyond.

**References** There is a current Macmillan's almanac with supplements as published. Admiralty Notices to Mariners, Small Craft Edition, as published.

Admiralty charts for 'home waters' and for the coasts of Norway, Denmark, Holland, Belgium, north and west France, northern Spain, Portugal, and south and south-west

Spain including Gibraltar. Charts for many Mediterranean ports are also available. For chart location and usage see Chart Selection, below.

**Pilot books** for the areas covered by the charts are grouped on two shelves. Always check the date of publication and cross check lights, marks, sounds etc with the current almanac. Basic navigational instruments are available in the top drawer to assist in working up a passage.

**Additional local information** can be found in the box files on the shelf over the working top. This valuable information has been compiled by Members and includes safe anchorages, good restaurants, shops and marinas.

**Cruising update** - Members are invited to record any fresh information, navigational or otherwise, that would be of interest when cruising in Normandy, Brittany or the south west coast of England.

**Problem book** - enter details of any problems regarding cruising matters. Such items will be brought to the attention of the Cruising Sub Committee for discussion.

**Intended cruise book** - this information enables Members to know where other Members are likely to be during their cruises. Chart exchange scheme - Should you have charts that you may not want to use again, with offers to exchange, lend or sell.

**Help yourself rack** contains numerous leaflets relating to cruising including Customs forms, boat security, reciprocal clubs, safety at sea etc.

**Book exchange** - there are about a hundred paper backed novels available for loan or exchange; please help yourself.

**Notice boards** - various news items from official bodies (RYA, Customs, harbour authorities, Coastguards, local police) are prominently displayed, as are signing-on lists for the various cruising Meets. Sailing for the Disabled, Needless Relief etc. The Cruising Committee hopes that the Chart Room will be widely used this season, and would welcome any suggestions to improve its usefulness to Members. Good Sailing!

Hadyn Meredith



### Extended Crews Wanted

Although there are books in the chart room in which to put your name if you want crew or want to crew, people have very little success in recruiting companions for that extended cruise.





Photo: Jo Mooring Aldridge

# X Class

completed his arduous three year stint as Division captain and handed over to Captain Andrew Tyrrell, who had been vice captain. This rôle has now been assumed by Dr David Markby who, and you may not believe this, has been actively sailing in the X class since 1955. It is hard to think of anyone who has done it for longer, other than John Kiszely in Yarmouth.

We owe a debt of gratitude to Derf who, with the help of two or three of his technical committees, fought hard and long to oppose the building of five new boats which incorporated deviations from the line drawings. The effect of these deviations was, among other things, to increase the waterline length. The problems have been largely overcome now but it cannot have been an easy time for Derf and others.

For many years the firm of Clare Lallow at Cowes has been famous for the excellence of their craftsmanship in building many types of wooden yachts, not least X boats. The yard has now been sold and so the future is uncertain. The first Lallow X boat was X 140 *Laurezia*, built in 1962. Since then they have built twenty-six, culminating with Joan Braithwaite's *Condor* (X181) in 1985. They are part of X class history.

It is with sadness that we record the death of Wing Commander Bill Craddock who died this January. Bill and his wife Nancy joined the Lymington Division in 1972 and they sailed X 55 *Falconet* for ten years. Bill then took to crewing with Sir Arthur McDonald in *Mollyhawk*. In 1991 Bill suffered a severe

stroke and he was confined to a wheelchair for the rest of his life. His widow Nancy has been a regular race officer and we sincerely hope she will continue to attend our functions.

Another casualty has been Phil Husband who also died this month. A keen and competitive X boat sailor, he had his boat *Misty* X 163 built for him by Lallow in 1971. He lived in Lymington but retired from being managing director of Husband's Shipyard at Marchwood in 1981. In 1984 his wife Judy died, and in 1990 he decided to persuade John Perry, a very skilled boat builder at Southsea, to build him the ultimate X boat, which became *Judy* X 191. Phil enormously enjoyed overseeing the building and he paid meticulous attention to every detail including the mouse carved on the tiller. He passed on his old boat to Martin Humby who now campaigns her, but unfortunately Phil's health broke down and he never raced *Judy*. His younger brother Tommy, who took over the shipyard, has inherited *Judy*. Tommy has been a Club Member since 1972 and a keen competitor in the Folkboat class with his *Tomie*, so we hope he will not feel he has downgraded by entering the X class. We think not, and wish him good luck.

For many years the Harbour Commissioners have charged X boats mooring fees in the '20 to under 25 feet' bracket. Everybody knows that an X boat is in fact 20 feet 8.375 inches overall. This puts us well within the Harbour Master's new bracket of 6.5 metres. We therefore pay some £40 less for our moorings!

You may have used up the £40 if you attended the X class annual dinner - money well spent!

Nick Dover

## A NASTY SURPRISE IN THE BAY OF BISCA

It was in May last year that Ian Williamson and I, helped by Richard Webb of X boat fame, set out to take our Oyster Heritage *Hazuki* down to Corruna. We had decided to make one leg, leaving Ushant to port and keeping well outside the shipping channels. Being early in the year we were concerned about the weather and were keen to keep away from all hazards and get off the Continental Shelf as quickly as possible. On the day of departure the weather was beautiful. So beautiful in fact that we had to motor all the way to Falmouth. Having used more fuel than expected we felt that it would be sensible to call in there and refuel.

