

PotterShi

The Royal Lymington Yacht Club in 2014



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YOUR POTTERSHIP MAGAZINE

What a very sad year for me and for the Club with the death of Andrew Salanson.



Andrew did so much for the Club for very many years. We produced the PotterShip magazine together for the last ten years which we both really enjoyed and had a lot of laughs. We had been friends for over forty years.

It is certainly a bulging magazine this year and I was hard pushed to include everything that I thought should be included, so apologies to all those who sent me contributions that did not appear.

A very big thank you to all the contributors.

Also very many thanks indeed to my proof readers, Marilyn Holmes and Hilary Keatinge, without whom I would find producing this magazine an overwhelming task.

The new production team at Tinstar Design have given me huge support and educated me in the use of more modern methods of production, which has actually made it much easier!

E and OE. Editors decision is final.

JUDY RUFFELL

STOP PRESS:

- Vita Heathcote has been nominated for Youth Sailor of the Year. Read more at <http://www.yachtsandyachting.co.uk/articles/yachts-yachting-awards-2015/>
- Quadruple Match Racing World Champion Ian Williams became RYA National Match Race Champion for the fifth time on 15th November 2014. The finals of the World Match Racing tour are in Malaysia in February 2015 where he is going for a fifth World Title.

PotterShip is the magazine of the Royal Lymington Yacht Club.

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 📷 Vita Heathcote at the Oppie Worlds, Argentina.



From The Commodore

As I look back over the past season, it is incredible just how much activity has been enjoyed by our Members and how fast the year has passed. It seems only yesterday we were sailing down the Lymington River to start the first race of the Spring Series...

With fine weather for most of the season our cruising meets were well attended, with our burgee being flown far and wide. On the racing front we hosted numerous open events during the season, introducing visitors to the challenges of the Western Solent and Christchurch Bay. In July we were delighted to host the prestigious Dragon Edinburgh Cup which allowed us to showcase the quality of our race management and the hospitality of our Club. The feedback from the competitors was universally positive, rewarding the efforts of all our volunteers who supported the event.

Our domestic racing programme continues to thrive with huge regular turnouts for Monday Evening Dinghies and Thursday Evening Keelboat racing. The XOD and Folkboat fleets continue to thrive and large numbers of Lymington Scows are regularly racing or pottering on the river.

Wednesday Junior Sailing, our community initiative, continues to introduce many local young people to the joy of boating, whilst our mainstream Junior and Youth Classes continue to set a standard to which other Clubs aspire. Vita Heathcote continued our run of success in the Optimist Class, winning the National Championships and there were successes at every level through our fleets. The Junior RIB programme had another successful year with our representatives making the National Final and young Tom Rogers winning the perpetual Champion of Clubs Trophy. With very strong winds for the first few days, some 200 young sailors enjoyed a somewhat thrilling start to another very successful Youth Week.

Ashore our packed and varied social program has been very well supported with the Club busy almost every day of the week. We continue to invest heavily in our facilities and infrastructure with a replacement crane and a major upgrade to our pontoons planned for 2015/16.

This year we sadly marked the passing of two volunteers who had both been awarded the Commodore's Cup for their outstanding service to the Club: Andrew Salanson's contribution included the production of this magazine since just after its inception in 1990, and also the production of our handbook amongst many other things. Amanda Dingwall worked tirelessly on many Youth Weeks bringing pleasure to hundreds of young sailors. We shall miss them both very much.

As I reach the end of my term as your Commodore, I would like to acknowledge the contribution of my team of Flag Officers, our Staff and all those of you who have served on Committees or as volunteers at the Club. My role would have been impossible without your help and I am extremely grateful to you all.

I wish you all good sailing in 2015.

PHIL LAWRENCE, COMMODORE



Club Awards

At the Annual Dinner in November Hannah Neve, wife of our Rear Commodore Sailing, presented the annual Royal Lymington Yacht Club Sailing Awards.



Vita Heathcote

The Jack in the Basket Trophy was presented to the Club in 1972 by Major General Potter and is awarded annually to the Club Member, under 30 years of age, who is considered to be the outstanding yachtsman/yachtswoman of the year.

Vita Heathcote won this for her outstanding performance in the Optimist class. Aged just thirteen she was National Champion in UK and Ireland, and qualified to compete in the Optimists Worlds in Argentina.



David & Mary McGough

The Jubilee Challenge Trophy was first presented in 1972 to the Club Member who gained the highest place overall in the RORC Spanish Race. Due to the loss of this event the trophy has since been reallocated to the Member who achieves the most outstanding offshore performance.

This year it was awarded to **David McGough**, sailing with his wife Mary and son William, in their J109 *Just So*. They sailed virtually all the JOG races this season, won eight races and were second in three; winner of Class 4 Category 4 Demeter Cup; winner of Class 4 Category 3, Illingworth Rose Bowl; best yacht overall over 5 years old Beavis Trophy.



Stuart Duffin and Hannah Neve

The Highlander Trophy was first presented in 2007 and is awarded annually to the Club Member who has made a significant contribution to IRC racing at the Club.

This year **Stuart Duffin** was the recipient, in recognition of his great contribution.



John Tudor

The Commodore's Cup was first awarded in 1986. It is the Commodore's choice for the Member who, in his opinion, has done outstanding work helping the Club. This year the award was made to **John Tudor** for his hard work and effort spent on the IT project.



Andy Hind

The Lionel Byrne Bowl for the best performance in the Round the Island race awarded to **Andy Hind** in *White Mischief*. He won Division 3 and was 2nd overall IRC.

Cruising Awards

Editor's Note. As the Prize Giving Dinner is held in February, prizewinners have to be included in the PotterShip the following year.



The Channel Trophy

Awarded for the most consistent support of cruising meets through the year to George Johnson



Fen Dawn Cup

Awarded for a significant cruise in a motor boat to John and Kath Adcock for their cruise to the North French coast and the Channel Islands



Seamanship Trophy

Given for a feat of seamanship or navigation to Andrew and Marie Wilkes for their cruise around the Irish coast of 1900 miles



The Senior Brownlow Cup

Awarded for the best narrative by either a yacht or motor boat to Alan and Penny Spriggs for their cruise from Turkey to Lanzarote. A distance of 2671 miles



The Cadiz Cup

Awarded for a significant cruise under sail to Peter Fryer for his trip from Lorient to the Spanish border and back including going into the dreaded Arcachon estuary



The Quains Cup

Awarded for a demanding and significant cruise under sail to Peter Bruce for his cruise via the south coast, the east coast of Ireland and on to the Shetland islands and back via Loch Ness.



Photographic Competition

Awarded to Julia Trevelyan



The John and Angie Bailey Trophy

Awarded for a lifetime achievement in sailing to Bugs Hughes

Bugs started sailing at the age of six off Hayling Island where his grandfather lived. Not an entirely conventional boat – a punt with a jury rigged sail!

After school he was commissioned into the Royal Artillery.

Whilst still serving he joined the London Sailing Project whose aim was to give underprivileged youths the opportunity to sail. He also volunteered for the Tall Ships, ending up as skipper.

Bugs left the Army in 1989 and became Director of the Seamanship Foundation, responsible for disabled and blind sailing, which became Sailability. He played a major part in setting up racing for the blind and helped organise many international regattas.

Cruising Notes



enjoying a jolly good lunch in Cowes! The Island Sailing Club made us welcome in their usual friendly manner on the Saturday evening where we had a choice of their very fine fish and chips or equally good steak and kidney pudding. Rain returned overnight but fortunately the trip back to Lymington was much drier than the outward leg.

Thanks to George for organising the May 15th day sail to Hornet Sailing Club at Gosport. Seven boats and fifteen crew made it for lunch, some staying overnight and returning the next day.

The Summer Cruise to the West Country in June was again organised by Ken. It was a relaxed event, with Members keeping in contact with one another by text, and meeting up at several different venues. Feedback from this event seems to indicate that Members would like one or two fixed dinners during a cruise.

For those remaining in Lymington a day sail was organised by Bob to Gins Farm on June 17th. Fine weather and fair winds saw fourteen boats and fifty crew for lunch (some came by car) before a good sail back to Lymington.

The three-day meet to Bembridge was again blessed by super weather, sixteen boats and thirty-five Members arrived on

Our ever-popular day sail to Newtown Creek was our first event in January. Always well attended and this year fifty Members in sixteen boats sailed in kind winds to Newtown to pick up buoys, then Club RIBs took us to the quay for the walk up to the New Inn at Shalfleet. After an excellent lunch we returned to our boats for a good sail back.

The next day sail was to the Master Builders at Beaulieu, forty-five Members and nine boats left Lymington in a strong F4/5, others went by car, again an excellent lunch.

The speaker at this year's Annual Cruising Dinner was Dick Durham, News Editor of Yachting Monthly who gave an interesting talk on sailing and mishaps on the east coast. After dinner the Cruising Awards were presented (see article on page 3).

The March day sail to Cowes and the Island Sailing Club for lunch was not well attended due to the forecast of 40kn from the SW. Four boats made a quick dash for Yarmouth then had a lively but quick return to Lymington.

A safety seminar booked for 12th April was cancelled due to lack of support. We are planning to cover the topic in 2015 with a different format.

On April 15th we had our day sail to Warsash SC on the Hamble. The exceptional sunny weather saw a late

rush of twenty boats with seventy-two Members participating. A gusty easterle 10/15kn cold wind gave way to no wind for the trip back.

Six motor and six sailing boats made their way along the Solent to Cowes on Friday 25th April in persistent rain of the very wet variety. However spirits were soon revived when the clouds parted in time for the pontoon drinks party. Later that evening we were warmly welcomed at the Royal Yacht Squadron where we dined on The Platform amidst many of their interesting artefacts and Honour Boards. On Saturday groups enjoyed several activities including a visit to Carisbrooke Castle, walks to Newport and on Tennyson Down, or just





the pontoon at Duver Marina. After a lazy afternoon for some, walks for others we gathered for a BBQ, using two gas BBQs and two tent marquees the marina had put at our disposal. All brought their own food and drinks and a very merry evening followed.