Next morning we left Falmouth and with a gradually increasing wind set off into the Western approaches. As the day wore on fog began to appear and it was not long before we found ourselves in less than 100 m visibility. We were not too concerned as we were north of the shipping channels and the radar was working well. All that night and the following day we made good progress with a SW 3 to 4, but still no visibility. On the 1355 hours forecast we got the gale warning - Biscay Westerly gale 8; we hardened up a little to get more westing and snuggled down in preparation. I passed the watch on to Richard, made a final check to see there were no nearby points on the radar and was climbing into my bunk. Suddenly I heard Richard saying 'Charles, Charles, come on deck. I think we have a problem'. There was some urgency in his voice so I moved fast.

When Richard took over the watch the visibility was coming and going, sometimes we had quarter of a mile then nothing. It was difficult to tell what the situation was. Assured by me that nothing was showing on the 6 mile scale on the radar, Richard was settling down for his two hours when, to his horror, through the fog he saw a red light at quite a high elevation, on a steady bearing and appearing to be closing fast. All the indications were that it must be a big ship and that we must be close under its bows because of the elevation of the light and the speed with which it was coming up. Even worse the next moment a bridge searchlight came on from close above. As I tumbled up the hatch in response to Richard's call, a throttled back four-engine jet came over at around 100 feet. We stood and shook, wondering what we had done to deserve being frightened rigid in this way. A second visitation from a different approach showed the silhouette of an RAF Nimrod.

We established communications on Channel 16 to discover that this was a routine patrol and they were using us as an opportune radar target to practise their procedures! What neither of us had realised was that the fog was only about 30 feet deep. They could see our tricolour clearly above fog level, but at deck level we could not see them until quite close. Apologies were passed. I suppose we should have been pleased that they could see us so well. With a final fly by and a waggle of the wings they departed. All in all a most alarming incident - the subsequent gale was quite tame in comparison.

*Hazuki* is owned by a syndicate of three and is looking for a new member for 1996. Ring 01590 672190.

Charles Kirkman



1995 was a successful year for Etchells in Lymington, with the fleet growing to fifteen. The interest continues and we expect to start the new season with 16 or 17 yachts.

The 1996 season kicks off with the Spring Series starting on March 17th. This will provide a useful early tune-up for the balance of our Worlds' qualifiers - the event will be sailed on the weekends either side of Easter. Competition for places to go to the Worlds in Cowes in June will be keen. This event should provide quite a spectacle, with some of the world's best yachtsmen competing in these one design yachts.

From late April to the end of September there will be a regular Saturday points race series, and by adding some Sundays complete weekends of racing are also planned. Where dates coincide we shall be cooperating with the X class for race organisation. There will be a class start in the Berthon Sportboat Regatta on 13/14th July. The Autumn Series completes our season, giving a full programme of racing right up to the end of November.

We look forward to the Lymington Etchells fleet growing further this summer, and anyone interested should contact me through the Club.

Simon Collyer

Howard Lewis was Secretary of the Club for ten years until October 1995. He died at Christmas.

One grey autumn morning, *Kilala* was making her way up the Solent under power across a glassy sea. She was accosted by the police launch *Ashburton*. *Kilala*'s skipper readily agreed that the police could board her provided that she could continue her course as he had a tide and a pub to make. The skipper, Brian Macnamara, introduced his crew to the police officer. Crestfallen and somewhat sheepish, the officer admitted that he had thought that the bearded member of the crew was Lord Luccan. It was of course Howard, who was sporting a beard at the time. That is what I, and I am sure most of you, will remember about Howard. He brightened up our lives. It was always fun to be with him.

Commodore John Paterson well remembers the Executive Committee meeting when they interviewed the two final candidates to replace George Edwards. The first was an immaculate army major. He had all the answers and exuded confidence. The second was Howard in that old reefer jacket of his with tie awry - a completely relaxed and chatty interview. And the questions? If he didn't have the answer he

was sure that he could jump that fence when he came to it. Anyway, with a committee like that, there would not be a problem. Well, thanks to John and his committee we have had a marvellous secretary who saw us through a time of great change that put the Club right at the forefront of the yachting world. Thanks to John (and he regarded it as the best decision he ever made for the Club). I and all who knew Howard have had the most wonderful friend.

I am not going to go into a great CV of Howard's life; he would not have liked that. All who worked with or for him adored him - Judy, Judith and Sue. Yet you did hear the odd shout of 'There's no bloody work being done in this office!' More often it would be the sound of peals of laughter.

Mind you, he could be stern. Freddy Coats once, and never again (his normal crew was not on board at the time, I hasten to say) came alongside still sporting the Squadron burgee. Howard was out on the pontoon in a moment. 'I am so sorry to see that you haven't a Club burgee. Here's one for you and here is the bill.'

Why was it that his navigation was always so effortless? Hugo Walford used to take an age working out a position that Howard seemed to have just worked out in his head in a matter of moments. Mind you he did not

always get it quite so spot on. The first time that he did the Ware and Power he presented me with his navigational exercise at lunch time on Friday. Here we would motor, here we would sail and so on. Well, of course, it did not work out like that. It never does, but at least he took us safely over Ryde Sands, despite Eileen telling him that he couldn't - which is more than you can say for Peter Wilson in *Dragoon* the next year, when I thought we were going to be stuck there all night.

Think of all that energy spent on trying to service the mechanical bits of *Kinif* himself, and then all the people who had to go and sort it out for him! Pat Scarf and Robin Leuchars spent six hours in the middle of the shipping lanes, in a flat calm, eventually getting the engine to



## Memories of Howard Lewis



through a whole bottle of gin with no trouble at all.

We all have so many wonderful memories of Howard!

Doug Baverstock was telling me about

work. Mark Bathe, 'the worst goddam mechanic I ever had the good fortune to sail with', was with him on a hot day with wind and tide making it difficult to sail home, no engine, so Mark was below to supply some expertise. Howard and the third member of the crew, deep in animated conversation, were so good as to pass down what Mark thought were long cooling drinks. Success at last and a welcome return on deck to find that the three of them had got

Howard taking *Tortoise* to the platform to start a Thursday evening race. He forgot to unship the tiller and sure enough, the mooring line got underneath it. Howard was busy starting the race, so sadly he did not have time to salvage the very nice varnished tiller and rudder that he saw floating by on the tide. After the start Howard was back in *Tortoise* with the engine started and the boat cast off when he reached for the tiller. 'Somebody's taken the tiller!' He steered her home by floor board, but his tribulation was not over. Le Havre were visiting and Doug, while making a new rudder and tiller for *Tortoise*, also made a model one in a small glass case for Claude Tissier to present to Howard. I would not dream of putting into print the two words that Howard had for Doug, but the little rudder was a treasured possession. Another time at the platform, and it just goes to show that he never turned a hair when things did not work to plan, he and Eileen Elliot (Caulcutt as was) arrived just in time but, alas, had no key. Never mind, with shouted courses and the fog horn the race started on time.

Jacky Wilson reminded me of the time they put *Kinif*'s mast back in at Redon after travelling through the canal from Dinan. Lunch beckoned. 'Shall we pick up this buoy

just here?' 'No, there's that much nicer spot just the other side of the bridge.' And as they got nearer to the bridge: 'I don't like to be a back seat driver, Howard, but have you by chance forgotten that we have put the mast back up?' 'Oh shut up!'

I will never forget a wonderful Sunday lunch in the Morbihan. *Kinif*, *Boromhe* and *Gulliard* anchored off Le Bono; blowing hard with heavy rain, Pimms on board *Boromhe* and then all ashore for a marvellous noisy lunch in the little restaurant up the hill.

Noel Bond Williams remembers a dinner party he gave and a bottle of dessert wine that had no label. When he drew the cork - Yquem '59. Howard's face lit up on tasting the nectar and he said 'Yes, I will have another glass, but it had better be a small one as you will want to keep this for your next dinner party'.

Who was it who said that he was the epitome of Just William? So many wonderful memories.

Mark Lewis spoke of his father's energy, sense of fun and integrity. How right he was. Oh Howard, how good you have been to us all. Thank you so very much. You have enriched all our lives.

Sebastian Chamberlain



## THIS SUMMER.....

*Standing in a cold, biting wind under the boat frenetically stirring in an almost paste-like anti-fouling paint, it is hard to imagine that soon we could be enjoying again a warm and splendid cruising season. As we did last year!*

In essence the programme for this year's cruising events will be similar, but from now on we shall have to do without the experienced and inspiring guidance of James. And we shall miss the happy hospitality of Derry! We owe many thanks to James for the three years which he has devoted so admirably to keep the Cruising Section an enthusiastic, lively and active part of the Club.

The **SPRING MEET** will be held on April 27th and 28th on the Medina River. As from Friday 26th we shall have reserved moorings alongside the new pontoons of the Cowes Harbour Commission on the west side of the river, just above the ferry. On Saturday evening a riverbus will take us to the Parade Steps for dinner at the Royal Corinthian Yacht Club. A visit to the RNLI Inshore Lifeboat Centre is planned for Sunday morning.

The **BLESSING OF THE BOATS** ceremony will be on Monday 29th April at 1500 on the Club pontoon, this year conducted by the Revd Julian McDowall.

We have chosen St Peter Port, Guernsey as the venue for the 1996 **CROSS-CHANNEL MEET**. On Saturday 1st June we will meet for a Vin d'Honneur at Castle Cornet, hosted by the Guernsey Tourist Board. This will be followed by dinner at the Guernsey Yacht Club. For Sunday 2nd June we have again been invited to lunch by our Club Members Hugh and Diana Read and Stuart and Sue Carnegie, this time at the Read residence. Those who attended the lunch last year will remember the warm hospitality we enjoyed! On Monday there will be an opportunity to visit Herm by private ferry with lunch on the island.

On 20th and 21st July the **MID-SUMMER MEET** will be held at Buckler's Hard, rafted alongside each other between the piles. Attendance is often not as large as on the Spring Meet but, with dinner for all prepared on board under the supervision of Master Culinary Expert John Bailey, the ambience is first class.

The visit of the members of the **CERCLE NAUTIQUE DE LA HOEGUE** will be on Thursday and Friday 1st and 2nd August, with the inter-club dinghy race followed by a barbecue at the Club on the first day and a visit to the Isle of Wight on the Friday.

The **ST VAAST MEET** is from 10th to 12th August. On Saturday we shall have dinner with CNH members in the Hotel Moderne in Barfleur and on Sunday, after the second inter club dinghy race, there will be a Vin d'Honneur offered by CNH. Afterwards we shall receive

our French hosts on board our boats. The programme for the Monday has not yet been decided - watch the notices in the Chart Room.