The next day Members were left to their own devices, some walking, some even playing crazy golf.

In the evening everyone went to Bembridge Sailing Club on the ferries landing on the beach at very low water. We had an excellent dinner and enjoyed great views over the harbour. Some stayed on to enjoy the lovely weather. Thanks to George for organising the event.



On August 5th a short day sail to Yarmouth and a walk to the Red Lion pub at Freshwater. Ten boats and forty-nine Members (plus a dog) set off on a grey morning to berth in Yarmouth and walk along the old railway line to Freshwater. After lunch we wandered across the field

footpath back to our boats with the sun coming out for an excellent sail back home.

The Bucklers Hard BBQ was held on the 12-14 September. In fine and settled weather eight boats and thirty Members attended. The start of the BBQ was signalled by the arrival of the two Lancaster Bombers at precisely 1800. Another warm evening and the conviviality of BBQ cooking made for an excellent gathering. Thanks to Tony (especially for the flypast!)

We had a day sail to East Cowes on 25th September to the Lifeboat Inn, nineteen boats and fifty-five Members for lunch.

Three cruisers and three yachts (without engines) took part in the charter cruise on the Norfolk Broads in September. The weather turned fine again for this event. Thanks to Derek for organising it.

On October 10/12 there was a Meet to Ocean Village, a poor weather forecast meant that only two boats got there but twelve people sat down to dinner.

The Cruising Forum on 19th October had about fifty Members attending. Several matters were raised including anchor Meets to Poole, crew registers, Saturday Meets. Monty and Susan from U.S.A. gave a short talk about the proposed cruise on Chesapeake Bay in September 2015.

Seventeen boats and seventy-five members attended the Trafalgar Meet

to Warsash S.C. on Oct 28th. We had a smooth and fast run down to Warsash with 15-20kts SW in warm sunny weather. After an excellent lunch of home made lasagne, the toast to The Immortal Memory was given by Peter Bruce. We had a good but chilly sail back.

Traditionally we go to Yarmouth for Fireworks Night on November 5th and have a Bangers and Mash supper at the Royal Solent. This year 7 boats and thirty-nine Members took part. A blustery trip back in the morning to Lymington.

Before the year ends we have planned a day sail to Cowes in November and to close the year the annual Needles Relief joint Meet and race to Yarmouth. At this event in 2013 we gave the Lifeboat in Yarmouth £500 and the Lymington boat £800. The Club raffle for the RNLI raised £354.

I look forward to seeing you on our Meets in 2015 and to welcome any new Members who would like to join us. If your name is on the Cruising database you will receive e-mails about all our events.

Whilst you are cruising please remember to keep a log or blog of your trip to be considered for one of our awards at the end of the year.

I would like to wish George Johnson the incoming Captain of Cruising all the best for the next two years.

NICK OLNEY



A Cruise in Arctic and Northern Waters

Máire and Andrew Wilkes

The plan for 2014 was for Máire and myself to sail *Young Larry*, our 44ft steel gaff yawl, from Lymington to Baffin Island by way of Ireland, Scotland, Faroe, Iceland and Greenland. Baffin Island is the second biggest island in the northern hemisphere. The land area is about 2.5 times the size of the British Isles but its population is less than 17,000, about the same as the population of Lymington and Boldre. The entire coastline is surrounded by fast pack ice in the winter and, even in the summer the seawater temperature is often below 0°C. In some places ice may remain the year round. We had cruised in the north and eastern parts of the island in 2008 and 2010. Now we wanted to explore the southeast.

We left Lymington on 4th May and, after a happy interval of two weeks in Ireland we sailed north to Mull and Stornaway, our departure port for the Faroe Islands.

It is 216nm from Stornaway to the island of Sudroy in the Faroe Islands which we sailed in 39 hours - an easterly F3 giving us a fine reach all the way. On arrival in Trongisfjørður we quickly cleared Customs, in the Custom Officer's car on the quayside. He was having roast lamb for Sunday lunch. The shops were closed so we had pasta. Time was short and we only had time for one other port of call which was Tórshavn. Little had changed since our last visit - it was charming and there were still enough puffins left to feature heavily on the restaurant menus.

The 405nm sail to Iceland took 4 days: a day sailing on the wind, one and a half motor-sailing in light airs and finally a broad reach into Vestmannaýjar. The following day on to Grindavík on the Rejannes Peninsula; Grindavík has a lot going for it - in particular a friendly bar on the quayside where we were made very welcome 30 minutes after making our 2230 landfall. There is also an interesting 5km walk, partly through lava fields, to the famous Blue Lagoon - where one can swim in the thermal pool and exfoliate skin in silica mud. A couple of days later we sailed on to Reykjavík where we berthed at the hospitable Brokey Sailing Club. I was invited to race on a Secret 26, a David Sadler racing design for Icelandic waters - our race was wet, windy and a lot of fun.

Vessels are advised to stay well south of Cape Farvel, the southern tip of Greenland, because of the bad ice (storis) and weather conditions there. However on a passage from Iceland one is easily tempted, and we did indeed sail into strong winds which were uncomfortable; we hove-to for a day. The 1000nm passage from Iceland took us 11 days.

We made our landfall in Greenland on 6th July and day-sailed north to Nuuk. Nuuk (the capital of Greenland) was a sociable stopover and we met several boats there, some of which were planning a Northwest Passage transit. Máire flew back to Ireland for a week to attend her niece's wedding and as we did not feel happy leaving *Young Larry* unattended I stayed and continued northward - mainly

through the 'inner-leads' from Nuuk to Sisimuit. It is a wonderful cruising ground - there is an archipelago along most of the coast where a boat has to dodge the rocks and squeeze through the odd mountain pass. Lots of interesting pilotage and beautiful anchorages. The inner lead route from Håbets Havn to Tovquassaq was a little too interesting for me as I hit - twice. The first time was because I was not paying attention and the second was an unmarked rock. I decided to re-trace my steps offshore.



Sailing in this part of Greenland, one generally comes across two or three boats a day. They are either small with a single man hunting for seals or slightly bigger boats with families on their way to a hunting camp. Everyone gives a cheery wave. One day I saw a seal surface between *Young Larry* and a hunter. The Greenlanders are very observant and superb shots so the hunter could easily have shot the seal. If he missed however, he could have hit *Young Larry* - he was polite enough not to try.

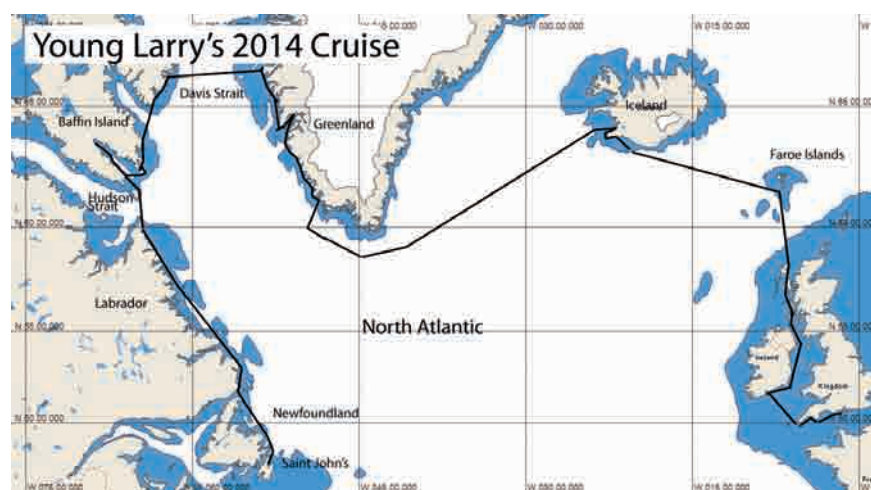
When Máire rejoined in Sisimuit we sailed and motored across Davis Strait in a light northerly wind which faded away as we approached Baffin Island. The fog which came upon us about half way across the

200nm strait stayed for the remainder of the passage. We knew we had arrived on the shores of Baffin Island from the radar and our welcoming committee of seals, guillemots and fulmars. We could see no more than a few metres and even though we were within a cable of the shore we could not see it. The echo sounder showed depths greater than 180m.

The Canadian Sailing Directions paint a very broad brush picture of the Baffin Island coast and the few anchorages mentioned are more suitable for ships than smaller vessels. The shores are mainly steep-to and surrounded by high mountains. The chart plotter off-set was variable, generally off by about 0.5nm so in the fog, we navigated by radar. We made for the anchorage used by Davis in 1585 at the head of Totnes Road and beneath Mount Raleigh (1,649m). This anchorage had the advantage, in the fog, of being relatively open. We hoped that the two rivers and relatively shallow sloping mountains indicated a gently sloping seabed and good holding - this proved to be true and we anchored in 15m (sand).

Davis describes the anchorage as follows: "The coast is very mountainous, altogether without wood, grass or earth, and is only huge mountains of stone; but the bravest stone that ever we saw."

He goes on to say: "So soon as we were come to an anchor in Totnes rode under Mount Raleigh we espied four white beares at the foot of the mount; we supposing them to be goats or wolves, manned our boats and went towards them; but when we came near the shore we found them to be white beares of a monstrous bignesse. We being desirous



of fresh victuall and the sport began to assault them, and I being on land, one of them came down the hill right against me: my piece was charged with hailshot and a bullet: I discharged my piece and shot him in the necke; he roared a little and tooke the water straight making small account of his hurt. Then we followed him with our boat and killed him with boare speares, and two more that night."

Young Larry's crew slept for a few hours and woke to find that the fog had lifted and we were anchored in a stunning anchorage surrounded by high mountains. A lone polar bear was shambling along the beach. The following day another bear and her cub were nearby on the rocky western shore of Totnes Road. We motored south, rounded the bold headland of Cape Walsingham, and through Clephane Bay. We were in need of an anchorage for the night and hoped that we might find protected and relatively shallow waters at the head of Inglis Bay. Fortunately we did and anchored in 14m (mud).



The quay at Qeqertenguit village, Greenland

West of Angijak Island we motored for about a mile past an area of small ice floes. There were several hundred walrus on, and swimming close to the floes and an enormous whale breaching nearby.

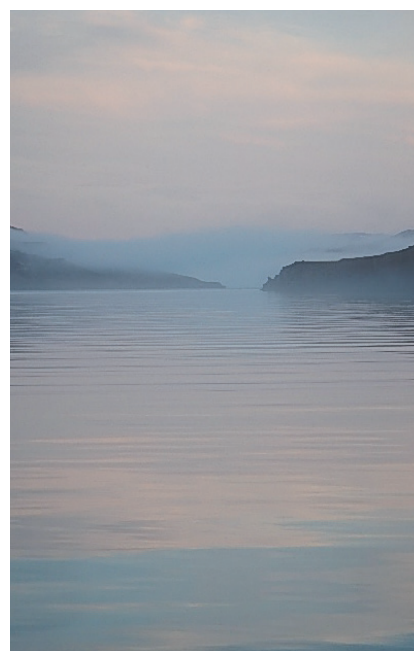
With no obvious anchorage indicated on the chart, we turned to an account by Willy Ker of his 1995 cruise in these waters. He mentioned a nice sheltered pool in the middle of Ililik Island so we made for it. We made an educated guess about where the spot was and gently sounded our way into a landlocked haven where we anchored in 10m (mud).

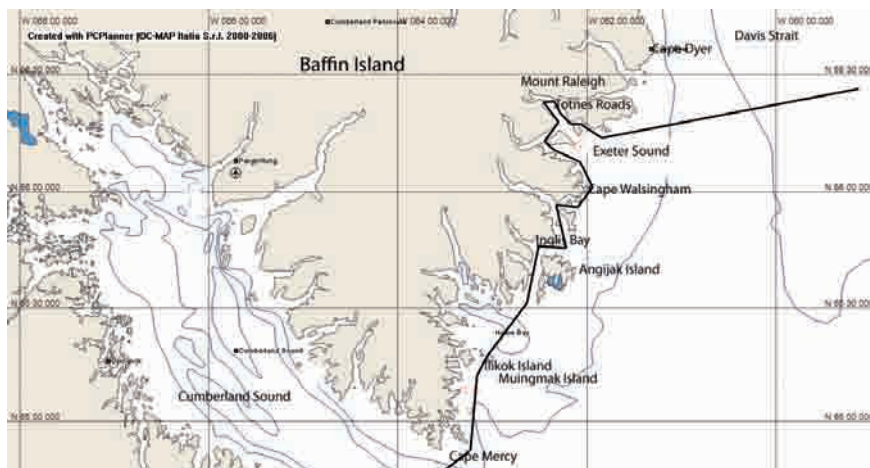


This is as close as we got to a polar bear (it was stuffed and on display in a Cartwright shop, Labrador)

The light winds and calms we had experienced since our Baffin Island landfall were forecast to change to increasingly strong southerlies over the next few days, so we made a 0400 start on Tuesday 5th August to cross the 50-mile wide mouth of Cumberland Sound before strong headwinds set in. About 6nm south of Muingmak Island the depths, which had until then been over 60m, rapidly shelved to 6m. There were a lot of icebergs in the vicinity and I suppose they had all run aground in the shoal water. One cannot blame the hydrographers for an incorrect chart because, like everywhere else we had sailed over the last few days, there were no soundings marked on the chart. We motored across Cumberland Sound in light winds and made for Vidi Harbour a few miles to the west of Cape St David. In the absence of any other information, we had chosen this anchorage because its name included the word 'harbour'. Even by Baffin Island standards, the person who first named the inlet 'harbour' had a loose understanding of the word. We motored up and down the inlet hoping to find somewhere which would be protected, have some swinging room and be less than 30m deep. We eventually anchored on a moraine in the middle of the bay in 12m. A restricted sheltered pool with a waterfall at the head of the inlet looked promising but the forward-looking echosounder predictions were not good. A small boat could perhaps anchor and take lines ashore to find a snug berth but it was midnight and we were not in the mood for experimenting.

Colour film would have been unnecessary in the parts of Baffin Island we had seen so far - the landscape of vertical cliffs, lunar-like terrain and snow filled gullies was black, white and shades of gray. Now, in the Anderson Channel, we saw areas of land which seemed to be covered in green moss or lichen. We came across a lone polar bear making his way along the shore parallel to us. He was traveling over rough boulder strewn ground at about the same speed as us, 5kts. He was on quite steep ground and, uphill or down, his pace did not alter. He even swam at about the same speed. Entering and leaving the channel marked by rocks 2m above water level was effortless. We had planned to anchor in a promising looking bay on the shores of Brevoort Island. However, when we got





there, someone seemed to have scattered a few handfuls of rocks and islets which were not shown on the chart so we opted to push on to Winton Bay. After another midnight survey, we anchored in 25m near the head of the bay.

At the head of Robinson Bay on the north side of Loks Land an old helicopter fuel dump, comprising four large rusty tanks, had been installed which is probably why there is a detailed chart of the area. The numerous rocks at the mouth and centre of the bay made us thankful that we had invested in that chart. We anchored close to a waterfall in 12m for a couple of days, sheltering from strong southerly winds.

There is a passage to the west of Loks Land to Frobisher Bay known as Bear Sound which is used by Inuit shallow draft boats but the Sailing Directions were discouraging. We hated doing so but we decided to take the 'safe route' to the east - an additional 42 miles. We were bound for the peninsula forming the western side of Frobisher Bay which was named the Meta Incognita Peninsula by Martin Frobisher in 1576 and was the outer limit of the Elizabethan known world. At the time, Frobisher thought he had discovered the Northwest Passage and the bay was called Frobisher Strait. It was not until 1861 that it became apparent that the waterway was a bay and not a strait. Frobisher also thought he had discovered a gold mine but when he returned to England from a second expedition with a cargo of the ore, it was found to be pyrite, or fool's gold. The mistake cost Frobisher dearly and he only avoided the debtor's prison by becoming a privateer.

We left Robinsons Bay at 0400 and, 100 miles later gently sounded our way, using

echo sounder and radar, to an anchorage in Jackman Sound. It was midnight, very dark and there were rocks to be avoided. In the morning when we motored out we saw two lone polar bears as well as a mother and cub. I think hungry male bears have been known to attack and eat cubs so I hope this did not happen after we left.

When I woke up Máire at the change of the watch she informed me that I smelt like a polar bear. I suppose this was not too surprising because, by this stage, the bears and I shared much the same diet and hygiene habits.

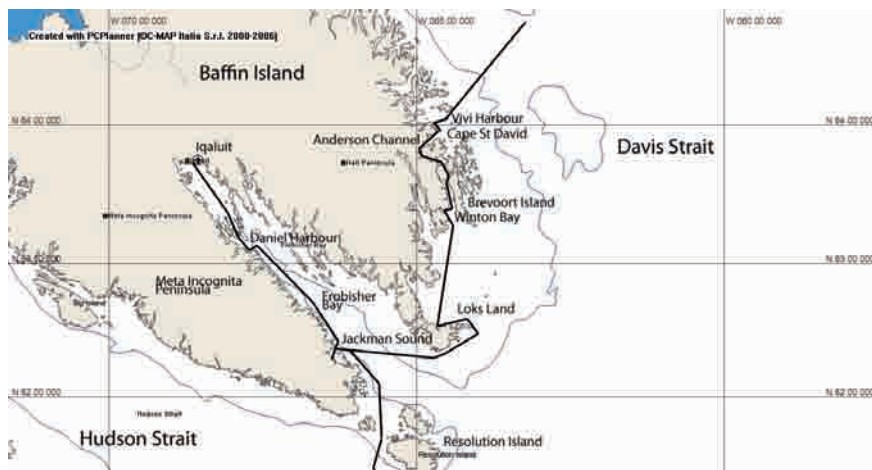
We seemed to be in the custom of arriving at anchorages late in the day and our arrival at Daniel Island Harbour, 70 miles to the north, was no exception. The entrance is easy however and we anchored in 22m south of a drying ismuth in the western part of the harbour. Here we stayed for two days until a strong westerly had blown itself out.



Frobisher Bay runs to the NW and the waters north of Daniel Island Harbour are encumbered with a number of long islands and shoals running parallel. There are several passages which are subject to tidal streams of up to 7kts. We took the Pike-Risor Channel, which is the main shipping route, and had an uneventful passage to the settlement of Iqaluit at the head of the bay.

Iqaluit is the 'capital' of Baffin Island, finally we had hit the bright lights. Almost 7,000 people live here, about half of whom are indigenous Inuit. The rest came north from southern Canada. Prior to 1987 the settlement was known as Frobisher Bay. In 1999 the new territory of Nunavut, which means 'Our Land', was formed from part of the Northern Territories. Iqaluit was selected to be the capital partly because the airport, which had evolved from an old U.S. airstrip and was of key importance to the new territory. The government administration offices are still growing and they are a big employer, as is the construction industry which is working hard to house government employees. Property prices are high.

Cruising yachts rarely visit Iqaluit - we were the first yacht to be dealt with by the Customs officers there. A sociable lady, who came by to bid us welcome and give us some fish, said that the last yacht to visit was a small green one skippered by an older man. That would have been the *Contessa 32 Assent* during Willy Ker's 2004 cruise.



The tidal range is the second largest in North America and is 12m at Springs. There are no permanent harbour facilities. Commercial goods are discharged from ships at anchor onto barges which are beached on the foreshore either side of high water. Tracked vehicles then drive onto the sand and unload the barges at low water. The process is known as 'sea-lift' and can only take place in the summer when ice conditions permit.