The **AUTUMN MEET** on 21st and 22nd September will probably again be at Goathorn, with the alternative of Newtown or Beaulieu River in case of poor weather. The format of this year's **NEEDLESS RELIEF** event on December 14th is still under discussion.

**SAILING FOR THE DISABLED** events will be on Monday 20th May and 9th September. I trust we shall have at least as many yachts and shore helpers as last year and that we shall be able to give our guests a very pleasant outing.

By the end of the year we hope that the cruising fraternity can again look back on a marvellous sailing season with many happy memories to talk about - and no doubt many Members will wish to share, at next Winter's lectures, their cruising experiences.

**Ed Vogelzang Captain of Cruising**

## CRUISING



## ..... AND LAST

*In the '95 Cruising Log, Members recorded 63,672 miles in the following cruising grounds*

Cruising ground	Cruises logged
North Brittany	17
West of England	18
Channel Islands (inc St Vaast & Cherbourg)	9
South Brittany	9
Transatlantic crossings	5
Mediterranean	5
Baltic	3
Ireland	3
Eastern England	1
Normandy (exc St Vaast)	1
Scotland West Coast	1

What can one say about the summer of '95? It seems to have depended on where one went and when, which is not so unusual. *Sea Tonic's* cruise to the Western Isles must have given her the best that area has to offer - which many think is the best cruising area of all. It was not all soldier's winds though; *Sika, Rivendell, Barada, Uprou III, Sea Barton, Kilmory, Sovereigns Wake* and *Jala* reported being stuck at the wrong end of a strong E or NE beat though all seem to have enjoyed the comforts of their imprisonment. Sadly, due to a

dismasting in May, *Freedom Freya's* cruise to Devon was taken in September when the good weather had all passed. *Wandering Moon's* reported dismasting in Le Havre must count as unusual but she nevertheless enjoyed her homeward cruise from the Med through France.

*Castaway* has the first entry for the year with the first of the Transatlantic crossings and *Kipsa* has the honour of logging the longest cruise of 10,170 miles: Bequia - Lymington - Bequia. *Spring Gold II* can have been the only boat to have found Lymington cooler than where they had come from: they have completed 3 years in the Caribbean. *Emmad* noted that they were glad to have left the Med and that the weather got better as they neared Lymington.

*Degree of Latitude* found rain in Southern Ireland but enjoyed spinnaker reaches on the outward and homeward legs. *Blackjack* (just a short trip for her, really) and *Talisman* also went to Southern Ireland. The Mediterranean weather gave *Blazon* cause to note the "usual diet of sun, calm and strong wind" but was unscathed off Skiathos after a strike by lightning. Can't have done her much harm as she was seen in Cannouan at Christmas. *Triculette* enjoyed her cruise in Easterly winds off Corsica's West coast and later found Naples cooler than Lymington.

Closer to home, *Pyewacket* noted fewer British yachts in Southern Brittany though since she had to put up with fogs and electrical storms, one might understand why. *Barada* also noted no overcrowding in her passage in the area. 'Mainly fair' weather was found in the Baltic by *Valkeyrie*. *Squander's* homeward maiden cruise from the same area was sullied by a demand for a VAT invoice in Scheveningen - surely she had it with her; she hadn't had time to lose it.

What style: *Coromandel Quest* received a 21 gun salute in Portland naval base and who can say she didn't deserve it. Coincidentally, the last warship to use the base left at around the same time.

**Geoff Holmes**





# Rear Commodore's Log

*Looking ahead to  
summer, it can be  
only for the good  
that the 1996  
sailing season  
opens on  
St Patrick's Day.  
It promises to be  
another splendid  
and varied summer.*

Both photos: Jo Mooring Aldridge

We have quiet hopes that this year's Spring Series, with its special class for IMS yachts, will see another advance in the slow but steady renaissance of big boat racing in our waters. Don Wood, who with fellow Member Brian May initiated the mid-season Berthon Source big boat regatta, has extended Source's efforts to attract big boats back to our end of The Solent with a substantial subsidy to the entry fees of IMS class 1. Peter Schofield is working on his RORC connections and has already secured positive interest from many Commodore's Cup aspirants in coming to our club in May for a weekend of training races before the inshore trials begin.

Another event in mid-summer has me, at least, excited. Our Club has a long-standing and rather special relationship with one of the greatest small cruising yacht designs ever produced; the Vertue. Indeed, we have in the Club the very first Vertue, *Andrillot*, still going strong and splendidly maintained by Peter Stevenson. This year is the fiftieth anniversary of the class and it seems especially appropriate that the class association comes to us for their Golden Jubilee dinner. I for one am looking forward to quite a gathering of these lovely yachts, with *Andrillot* in pride of place alongside the pontoon. Mind you Peter will have to go some, if he is to get back from the cross Channel Meet in St Vaast the weekend

before.

On the subject of visits: the Sappers have long been coming to us for their summer dinner and last year a casual chat between commodores, ours and theirs, lamented the fact that there was no racing associated with the visit. This year that will be remedied with a planned inter-club cruiser race on the Saturday (June 8th). I recall decades ago sailing my previous Hunter 701 *Haymaker* with my Sapper brother round from the Essex rivers, where she lived, to The Solent to take part in REYC regattas: it will be twenty years later to sail my present Hunter 701 *Spellbound* in another such. I won't have so far to go to the start, and will be able at last to give back, at the end of the day, the extremely large Code Flag Echo (for Engineer) my brother produced from a source best left unspecified all those years ago. I still have it, but one develops a conscience about these things. Exactly what form the tournament will take has yet to be decided - probably a convivial race with three yachts per club nominated as team yachts. Perhaps we might take a leaf from the New York Yacht Club race manual and require the Sappers to nominate their team before the start, while we nominate ours after the finish.

The Spring series is jointly run with 'the Town'. Our own programme roars off with the Easter regatta, primarily a dinghy affair but one which involves a broad spectrum of Club involvement, from the stalwarts of the X class whom we shall again be asking to marshal the slipway, to Michael the burger king on the forecourt and the intriguing sight of tight-fitting rubberwear in the River Room.

Next up is an experiment: an open meeting for that queen of racing dinghies, the International 14. We have a couple of 14s in the dinghy park and the son of one of our more prominent cruising members, Sally Buckley, is a stalwart of the class. The 14s have asked us a couple of times to let them come to Lymington - and of course Murphy's Law dictates that when at last we have room for them, Sally's son is working in Singapore.... That same weekend (April 27) the Spring Meet tries a new venue - still the Medina but this time Cowes itself rather than the Folly.

The Brut Royal Lymington Cup will dominate May, and in that month too we have the first of our Sailing for the Disabled days.

Our Club Regatta is at the end of June, and will be enhanced by a visit from our Patron. Then in July comes another new event: the Berthon Source Sportsboat regatta (which will be separate from the quickly-following big

boat regatta). At the last count it looked as if we might have 11 of the new David Thomas-designed Hunter 707s in the club. The Sportsboat (as in sportscar - quick, fun, potentially hairy and a trifle short on creature comforts) has developed into more than another fashion, and there are now quite a few around The Solent. After a couple of seasons of tasting various designs, Solent yachtsmen seem to have gone nap on either the Melges 24 or the Hunter: this Regatta, run by the Club and sponsored by Berthon Source, should be a lot of fun. The big boat regatta, based on and managed by the Berthon with the races run by the Club, is the following weekend. Yet again I shall have to be in two places at once, for that is the weekend of the mid-Summer Meet, again to be at Beaulieu.

Notwithstanding some regatta held at Cowes, the big event in August is the XODs' Lymington Week and the season will wind down in September with, on our doorstep, Macnamara's Bowl and, in the far west (well, it's the far west if you are trying to get there in no wind on a 19 ft waterline) the Goathorn Meet. Plenty of wind coming back, though.

These are merely the highlights in a splendid season. The XODs will again provide that solid bone of strong support without which no Club such as ours can boast full health. There will again be anything up to 60-plus cruisers out every Thursday evening. There will be dinghy racing every Monday evening, while the Scows - now almost as numerous as the Xs - will not only race but also go a-foraging far afield: to Keyhaven, Yarmouth, Newtown. Simon Collyer says there could be 16 Etchells. Summer, to quote the Bard, is comin' in.

Now, anybody know a good way to soften antifouling brushes...?

Malcolm McKeag  
Rear Commodore Sailing



## Disabled sailing - able to help in May?

The afternoons of Monday May 20th and Monday September 9th are the dates for this year's Club disabled sailing events. If you've been involved before, you will know how much the day's sailing means to the people who come along and how rewarding it is for all those involved in making the day happen. If you want to get help, get in touch with Jayne Burchell, Geoff Holmes or Anne Watson. We need boats, able hands to help people on and off and people to guide our guests from their transport on to the pontoon. Tea and doughnuts on the forecourt.

## Buying? Selling? Want to Share?

In the Old Sail Loft there is a (lengthy) list of Club Members wanting to do all these things.

Not only is it a good read and a reflection of the many activities of the Club, but the list could save you the frustration and cost of advertising elsewhere.....Read the ads!

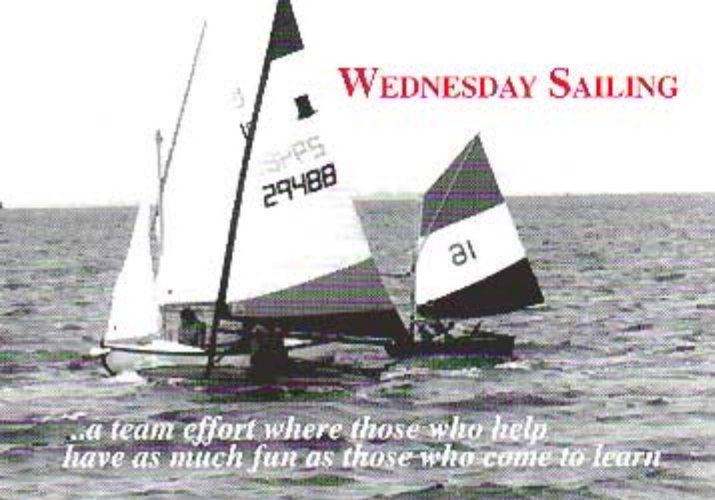
Try the Club first!