Since leaving Greenland eighteen days before our arrival at Iqaluit we had seen zero boats, zero people but nine polar bears, hundreds of walrus, a couple of whales, numerous seals and bird life. Shortly after anchoring, I proudly told a local man about our sightings. He wanted to know if I had done any hunting, so I asked him which species we should have harvested - he said "all of them!" I don't think he was very impressed with me.

We spent four days at anchor off Iqaluit. The highlight was meeting Glen and Rebecka Williams and their lovely family.



Glen is an arctic hunting expert who we first met at Pond Inlet in 2010 when he was supervising a bowhead whale hunt. It seemed that Rebecka also thought I smelt a bit 'bearish' as she insisted that we have long hot showers before she fed us.

We were sorry to leave Iqaluit but time was pressing on. Our supplies of diesel

and stores were replenished. Various people gave us arctic char, which is a bit like salmon, and Rebecka had given Máire an 'ulu', the Inuit woman's knife to prepare them with.

Day-sailing south through Frobisher Bay, we stopped again at Daniel Island Harbour and Jackman Sound, where this time we saw a group of polar bears ashore. One had a cub, the others were on their own.

Jackman Sound was our last port of call on Baffin Island. Máire played her concertina and led a sing-song with itinerant fishermen in the pub who, like us, were weather-bound for a few days. We were given a couple of huge turbot and I suspect the 'loaves and fishes' story refers to these big fish. The sailing season in these waters is very short and on 19th August we set sail for Cartwright in Labrador.

We rushed along the remainder of the Labrador coast stopping only at Battle Harbour and St Anthony on our way to the Royal Newfoundland Yacht Club which is a few miles to the west of St John's, Newfoundland. Here we were made extremely welcome by the staff and members of this friendly club. We spent ten days stripping the rigging and sails, varnishing and winterizing the various systems before flying back to the UK. There are just too many beautiful anchorages to see in that part of the world and we look forward to returning in the spring.



Newly varnished block hanging out to dry whilst laying Young Larry up for the winter in Newfoundland

Anchoring

Editor's Note: Luke and Emma took four years to go round the world, returning in 2007. They practised anchoring in the Galician rias, then took the standard trade wind route: Canaries, Panama Canal, Australia, Madagascar, South Africa, Caribbean again, Azores and home. Via lots of other nice places of course!

I remember clearly the first time we anchored our yacht *Eagle Wing*. We had sailed to Hurst for exactly that purpose, to figure out how to do it. Despite years of racing experience, we lacked this fundamental skill. There are whole books on the subject but here is our method, based on my dad's advice on that day. It is straightforward and has kept us safe for hundreds of nights at anchor.



Getting the anchor down

Start the engine and drop the sails. Choose your spot: a gap between the other boats, rocks, moorings and sand banks. Think how things might look when the tide drops or turns and the sea breeze pipes up. Figure out where you need to put the anchor so that the boat ends up where you want her. Think about where the other boats' anchors are likely to be, particularly if the tide changes

Motor in a circle around where you hope to drop. As well as allowing you to check the depth, this gives your neighbours the opportunity to point out the drying

rock you did not notice on the chart. Your crew gets the anchor ready to drop. Motor upwind to the chosen spot, put the engine astern and, when the boat starts going backwards, lower the anchor. Let enough chain out straight away so that the anchor reaches the bottom, and then pay out smoothly as the boat drifts back downwind

How much chain?

You need enough chain out to ensure that the pull on the anchor will always be horizontal: the bottom end of the chain should never leave the seabed. Our rule (with chain) is three times the depth plus ten metres, because you always want those last few metres lying on the ground. Remember to measure depth and chain from the waterline. If it is going to blow hard, let out all the chain you have got, it does no good in the locker!

Snubbing

Let the boat settle then motor backwards gently, watching a transit abeam to see if the boat is dragging. Once she stops, increase the revs until you are pulling back about as hard as the wind and tide might – perhaps half throttle. It usually takes ten seconds or so to be sure that she is steady on the transit.

Anchoring under sail

This is an essential skill that is worth practising at every (safe) opportunity. It is a lot easier to fix the engine or cut the fishing net from the prop when you are at anchor than waiting for a tow into the marina.

With no tide, the method is basically the same as under power until you get to the dropping stage. Lower or furl the jib and pull the main in tight on centreline as you luff head to wind. When the boat

eventually stops moving forward, lower the anchor and pay out chain as if you were under power but more slowly, to keep the boat head to wind. To snub the anchor, unfurl the jib and back it until the chain pulls tight with a jerk. Your crew is best placed to judge if it has worked, watching the transit and feeling the chain for dragging.

Happy anchoring!

LUKE MCEWEN

Technical info

For those who are interested: our Tradewind 35 weighs about 9 tonnes and carries a 45lb CQR with 73m of 10mm (3/8") chain – so we can have up to 70m in the water with enough left to reach the windlass. This is enough to anchor in 20m of water; we have never needed more than that anywhere. The chain is marked at ten metre intervals with those rainbow markers that push into the holes in the links. They are easier and longer lasting than paint or cable ties. We use red for 10m, white for 20, blue for 30, then red again etc – patriotic but easy to remember. Every 5m in between there is a yellow mark. Our windlass is a two-speed manual one (a Simpson Lawrence 555 Sea Tiger) which is easy to use. It also has the advantage that it does not need the engine running to supply electricity, a bonus if you want to raise the anchor under sail. After anchoring we hook a couple of metres of rope from the chain to a cleat and ease the chain out until the rope carries the load; with one of those rubber mooring line springs it absorbs any snatching and as the chain is slack over the bow roller, it is much quieter down below.



Greek Muses

As I sat drinking a glass of cool Amstel feeling the warmth of the sun and admiring the blue sea and sky, I realised why it was that my husband Trevor and I have kept a boat in Western Greece for the best part of 30 years. And the incredibly beautiful scenery and myriad of islands is only one part of the reason we have stayed in the Ionian for so long.

It all started when we were running a business in Marlow and kept our Westerly Griffon in Gosport. Our staff were desperate for some peace, so sent us on a flotilla holiday in the Ionian. Despite having an outboard engine on our 26ft Beneteau, we had a great time and could not believe that we had 14 days of glorious weather in a row! Also, the wind was not always on the nose whichever direction we tried to sail, which it always seemed to be whenever we sailed in The Solent.

The holiday made us wonder about the practicalities of keeping a boat in Greece, so we started researching the idea. First we bought a third share of a Cobra 850, which gave us the opportunity to assess the Greek bureaucracy without too much outlay. Also, we were able to find places to lay the boat up safely over the winter



and moor our boat during the summer months. Having found out that it was quite straightforward to own and keep a boat in Greece, we ended up taking a Westerly Seahawk, later a Nauticat 38 from Lymington to Corfu and then our Nauticat 331 from Croatia to Levkas.

Not only does the more predictable and sunny weather keep us there, it is also the sailing opportunities.

We have never ceased to enjoy local sailing around the dozens of islands within the Ionian itself, but have also ventured much further afield down the Gulfs of Patras and Korinth, as well as around the Peloponnese and down to the most southerly Ionian island of Kithera. We have found that all the islands have

their own unique character, people and cuisines. Indeed, the three peninsulas of the Peloponnese have their own characteristics in addition to the Greek mainland villages that lie adjacent to the islands. But one thing that everywhere has in common is the wonderful Greek welcome that you are rewarded with wherever you venture.

It is lovely to be able to moor up to the quay off one's favourite taverna (or anchor off nearby) at the end of a good day out sailing in peaceful clear blue water, rather than find a slot in a busy marina - to say nothing of the fact that mooring is free! The only sounds that break the peace are the clink of glasses, general chatter and the Greek music (although hearing this is getting much rarer these days).





Besides sailing, there is always something to entertain us, be it other sailors or the abundance of wildlife. Mooring stern too in a stiff sideways afternoon breeze is not easy and more often than not leads to the sight of skippers and crew hunting for their anchors in the morning, as we pass by on our way to the bakery.



Running out of anchor chain (to ensure good holding in a strong sideways breeze particularly when the harbour has deep water), often brings boats to a rather abrupt stop! However, this is far preferable to the boats that continue on, oblivious to the fact that their anchor chain is lining the bottom of the harbour.

Another problem is the dinghy. Dinghies are normally tied to the front of the boat and then act as a marvellous scoop for the anchor to fall into as it is first lowered into the water.

As for the wildlife, everyone's favourite is the dolphins which can spend up to an hour playing round the bow. However, the swallows in the springtime also bring delight (or maybe something more on your deck!) when they use your sheets as

perches. Kingfishers in the autumn love to perch on land lines and occasionally on the pushpits of unoccupied boats, but they rarely stay long enough for their picture to be taken.

Robins, blue tits, herons and magpies all remind me of England, but flocks of pelicans flying past showing off their enormous beaks tell me that is nonsense. The continuous shrill of cicadas during the day and cicadas plus frogs at night also remind me I am in a far hotter country than England.

The Greeks of course love octopus, which have to be beaten 87 times (or so we have been told) in order to tenderise them. So as well as being woken at dawn by the sound of the fisherman returning from a night's fishing, we are often hear the sound of octopus being beaten.

Besides the wild animals, no-one could ever miss the taverna cats, which are everywhere. And they certainly do their best to make sure you do not miss them!



Wild Greek dogs are not nearly so abundant, but are surprisingly friendly considering they belong to nobody. Last autumn in Levkas town, we had two dogs 'guarding' us as we walked around the town – most probably hoping for some scraps to appear!

The biggest downside to keeping our boat in Greece is having to leave when the weather becomes too cold and wet. At the end of September, we are often treated to a violent thunderstorm with hurricane strength gusts of wind.