## RNLI £4000 UP

The seventh Lifeboat Ball, on Friday 29th March at the Club. This is a sociable black tie occasion, at which last year over £4000 was raised. During a champagne reception, by Allied Domecq, you can try your luck at the Tombola. Prizes are donated by a wide range of local companies and individuals, to whom many thanks. A prize draw takes place at midnight. Last year the prizes were lunch at the Savoy, Wightlink tickets, and a painting donated by Stuart Beck RSMA. Entry by ticket only; contact Mrs Karen Lewis, 01590 679387

Caroline Nesbitt Ball Committee Chairman





## WEDNESDAY SAILING

*...a team effort where those who help have as much fun as those who come to learn*

Photo: Phil Hennington

At the moment we have about sixty active helpers, but we would love to add another twenty or so to the team, so as to make it more fun all round. There are numerous 'slots', including sorting out buoyancy aids, teaching knots, catching Oppies as they come in to the pontoon, going out in Scows or Wayfarers, driving and crewing support boats and many more. We certainly could do with a few more shore based helpers, even if only for a couple of hours every now and then. All are welcome.

We are running a training course for helpers on Wednesday afternoons during March; if you may be interested, do come along and join in.

*Here are some thumb-nail sketches of why the helpers help.*

### Why Wednesdays?

I have been attending the Wednesday Sailing sessions for two years. I prefer to be a regular attendee because the continuity allows me to see the progress of the children and to get to know them. The Scows they use have built-in buoyancy and the rescue boats circle around you like gulls. If you did capsize you might get a mention in Pottership because this is so difficult to do and so rare. If you have been used to a larger boat, you soon adjust! Most people started this way. I like to be afloat, but there are plenty of land based opportunities to assist.

Martyn Hird

### Chance encounter

It all happened quite by chance. I was on the Club pontoon one day and was astonished at the feverish activity - my first taste of Wednesday Sailing! On enquiring whether any further help was required I was marshalled off for orders. There was, and is, plenty to do...

Like everything worthwhile, there is a lot of back room pre-planning. Safety is paramount and thus a course for would-be RIB drivers has been put in place. It's no good driving a tender if you don't know how to right a dinghy. Do the children have a change of

clothes? Are they warm enough? Does their buoyancy aid fit properly? Do we have a contact telephone number? No, this is not a playgroup or a child minding service! It is a serious programme to encourage children from all sorts of backgrounds so get on to the water and enjoy the benefits of our riverside environment safely and responsibly.

The early batch of contenders begins to arrive around 1.30 - these are from schools which include sailing in their Spring and Summer curricula and they come from deprived as well as privileged backgrounds. As the season progresses it is a delight to note a sense of responsibility and willingness for involvement developing amongst even the less promising. This group tends to be of older children (perhaps aged between 10 and 14) and, as they enjoy their well earned tea and doughnuts, the floodgates of the local schools are opened and a further crowd (8 to 11 year olds) arrive. These are not only children of Members - our RYA approved scheme is open to any child.

For a while - and at peak term time periods - there may be as many as 100 children around the Club at this point until the earlier group are collected and whisked away. Of course there are problems - children are not born tidy - or quiet! But it is a wonder to see such enthusiasm - matched by that of Members who give their time so willingly. They instruct on the water; they teach and test knots; they give lessons in rowing; and after it is all over they spend many hours on the maintenance of the Club fleet of Oppies and Scows.

Do we know who is still on the water and who is safely back? Who has done his/her capsize test and whose are the trousers/boots dripping in the corner? Yes, a method of recording attendance and achievement has gradually evolved - as the bank of green sweated ogle-like ladies behind the table wrestle with lists, requests, disclaimers - and certificates of achievement!

The popularity and success of the scheme is self-evident: the number of children continues to increase and sadly some are turned away, for safety and insurance reasons. It was in recognition of its success in this area that the Club was awarded the British Nautical Award for 'Yachting in the Community' last October.

Wednesdays come round quite often between Easter and Autumn. I believe the evening bar takings are quite good, too!

Anne Watson, green-sweated Ogre

### Rudimentary Oppies

The team of instructors requires various skills. We are no longer nimble enough to sail dinghies but we still have a most enjoyable rôle: we are responsible for showing excited newcomers the rudiments of sailing an Oppie - where to find and what to call the mainsheet - how to tell where the wind is coming from (the wind direction?) and how to go about. They see a boat being rigged but they do not take in much of this yet. Usually they are desperate to get on the water so they launch their dinghy, get in without tipping it over, have one more look at tiller, sheet and wind - one shove and they are reaching across the pool, ready to go about and return. For many this is sufficient to get them started and they are soon gybing and, later, sailing to windward. Others prefer to crew in a Scow for a while before coming back to single handed sailing.

Learning to row is included in their course and in suitable weather they progress to swimming in sailing gear, capsizing and other fun and games.

To obtain their grades they have to learn and then convince their instructors that they know the basic skills of sailing from tying knots and how to signal for help to the rule of the road, rigging their own boat, sailing a triangular course and capsize drill.

We do it because it is fun messing about in boats with 8 year olds (plus). If you have some spare time on Wednesday afternoons do please come and help too - all ages welcome!

Sheila & Ronnie Griffiths

### A new addition

I arrived last year as a new recruit to Wednesday Sailing and immediately found myself amongst a group of other enthusiastic volunteers. We are all keen sailors who enjoy this opportunity to help and encourage juniors to go out on to the water and learn to sail dinghies. Roger Wilson has dedicated himself to training his team of adult helpers both on and off the water and in December he organised an RYA safety boat course. This was thoroughly enjoyed by all of us who took part and has given us the qualifications to be part of the support boat team and to drive the Club RIBs with increased skill.