In September 2000 these storms caused us to be shipwrecked and two yachtsmen lost their lives, so they are not to be taken lightly. We anchored in Vliho expecting Force 7 southerly winds and some thunder. As the depth in the bay is mostly 6 metres, we put out 45m of 10mm chain and settled down for the night with a lively wind blowing. At 2330, we were woken by the sound of hail on the cabin roof, which got louder and louder as the hailstones increased to the size of golf balls. The wind then increased to hurricane strength (the anemometer balls were broken off at 52kts) and then reversed from south to north in less than a minute. This reversal had the effect of picking up all 45m of chain, relaying it plus the anchor, which never had a chance to reset. Thus when the wind blasted down the mountainside from the west, it lifted us and blew us across the bay onto the mud where we ended up at a 45 degree angle.

The same devastating winds hit Vliho again in September 2011, capsizing boats in the water and blowing them over on land.

Despite all this we cannot wait for next spring.

SALLY DORAN

South Pacific Fiji to Vanuatu

Alan & Penny Spriggs

In 1992 Penny and I were sailing in Malaysia with Jacqui and Bryan Hagon who had been with us since Gibraltar. Their son Tim had joined us for a while until he left in Thailand. A generation later he invited us to sail with him and his wife Clare on their 2013 X45 *Ghost*.

Leaving *Pennypincher* safely berthed in Puerto de Mogan, Gran Canaria we flew out to Fiji to join *Ghost* in Musket Cove, Malololailai. It has been much developed since we were last there in 1991, with a small marina and enlarged accommodation, but not ruined. *Pennypincher's* name is still carved in a beam in the bar as was the tradition then.

The first ten miles of our 446nm passage was a reach, then through a gap in the reefs to make a course for Vanuatu in a rather lumpy sea. On day two the wind was in the low 20s but so variable in direction that we had more work with the sails than is usual for cruisers. The log noted 'too busy' but eventually we could pole out the genoa for the night.

The wind slowly dropped over the rest of the trip and when the slatting of the mainsail grew too tiresome we decided to

motor for the last day and concentrate on the fishing. There are so many fish around here that we could afford to be choosy, so had released four large skipjack tuna before Tim boated a 4ft mahi-mahi which had the tell tale wound made by the cookie cutter shark. This is a small shark which sinks its teeth into its victim and spins leaving a perfectly circular incision about 2ins in diameter.

Tuesday morning 7th July, we arrived in Tanna, Vanuatu, New Hebrides as was, and anchored in Port Resolution. This, as many places are in the South Pacific, was named by Captain Cook not after himself this time but his ship. This port is just a bay with a beach landing but well protected from the prevailing wind and wonderful holding in millennia's worth of volcanic ash. However, the night was pretty rolly at anchor, though not surprising as the skipper of a yacht that arrived next morning said

that he had experienced 65kts of wind overnight which, even allowing for the usual exaggeration, is more than a capful.



Mt. Yasur

Tanna has one of the world's most active volcanoes, Mt. Yasur, so we took a trip to the rim at night to admire the pyrotechnics. No health and safety here, standing on the edge first there was a deep rumble, then an explosion spewed huge amounts of bright orange magma way into the air. Spectacular, and only one spectator died last year when a red hot lump landed on her head.



Wash day in Tanna

Tanna is quite unspoilt and the people delightful. We lunched at Serah's where a table for four was the restaurant and the cooking took place behind a curtain. We drank beer in the Yacht Club, 'Nambawan Vanuatu beer blong yumi.' The language only becomes clear when read out loud.

The wind had blown itself out by the time we left on 11th July so we had to motor sail all the way to Erromango, 53nm distant, eventually stowing the sails to prevent them from self-harm. The good news was that it gave me a chance to catch up with Tim (there is some competitive spirit left in me) by boating a beautiful 26lb wahoo, more tuna were allowed to go free.



Alan with his 26lb wahoo

Anchoring in Dillon's Bay close in we decided to paddle ashore in the dinghy, much easier to carry it up the steep pebbly

beach. Having removed enough of the tail end of the wahoo to give us good portions we took the rest as a gift. Joseph introduced himself telling us that his father was chief. When we offered the fish it was very well received as they have little in the way of equipment for catching big ones. Our smugness at not appearing with cameras like the tourists was spoilt when several lads appeared from the village with iPhones to record the event.

Joseph then took us for a long walk up the beautiful bubbling river that flows down his land where he grows all manner of vegetables, fruit, Kauri and Sandlewood trees. On our return to the village we were presented with more thanks and a huge basket of local produce. We wished we could have stayed longer but we had to leave early the next morning for Vila in Efate.

With even calmer weather we motored all the 77nm to Vila during which Tim cemented his win in the fishing competition with 2 mahi-mahi to my one. Vila is not a place that I would choose to visit for more than practical reasons. It is very busy and built up with large hotels, but with good provisioning and a yacht club which has buoys in a perfectly protected anchorage. It is possible to go stern to the dock but the rise and fall of the tide and the very long planks supplied to act as precarious passerelles made the buoys Tim's wise choice.

Taking the three fish to the yacht club restaurant we attempted to barter them

for a meal each, not including drinks. This they refused so we offered them as a gift. Another refusal; they insisted on paying for them and after weighing them paid us 15,000 Vatu, almost £100. This we took as credit behind the bar; food and drink were forthcoming.



Mahi-mahi

There were various attractions to visit in Efate. We were put off the horse racing by the banner showing that they were sponsored by the local abattoir, so we opted for abseiling down a 50m waterfall. After a climb through beautiful rain forest we emerged into a clearing to be given a five minute lesson, as we were beginners, before pitching into a watery oblivion. Only one rope broke but that was during the practice lesson and, as the bruised unfortunate said, "Luckily there was a rock to break my fall".

Too soon it was time to leave Tim and Clare to continue their circumnavigation, their third. We had enjoyed it so much that we are going back in October to round the Cape of Good Hope starting from Mauritius.

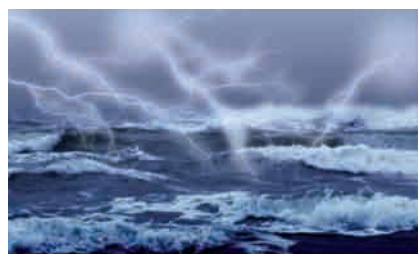
Storms in the Baltic



Jumbuck flew that afternoon and evening as we headed southwest from Sweden to Denmark.

Over flat water, with 15/18kts of south easterly winds, and cracked sheets, we enjoyed around 7kts boat speed into a stunning sunset with the clouds to our west, and then an equally impressive golden coloured moonrise to our east. Sue heated up some creamy chicken dish, I had a couple of hours kip, we overtook a few bigger boats, and even maintained our lead over a Hallberg-Rassy 54. Bonus was that I could again savour a beer underway, as we were leaving Swedish waters. All was great in my little world.

Sue went down below around 2300, and I'm guessing at maybe 0100, the Gods presented a beautiful lightning storm across the sky in front of me.



It was impressive. Mainly sheet lightning through the clouds, right across the horizon but moving northward over the land, lit by dramatic lightning forks. No thunder at all but you could see for miles when the sky lit up. I headed up aiming for a break in the clouds on the far horizon,

hoping to avoid the worst. But the Gods must have laughed at my puny idea, as they slammed that door shut well before I got there. For the second time that leg I had to prepare *Jumbuck* as we sailed on into a full-blown storm.

I'm not sure how Sue managed to stay asleep right through this, as I undoubtedly made a fair amount of noise tucking in reefs and cranking in headsails readying myself for the worst, but she says she did. Personally I think she raised an eyelid, thought about it, and snuggled down deeper under her duvet.

The rain began with a spatter on the sprayhood, and *Jumbuck* heeled over as the winds rose quite quickly from 20 right up to 50kts and the rain increased in volume and appeared to hit us almost horizontally. *Jumbuck* truly took off, creaming her way across a strange sea, beaten flat by the wind but with lines of white water marching towards us, as if the sea was only a few inches deep. But we were still making an impressive 7.5+kts and our lee rail was almost awash as I hand steered to feather her up taking the pressure from the sails. With the black clouds above, smashing through those low lines of white water, seas rushing past on either side, lightning flashing all around, and an almost ozone electrical taste in the air, I think it is the closest we have ever got to lightning bolts coming down (or up) near us. We later learned that *Hanse Sailor* a 50ft rally entrant behind us, saw a lightning strike close by and

the resultant energy blew both her VHF and her electronic compass. How they didn't loose their handheld gear remains a mystery, but what a relief for them.

That is one excerpt from our sailing blog where Sue and I recorded our 2014 summer cruise in and around the Baltic - in company with 27 yachts - taking part in the World Cruising Club's ARC Baltic Rally.



ARC Baltic Rally

They had marketed the ARC Baltic inaugural event well. Six capitals in six weeks with people on hand to help with any issues into or out of Russia and always a local able to provide recommendations particularly through the Finnish and Swedish archipelagos. How could we refuse? We had no hesitation giving our J109 *Jumbuck* a break from her 2014 racing schedule and giving ourselves a chance to go cruising.

Of course a J109 is not a long-range cruiser, but she proved more than adequate during the 2982-mile trip. From Lyngby to Kiel to begin with via the North Sea and Kiel Canal. Then to Bornholm (Denmark), Visby (Sweden),



Tallinn (Estonia), St Petersburg (Russia), Helsinki (Finland), Stockholm (Sweden), Klintholm (Denmark) for our wind-up party before sailing *Jumbuck* home. And all in ten weeks!

We were scheduled to take part in the Round the Island Race on 21st June and thought it might be tough immediately after to unload all the race sails and gear, reload and provision with all the cruising gear, and still make Kiel for the 6th July. But despite northeasterly winds the delivery was not difficult and we made it with days to spare.

The rally itself was a well-organised and enjoyable experience. With a demanding schedule and very light winds just about all the way to Russia, we had no choice but to motor-sail a lot on our route north and east. But as Sue kept telling me, it was a rally and not a race, and *Jumbuck* picked up her skirts and gave us a thrill whenever the winds gave her a chance. We certainly had no shortage of wind on our way back, where we experienced some pretty strong stuff.

The event included several 200-mile legs and that made it demanding sailing two up. But we got our watch system in place on the delivery to Kiel and settled into the routine, almost enjoying the 'always tired' condition most short-handed sailors experience. Well almost.

The world certainly is getting smaller but it was still a surprise to bump into fellow RLYMC Members David and Annette

Ridout and Allan and Mary Hill on a pontoon in central Helsinki on our way back from Russia. Small world indeed.

One might ask was it worth taking part in such a rally as opposed to cruising solo? In this case I think it was. We would not have attempted such a demanding schedule on our own so those time pressures meant we stretched both boat and ourselves to achieve what might not otherwise have been possible. Plus we met some really nice fellow sailors, gained a taste of the region, and got some clear ideas of where we would like to return to and the places we would perhaps avoid.

So would I recommend the Baltic to other Members? If you ever get the chance I

would say 'go'. Speak to Annette and David Ridout, who have kept their boat up there for a few seasons – they've seen far more than we ever have.

But if you do go, perhaps set aside more than ten weeks!

JOHN ALLISON

CRUISING BLOG

Keep up to date throughout the year with John and Sue's blog.

Find it online at:
www.sailblogs.com/member/yachtswagman.

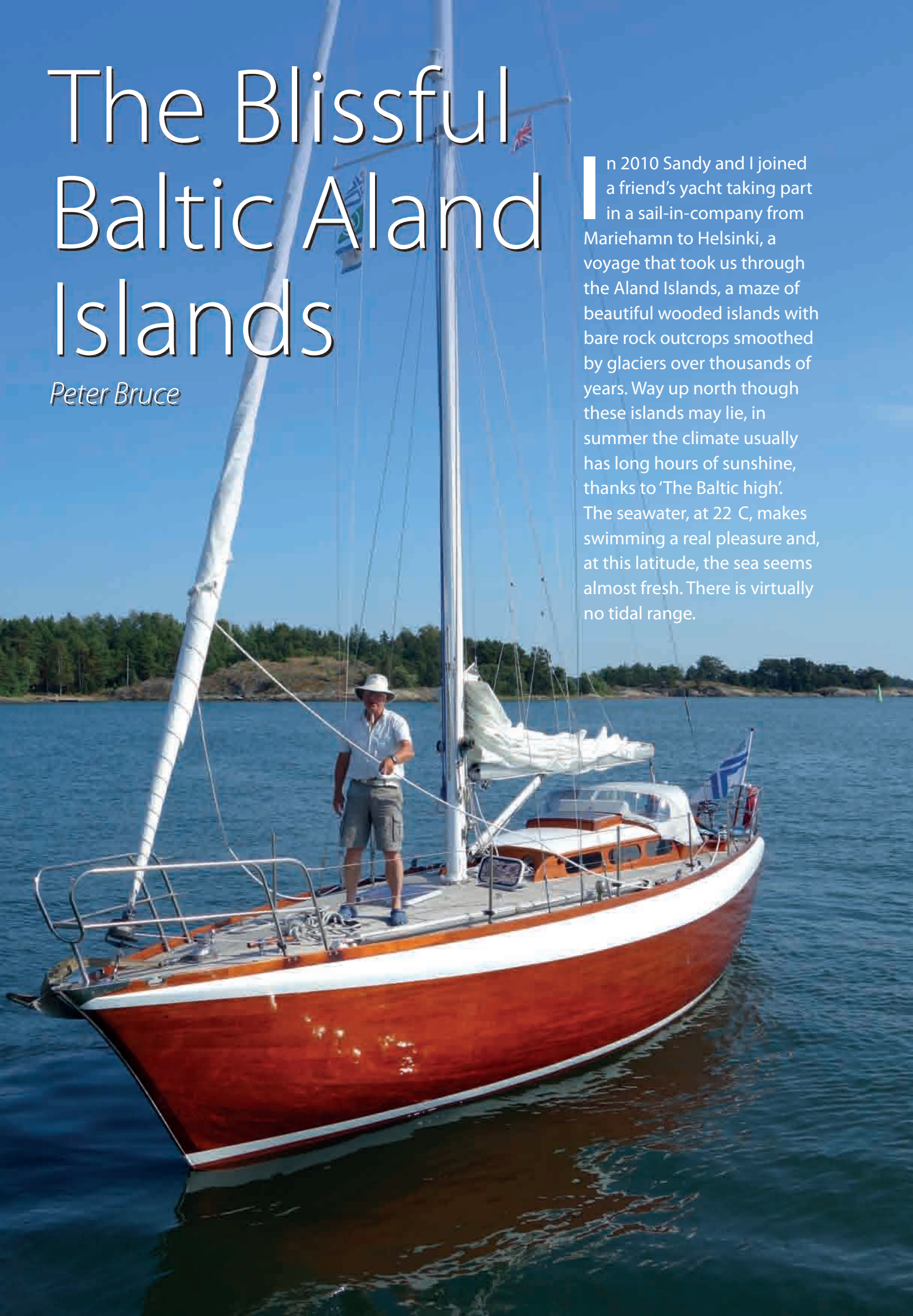


Dockside BBQ in Visby Gotland

The Blissful Baltic Aland Islands

Peter Bruce

In 2010 Sandy and I joined a friend's yacht taking part in a sail-in-company from Mariehamn to Helsinki, a voyage that took us through the Aland Islands, a maze of beautiful wooded islands with bare rock outcrops smoothed by glaciers over thousands of years. Way up north though these islands may lie, in summer the climate usually has long hours of sunshine, thanks to 'The Baltic high'. The seawater, at 22 C, makes swimming a real pleasure and, at this latitude, the sea seems almost fresh. There is virtually no tidal range.



During this short cruise four years ago we found the Finns a great pleasure to be with. We made particular friends with Jan and Anne Horhammer, Jan acting as our guide. Their knowledge of the area was of outstanding interest and consequence. They have a wooden yacht called *Galatea*, built for Jan's family in the 1960s. Our group, with Lymington yacht *Alice 3* amongst the dozen yachts, followed Jan Horhammer's directions and made stops in the same location each evening. The event was a great success.

Friendship was maintained with the Horhammers through skiing together every year, and last year they joined *Owl* on the East coast of Scotland, and sailed with us from Inverness to Howth in Ireland, via the Caledonian Canal. This year we were invited to join them in *Galatea* for another cruise-in-company through the same Aland Islands, again in July. Amongst others with us were David and Annette Ridout in *Kelpie*, my brother Peregrine and his wife Fiona in *Joya*.



Pommern

Once at Mariehamn, the 95m four-masted barque *Pommern* makes for a good visit. She was built in Glasgow in 1903. Up to the start of WW2, with a crew of only 26, she used to carry 4000 tons of grain from Australia to the UK. *Pommern* is carefully preserved and is the only ship of her class left in seagoing condition. It is fascinating to see such a large historic vessel that could be manned by such a diminutive crew.

Navigation through the islands is intricate but easy with a chart plotter. The main channels are deep and clearly marked and sometimes we found ourselves on the 'icebreaker channels': routes that are kept open through the winter. If going 'off-piste' i.e. away from the marked routes, anything may happen, and even Jan, whose knowledge of the archipelago is encyclopaedic, tended to keep to the designated channels.



Kelpie putting her bow up to the rocks in Langholmen

There are a number of villages en route where one can top up supplies; the custom is to hook an outlying buoy and attach a stern line, so the bow is within easy reach of the jetty. The same berthing method is used in the wild, and if no stern buoy is to be found, a stern anchor is laid and the bow is pulled in until it overhangs a convenient rock. Most boats will require some kind of bow ladder.

One important feature of the Finnish archipelago is that certain bays and inlets are owned by some kind of organisation which provide facilities, such as the outlying buoys, saunas, an onshore loo and so on. These are available for their members. Visiting yachts signed up with the NJK, (the principal Finnish yacht club), are permitted to use their facilities. Jan had access to several others, such as those of

the Sea Bears. The islands mostly tend to look alike, but the red hue of the granite becomes paler as progress is made to the east. Sea eagles are quite commonly seen.

Worth noting is an idiosyncrasy of the Baltic's lack of a standard gas bottle, so UK visitors need to work out how best to deal with replenishment. For example the Swedish gas bottle will not fit inside some Camping Gaz bottle mouldings.

Both our trips were delightful, and we had no problems. We just enjoyed the sun, scenery, sailing, social events, and lack of tide. Each time we ended up at the NJK's main club house island at Helsinki, having had a glorious cruise. Brother Peregrine must agree, as he has now kept his yacht in Scandinavian waters for the past 11 years.



Alice 3 on the left and Galatea on the right at Bono

Woodies on the Broads



A party of eight: Jenners, Hutchinsons, Spriggs and Osbornes decided the Broads had to be sailed at least once in a lifetime in a traditional Norfolk gaff-rigged yacht. These 26ft wooden boats, known as Woodies, built by Percy Hunter in the 1930s, constitute the Norfolk Heritage Fleet.

The boats have no engine or electricity and water is held in two 10 litre containers. Masts have to be lowered for passing through bridges powered by quant poles. At night the cabin roof is raised but one still has to move around on knees. Facilities are limited and negotiating the heads in the low fore-peak is not much of a laugh. Three of the couples had booked yachts, while the Osbornes on a 38ft cruiser would act as mother ship, which proved to be invaluable at times.

In late August the first night was spent in the shoreside comfort of Wayford Bridge. Just across the road from the inn is an interesting boatyard, WMS LTD, full of derelict wooden craft. A few are being renovated and we saw a beautiful 42ft Herbert Woods cruiser called *Queen*, originally built in 1936, under restoration. On Saturday we boarded our craft at Percy Woods' yard in Ludham and quickly realised there was insufficient storage for a full week's wine supplies!

The plan was to sail to Thurne Dyke but making good progress we turned into

the river Bure and went on to St-Benets Abbey. This was one of the largest abbeys in Tudor times and surprisingly was not destroyed by Henry VIII. It is no more than a small ruin but the Bishop of Norwich still holds an annual service there, he and the congregation arriving by water.