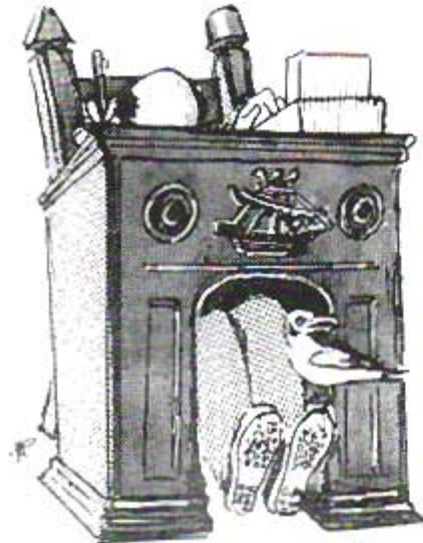
Alexina Williams-Thomas

### 1996 in the Optimist flotilla

We have a fun and action-packed season. Two fleets will be out sailing on Sunday mornings, Silver and Gold. Both sail in the same area at the same time, each providing a different type of training. The Silver fleet takes young helms who can work well to windward and are confident in the water, using Club boats to introduce them to Club level racing. Gold fleet sailors are in their own boats; as they are of a standard to race at Open and National







## Abaft the desk

### New faces

Ian Gawn joined the staff towards the end of 1995 as Administration Manager. His job is what its name implies - to assume responsibility for the Club's administration. The need for such a job has been growing with the business: not only has the Club's activity grown, but so also has the size of its work force and the forest of statutory wood and regulatory trees in which it has to live. It has been a concern of mine throughout my years here that the hard-won experience of each generation has all too often had to be re-learned, at no little cost, by the next; while neglect of the ever growing volume of prescriptive employment, safety and health legislation can prove to be expensive to the unprepared or disorganised in a world where everybody seems to have become a victim. Ian's primary job is to bring it all together, finish it and write it down for present and future generations, and then make it work consistently for this one. This will (I hope) allow me to take a more active part in the preparation and conduct of our main business - that of going to sea for enjoyment.

Ian (and it really is a coincidence) spent most of his career in the RAF, first as a pilot and later, after being grounded by an ear problem, as an administrator. In between, he spent time as an officer in local government. All this gives him a broad background in the sort of work we do here, and in addition, he and his family are keen sailors - when they get the time!

### What else is new?

The Annual General Meeting approved a proposal to adopt plastic cards as a medium of exchange inside the clubhouse. This is the visible part of a substantial change in the way we are to manage the Club's finances, by moving to what is rather awkwardly called *electronic point of sale technology* - EPOS for short.

The traditional way of selling beer, food or anything else relies on those at 'the point of sale' (i.e. the steward or the caterer) to add up the price of the purchase, take notes, coins or cheques in payment, count out change and, at the end of each session, total it all up, write up the results and pass the whole lot to the book-keeper, who goes through much the same process all over again before carting it to the bank where it all happens again. This process is inefficient, cumbersome, prone to error and less secure than one would wish against the potential (though thankfully, at present hypothetical) threats of theft, fraud and dishonesty.

EPOS is made possible by the computer (groan). The idea is simple: every time you buy a drink or a meal in the Club the transaction goes straight in to the accounts from the point of sale, removing one whole step from the accounting process. This throws up all sorts of other opportunities, not the least of which is that if all transactions could be conducted using prepaid cards (like telephone cards) cash would disappear from the Club, with considerable savings in cost as well as gains in accuracy and security. However, the cards are not the only reason for the change, which is justified on its accounting merits alone.

Rather, they aim to exploit an opportunity arising from the adoption of the new methods.

In practice, cash won't disappear completely. Several thousand non-members call and use the Club legitimately every year, and some Members dislike plastic cards in principle. But the potential gains of adopting cards are such that the Committee judged it worth giving a price incentive to users, most of which will come from the savings made possible. Nobody will have to use a card if they don't want to, but those who do not (and this includes all non-members) will pay a slightly higher price when they buy, reflecting the higher costs of cash transactions.

Other benefits of card transactions are that the loss of the card (unlike the loss of a wallet) will not mean the loss of the cash it represents (so long as the Club is informed and the thief does not succeed meanwhile in posing as a Member); non-members automatically identify themselves as such without there being any need to ask them; and the option is made available of applying card-operated locks to doors in some (albeit limited) circumstances.

So, when the system goes live next Autumn, instead of walking all the way to your bank to use a plastic card to get money out of the wall, then walking down to your Club to put it into the till, all the while being exposed to the risk of being robbed of your wallet or purse, why not miss out the bank, go straight to the Club and put it instead on to a plastic card from which you can satisfy your thirst and hunger in comfort and convenience?

Jonathan Hutchinson Secretary



events the training provided is more rigorous. Remember if you want to learn how to become a good racing helm the sooner you start the better! There are boats available in the Silver fleet and we will always welcome more boats in the competitive Gold fleet. Contact: 01590 675445.



Photo: Douglas Hassell

Douglas Hassell

### CAROL CANNING NEW CAPTAIN OF JUNIOR SAILING

I have some trepidation in taking on the overseeing of Junior Sailing from Peter Kilgour. Everyone who has seen him in action will agree that he has done a wonderful job over the last three years. Under his guidance the Juniors have gone from strength to strength. He has built up a highly successful team of able section leaders. I am delighted that they will all be carrying on and that I will be able to turn to them as I learn the ropes! Many thanks, Peter.