Sunday we sailed to Malthouse Broad by Ranworth and had a good meal in the Maltsters Pub to celebrate a birthday. On Monday we completed the marshland nature walk and viewed Ranworth Broad and its wildlife. This was followed by a visit to St Helen's Church which is considered to be the cathedral of the Broads. We climbed the 89 steps and two ladders up the tower and enjoyed the most spectacular view of the Broads and surrounding marshland.

On leaving Malthouse we made our way to Ludham Bridge for the first lowering of the mast. This proved a bit tense for some skippers and crew and the party spilt for the evening with Hutchinsons and Jenners



proceeding up the Ant to How Hill and the Spriggs and Osbornes resting up at the bridge.

How Hill is a beautiful house built by a Mr Boardman in the early 1900s for his new wife. Apparently they sailed up the river and on seeing the view he vowed to build their home on the spot. The How Hill party took a stroll into Ludham and had an excellent meal in the Kings Arms, whilst the Ludham Bridge quartet walked to the Dog Inn. The following morning the party reunited to travel up the narrow Ant river in the motor cruiser to view Barton and Turkey Broad. The yachties then appreciated how difficult it is to control a Broads cruiser without bow thrusters.

For the afternoon we rejoined our Woodies and sailed to Upton, meeting a number of other sister craft on the way; apparently this group had been sailing Hunter Yachts annually for 65 years so they must have been at least second generation, although they looked like originals! We arrived at Upton Dyke to be met by the owner of the Eastwood Whelpton boatyard who organised moorings, as 16 additional Woodies were arriving for their annual reunion. We enjoyed their company and traditional sea shanties at the Staithe. This pub is run by the local community and offered the best value we experienced.

From there we continued south to shoot Acle Bridge but found our earlier success at Ludham had been beginners luck. At



Distant view of How Hill

one stage the Jenners craft was seen to be drifting backwards with the current with its mast and sails down and the water too deep for the quant pole. Having finally negotiated the bridge, fast passage was made to the pretty village of Stokesby where once there had been a ferry, until the local landowner generously provided the peasants with a bridge at Acle. The Ferry Inn proved yet another great place for a meal but their Adnams draught was chilled for the holiday trade and as a consequence lost much of its unique flavour.

The penultimate day was a great sail to Thurne Dyke and a surprisingly good meal in the Lion.

Waking on our last morning we were treated to a beautiful sunrise with the mist hanging over the marsh and dyke and the windmills poking through under the vast Norfolk sky. After the last of the bacon and eggs, we left for the short trip to Ludham to return our homely Woodies.

When asked why we had not booked more convenient craft with engines, hot water and slightly more headroom, the leader replied that we had to seize the once in a lifetime opportunity of experiencing traditional Broads sailing. Next year we can look forward to a furling jib and the aforementioned comforts.

RICHARD JENNER



A beautiful sunrise on the last morning

Racing Notes 2014

Each year, in the depths of January, a small booklet is dropped through your front door. It is just a little double-sided piece of card called 'Sailing Programme' which lists all the events we have planned on the water, plus a few shore-based training sessions. It can easily be overlooked, yet it summarises the adventures of hundreds of boats, the passion of a huge number of sailors, and the dedication of a vast team of volunteers. Behind each event there is a story and here are a few from the season just past.

In July we were privileged to welcome the International Dragon Class for their prestigious 'Edinburgh Cup' (see article on page 28) It is a little while since we have hosted an event for such a professional and demanding Class: the planning was far from straightforward as we tried to satisfy the changing requirements of the fleet. The comments from the participants were most encouraging and the event certainly raised the profile and image of our Club.

The racing in Christchurch Bay was particularly praised, reminding us again that we have a great asset just a few miles away. In passing, it is worth noting that the visiting J109 and J105 fleets enjoyed a tremendous day's racing in the Bay on a calm September Saturday, when The Solent saw not a breath of breeze.

We enjoyed a visit from the British Classic Yacht Club for one of their regattas in September, and look forward to a repeat in 2015. The Broads One Design Class bravely ran some races on our choppy seas, whilst the Solent Old Gaffers Association has added Lymington to its list of desirable destinations, following the fleet's visit in early September.

Closer examination of the little card will highlight the metronomic core of our sailing programme: the regular events. They are worth enumerating: 19 Monday Evening Dinghies; 18 Thursday Night Keelboats; a massive 49 XOD Points Series spread over Wednesdays and Saturdays; Folkboat Saturdays; the Duo Series, Saturday Cruiser Racer Series; the RS Elites; the traditional Scow events; the Scow Late Series; the Keelboat Spring Series. That is a lot of racing and each Class

Captain reports elsewhere in this edition of Pottership.

Most of these events have seen an increase in support this year. The Scow fleet in particular continues to surprise as it grows in strength. Your reporter was able to see at distressingly close quarters about 30 Scows set off from the Club line one Monday evening and bunch up at the first turning point, just like an Oppie fleet. However, in contrast, the Duo Series and Saturday Cruiser Racer Series struggled a little for numbers, not helped by some poor luck with the weather in an otherwise glorious summer.

Regardless of numbers, we as a committee continue to believe that there is a demand for a variety of Club racing to complement the more serious events which we, and many others, hold in and around The Solent. And we have been busy. The super Events Team is always on the go, and our wonderful volunteers must be the most active on The Solent. We are also most fortunate to be supported by a number of Sponsors, to whom we are most grateful. They are acknowledged individually on the inside back cover.

ROBIN TAUNT - CAPTAIN OF RACING



Racing Roll of Honour

Sailor	Event	Class	Position
Sophie Weguelin	ISAF Sailing World Cup Final	470 Womens	2nd
David Cowell	SORC Offshore & Inshore Series & Overall	Class 2	1st
David McGough - Just So	JOG Offshore Series	Class 4	1st Overall
David McGough - Just So	JOG Offshore Week	Class 3 & 4	2nd Overall
Tom Rogers	RYA Honda RIB Challenge	Perpetual Champion of Clubs	1st
Alex King	Laser Nationals	Laser 4.7	2nd & 1st Junior Boy
Brian & David Earl	Javelin European Championships	Javelin	2nd
Mimi El Khazinder & Emma Loveridge	29er Eurosaf 2014 - Gdynia	29er	3rd & 1st All Female Crew
Jeremy Austin & Ado Jardine	Folkboat Week & Folkboat National Championships	Folkboat	2nd
Stuart & Caroline Watson, Matthew Jones	Folkboat Week & Folkboat National Championships	Folkboat	1st
Alice Wood	Honda RYA Southern Region RIB Championship	8 - 12 age group	1st
James Eady	Honda RYA Southern Region RIB Championship	13 - 16 age group	1st
Milly Boyle	Irish Optimist Nationals	Optimist - Senior	2nd
Vita Heathcote	Irish Optimist Nationals	Optimist - Senior	1st
Alexandra Schonrock	Irish Optimist Nationals	Optimist - Junior	1st Girl
William Heathcote	Irish Optimist Nationals	Optimist - Junior	1st Overseas
Eric Williams	RMYC - Glazebrook Cup	XOD	1st
Eric Williams	International Dragons South Coast	Dragon	1st
Ray Crouch & Paul Baker	Double Handed Round the Island	IRC 1	1st
Hattie Rogers	Harbour Chandlers Hayling Open	Optimist	1st

Sailor	Event	Class	Position
Andy Hind	JPMAM Round the Island Race	IRC Division 3C IRC Overall	1st 2nd
Chris & Hannah Neve	JPMAM Round the Island Race	IRC Division 2A	1st
Peter Scholfield	JPMAM Round the Island Race	IRC Division 2C	1st
White Mischief, Zafra & Love in a Mist	JPMAM Round the Island Race	Methuselah Trophy - IRC Team	1st
William Norris	JPMAM Round the Island Race	ISCRS Division 7C	1st
Stuart Watson & Matthew Jones	JPMAM Round the Island Race	Folkboat	1st
Brian & David Earl	Javelin National Championship	Javelin	1st
Ian Williams	World Match Racing Tour 2014	1st Event of the Tour	1st
James Dodd	Grade 4 Royal Southern Match Cup		1st
William Hancock	Southern Region Young Sailor Certificate	Honda RYA Youth RIB Champs	1st
Hannah Brant	Qualified for Youth Olympic Games	Byte CII	
John Corden	Solo Offshore - Round the Island Race	Class 2	2nd
David Cowell	Solo Offshore - Round the Island Race	Class 2	1st
Sophie Weguelin	ISAF Sailing World Cup	Ladies 470	2nd
Jessica Eales	British Youth Sailing Team Confirmed for the ISAF Worlds	Spitfire	
Vita Heathcote	2014 Worlds & European Team Selection Trials	Optimist	1st
David McGough	JOG race to St Vaast	IRC Class 3	1st
John Allison	Cervantes Trophy	IRC Class 3	1st
Richard Mason	Solo Maitre Coq		3rd & 2nd Rookie
Pippa Cropley	Oppie Euromed Cup	Optimist	3rd
Ella Bennett	Oppie Euromed Cup	Optimist	1st
Sophie Weguelin	ISAF Sailing World Cup in Miami	470 Women's Class	1st

From One Extreme to Another

It has been a jam-packed, but wonderfully challenging and exciting year of sailing for me, beginning with the daunting, terrifying, but hugely rewarding journey of learning to sail the Nacra 17 Class; a 17ft catamaran dinghy that is very different to most of the (relatively) slow sailing that I have done.

The boats really are incredible and definitely as racy to sail as they sound. With curved daggerboards, a twin trapeze and plenty of sail area, these high performance boats are a brilliant choice by ISAF to be a part of the Olympic Games in Rio 2016. The sailors are having such fun learning to race them with only a few injuries along the way! The fleet is still coming to terms with the speed of the boat, the speed at which decision making has to happen and the natural instincts that kick in when you are slightly terrified and have no idea what will happen next! Races are often a spectacular mixture of slow-boat tactics, fast-boat tactics and crashes when you get it wrong.