My sailing started pushing Oppies off the slipway on Wednesdays, encouraged by Jonathan Rogers. He was the first in a long line of enthusiasts that I have met at the Club who have encouraged and helped me develop a love of sailing, if not to become an expert sailor!

All three sections of Club Junior sailing are in good shape for 1996 and ideas are already bubbling. It should be an exciting season. As always we must thank the parents who put in countless hours and help in countless ways on and off the water. Please keep it up.

Carol Canning





The Yachtsman's DIY evening at the Club on 31st January was a crib of Gardeners' Question Time, but for boat owners. Here is a summary of just a couple of the points raised.

Frank O'Connell's boat has its water tank in the bows, so he has no access to the hull in the very area where there is the greatest risk of being holed. He showed his modern version of the fothering system used by old time sailors, which is also mentioned by Hiscock in one of his books. Frank has a large square of reinforced PVC, hemmed all round, weighted on one edge and with ropes already attached. This is stowed in a neat bundle around the pulpit, just where it should be if needed. With courage that aroused gasps from the audience Frank said that he had tested it by removing the log impeller. The inrush would have sunk the boat in a quarter hour, but the fothering sheet went over the hole with a satisfying 'flumppp' and provided a perfect solution.

Another question was on how to fit a 'fridge. Some of the points which emerged, from the panel, the audience and during the discussion in the bar afterwards were:

You cannot have too much insulation - start thinking about four inches and add more if you can \* Most people would prefer a compressor system - there were both success and failure reports about the Electrolux absorption system \* You have to remove four times as much heat to freeze water already at 0°C as to cool it from 20° to 0°: it follows that in can help to stow bottles of water in any spare space in the freezing compartment as a way of storing cold \* You can buy snazzy electronics which will sense when you are running the engine, overcool the 'fridge and so 'store' cold \* You can do the same thing for yourself by twiddling the thermostat \* Add more insulation \* You may find it better to buy ice than to install a 'fridge, especially if short of generating or battery capacity. Keep on adding insulation!

John Hines

## CONGRATULATIONS

Club Members Pom Green and Nick Rogers were part of the RYA Youth Team voted as BT YJA Sailors of the Year by the Yachting Journalists' Association.

Their contribution to the success of this team culminated with the winning of the Gold in the Doublehanded Boys' (Laser 2) class.

## Pottership

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

Pottership ©1996  
The Royal Lymington Yacht Club  
Bath Road, Lymington  
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Monday evenings are something special. The casual yet earnest gathering at the pontoon as the course is set; the stir of the start line; the yellow sail sets the pace. Down river, through the moored boats, the jockeying for position; into the lakes, often as the sun is setting; back round the marks; the finishing line, so hopefully anticipated. Then the bar and supper. What more could a sailor want?

Martyn Hird

For more information on Monday evening Scow racing contact the Office or Roly Stafford, Lymington 679000.

## Scow Monday evening sailing



## Disabled Sailing News

A quick look round the world of sailing for people with disabilities



Sister ship to the Countess RO-RO, on which the trials were carried out. Pic: Mike Wood.

**RYA Sailability 1996 events programme**  
This latest and most ambitious programme which includes over forty different events for people with disabilities and their helpers. Cruising, racing, regattas and championships, as well as sail training and 'taster' workshops for newcomers. Details from Debbie Brown, RYA Sailability, 01703 627400.

### Countess RO-RO and the Tradewinds Rally

The Thomas Morley Trust recently launched a 35ft bilge keeled sloop with centre cockpit and specially adapted access and accommodation for wheelchair users, under the name *Countess RO-RO*. Available for charter to able-bodied and disabled crew alike (with appropriate qualifications), she is said to have a lively sailing performance

and produces 'equal terms' sailing for all. The Trust's future plans include construction of a 60ft catamaran which they intend entering in the 1998 Tradewinds Round the World Rally being organised by the RAF Yacht Club. Contact: Mike Wood on 01452 613484.

### 1996 Paralympics

The British sailing team for this event in Atlanta, USA has now been selected and includes Kevin Curtis, Andy Cassells and Tony Downs, all previous Gold Medalists. John Derbyshire, senior RYA coach, is in charge. The venue is Lake Lanier, fifty miles from Atlanta and said to produce fickle sailing conditions and extreme temperatures. More than a hundred countries will be represented at the Games, which will take place during August.

### Sailability Conference

RYA Sailability, an amalgamation of the old RYA Seamanship Foundation and Sailability, a national disabled charity, held its first national conference last December attended by more than 130 delegates from around the UK. This 3-day event was interesting and positive in all aspects and gave delegates a chance to discuss plans and policies for the future development of RYA Sailability. The conference also elected a new management committee, which now contains two RLymYC Members.

### 1997 World Blind Sailing Championships

Plans are progressing well and at least fifteen countries have already expressed interest in this event, to be held in Portland Harbour from 7th to 21st June 1997. At the moment potential sponsor interest is most encouraging, as is the practical support and interest being shown by many RLymYC Members.

### Disabled crew for 1996 BT Global Challenge

Time and Tide Trust, the sporting charity attempting to sponsor an entirely disabled crew entry, have now selected twelve of the fourteen crew required and will start training in May. Despite the crew's disabilities Challenge Business Limited, organiser of the race and who carried out the crew assessments, have rated their chances on a skill and determination basis as level with able-bodied teams already selected.

Richard Horton-Fawkes