The standard is rising quickly with the racing becoming very close, with some of the younger sailors coming through to the top ten alongside seasoned campaigners. I will admit, the French are still a step in front of the fleet at the moment, having sailed catamarans since they were only just able to walk.

Then came a fantastic opportunity I wasn't expecting. Sir Ben Ainslie asked if I wanted to sail with the team in the Ben Ainslie Racing Extreme 40 campaign, part of their preparation for an America's Cup bid. It was a little tricky fitting in trips to Singapore, Oman and China in between training + racing in the Nacra in Lagos, Miami, Palma and Hyeres, but a great experience. Extreme racing is fairly like Medal Racing in the Olympic format – lots of short races with varied fairly random courses, which can be unpredictable and punishing. The racing is set up to be exciting both to watch and to take part in and is raced in the smallest



race area possible – leading to some intense and exciting racing and some spectacular crashes. The circuit is such fun to be involved in, with VIP corporate entertainment and some high-energy commentary to keep the crowds informed and entertained. Hats off to Phil Lawrence and his race team as the courses were set in some of the hardest race areas I have ever seen and keeping a fleet of professional sailors happy whilst remaining safe is a true challenge.

August came around and John and I were lucky enough to be invited to race in Rio in the Nacra International Test Event for the Olympics. It was a wonderful experience, the Brazilians were so friendly and the sailing in Rio second to none. The racing treated us well and we came home with a Bronze Medal.

September brought us to the Nacra17 World Championships in Santander, another very challenging venue much like Rio. The week began with no wind, then too much wind, but finally we were sent to sea in some really testing windy conditions. We were happy to be in third place again for much of the regatta. With a bad final race we dropped to 4th, but still in the running for everything except Gold. The Medal race took place under the grandstand in the harbour in a crazy gusty area. We started OK and were well placed at the windward mark when the French Nacra unexpectedly altered course and we could not avoid it. We were on starboard and hit them square on. We stopped and started drifting backward whilst the fleet

sailed off. It was so sad for us, being within a shot of a medal and to be taken out when we were in the right, but I guess as in life, you win some, you lose some and for John and I that day must have earned us some karma points.

All in all it has been a brilliant, challenging and slightly exhausting great year. Fantastic to learn some new boats, and high speed catamaran sailing has added a new dimension to my previous relatively slow motion racing. Sadly I feel that my Olympic motivation has waned over the years since our success in Beijing 2008. Whilst I love the sport and hope to continue racing and be a part of it for the rest of my life, I just don't have the motivation required to give it all my energy anymore. Olympic campaigning is a wonderful life, full of travel, extremes, and challenge, but I feel it is time to pursue a new life outside full time racing. I am really sad and I already miss it hugely, but as you all know, trying to win medals is more than a full time job and hopefully I will now have more time to support others in the sport. John is still fully motivated to get to the Olympics. It was a tough but mutual decision for him to move on and helm the Nacra for Hannah Diamond.

Finally I want to take this opportunity to say a huge, huge thank you to everyone who has always been so supportive to me and assisted me in my personal sailing dreams, especially my incredible family and friends and the Royal Lymington Yacht Club. Here's to the next chapter, I cannot wait...

PIPPA WILSON

It's Been a Bonnie Season!

A season of intrigue, mystery, chance and opportunity... well, maybe a slight exaggeration but certainly one of light and fluky conditions, challenging racing, brinkmanship and a heap of fun.

The 2014 season had it all for the Folkboat community both within our programme of racing in the Western Solent and further afield.

Firstly, stop press and breaking news – the popular Saturday Series saw a change in order at the front of the pack with Chris Baldwick's well sailed *Bonnie* showing consistent results knocking the all-conquering *Crackerjack* off its long-standing perch to win the series convincingly – well done Chris and crew!

The West Solent Series comprised seven longer races with one lost due to lack of wind. A really close series with only one point separating the winner, Stuart Watson's *Crackerjack*, from second place, Chris Hill's *Padfoot* with James Hoare's *Samphire* just behind in third place. Patience was tested with many of us learning a lot about long spells of light airs sailing; 15 hours for the Round The Island Race this season.

The Southern Area Championships were, once again, a four race 'subset' of the West Solent Series, with all races to count. Again, *Crackerjack* first, *Padfoot* second and Jeremy Austin's *Tak* third.

The most popular racing of the year is certainly the Thursday Evening Series with up to fifteen starters each week. Both the early and late series were cat-and-mouse contests with lead changes, boats showing constant improvements and races within races throughout the fleet.

Due to lack of support for the planned date, the Nationals were run within Folkboat Week very successfully hosted, as always, by the Royal Solent Yacht Club.

This was a smashing event – literally for some competitors – sailed from Yarmouth in August. The trend of the year was



buckled with strong winds and challenging sailing, especially for the longer races out into Christchurch Bay. However, the perennially vibrant social programme ensured that no one was dehydrated by the end of the day's racing and festivities.

The season was topped-and-tailed by the Royal Lymington's Spring Series breaking off the rust at the beginning and the Lymington Town Sailing Club's well-attended Autumn Series. This saw tight competition at the front of the pack between Ed Donald's *Madeleine*, *Padfoot* and Richard Martin's *Second Wind*.

We certainly could not write about the season in Folkboats without applauding Ed Donald's amazing results by once again winning the Gold Roman Bowl in the Island Sailing Club's Round The Island Race. Congratulations to Ed and crew!

Next year is the 50th anniversary of the UK Folkboat Association so this is a call to all Folkboat owners, whether cruisers or racers, experienced or not, to join us to make the season a record breaker.

Key events will be the National Championships, which will be sailed in the Western Solent over the weekend of 30-31st May and Folkboat Week from 22nd to 29th August hosted by the Royal Solent Yacht Club in Yarmouth.

I would also like to take this opportunity to thank formally, on behalf of the entire Folkboat fleet, the unsung heroes behind the scenes without whom we would have no racing. The Race Officers and their support teams do an amazing and often

thankless task. To all of you in that happy group of volunteers – thank you.

CHRIS HILLS

MORE INFORMATION

For more details about Folkboats and our plans for 2015, please contact Chris Hills, RLymYC Class Captain, at chris@ipmnet.biz or 07958 181 246.

THE ANDREW SALANSON TROPHY

This year we lost our friend Andrew Salanson (*Strider*). Andrew was a tireless supporter of, and participant in the Folkboat fleet and its community, as well as of the Club itself. He was one of the first people to bring fibreglass Nordic Folkboats into the UK and his enthusiasm for the Class never waned.

So, The UK Folkboat Association has created the Salanson Trophy. This will be a perennial prize to be awarded to the Nordic Folkboat sailing in the National Championships which best engenders the spirit in which Folkboat sailing is intended and which Andrew so magnificently personified.

Andrew is sorely missed.

Platu 25 Central European Alp Cup Champions 2014

In 2011 we took the boat out to Lake Traunsee in Austria for the World Championship. We found a high level of competition with many World and Olympic class sailors with well prepared boats, we ended the regatta 27th out of 48. As we had been sailing the boat for no more than a couple of months we felt it was a fair result.

Over the next 12-18 months we worked on our boat handling and settings but without another boat to tune-up against. We then set about preparing our boat with the crew of five involved in jobs from fairing the hull to changing deck gear and running rigging. Most importantly we purchased a new suit of sails.

Various commitments meant that we were unable to compete during the 2013 season, but when the 2014 calendar of events was published we started planning, setting out a rough budget. We had a good crew and set out with the intention of having a good time and hoping for a few good results along the way.

The first event was Immenstaad on Lake Constance in Germany, 17-18 May, with a crew of myself, Simon McCarthy, Etienne Gauvain, James Dodd and Jo Elliott. After a rushed final week of preparation Simon and I loaded the van and hitched up the boat for the drive to Dover, took the ferry to Calais, drove across into Belgium and parking up for the first of many nights in the van. Having tightened up a loose and noisy tow hitch we continued for another 14 hours on to Germany with a slight accidental detour via Holland! We arrived at around midnight and bedded down for the night. We woke to find ourselves in a small friendly boatyard where we were launched by a really helpful guy, who had 18 boats launched and rigged-up in only a few hours. We moved the boat round to the Yacht Club Immenstaad and found some of the other competitors before heading off to find our hotel, which it



turned out we had forgotten to book! Fortunately the manager was friendly.

So here we were at the first event, not knowing what to expect as we headed out to the race area. There was a small delay for the start of the first race while we waited for the wind, then a steady but soft 6kts breeze settled. A second and a fourth left us second overnight. A reception and meal at the club that night were just perfect after all the travelling. The next day no wind, so no racing. This left us second overall, a great start to the season.

We packed the boat and I made the journey to leave the boat at the Union Yacht Club Traunsee in Gmunden on Lake Traunsee. I arrived late that night but got some sleep before parking the boat by the club and flying home from Munich.

We headed back again for Traunsee Week from the 29-31 May. We had a crew

change here and Karl Thorne replaced Jo Elliott. We picked up the van and headed from Munich down to Gmunden, arriving in the middle of the night and having to wake the owner of our rental flat. We had only one race over the first two days in Traunsee; there was a race management problem, with several different classes starting in the same area. We scored a tenth after being crashed into at the start. Traunsee however did their best to keep everyone happy, which with free beer and a fantastic party by the lake on the Friday night certainly did the trick, perhaps a little too well as we got back to our flat at around 0430 and were up again by 0730. As you can imagine nobody was more surprised than us when we won the first race that day, followed by a fourth and third. This left us third overall and leading the European Alp Cup by a good margin. Again we packed the boat and Simon and I saddled up for the trip to Kiel where





the boat had the luxury of being stored indoors for a few weeks before Kiel Week.

We headed out to Kiel with a Swiss Platu sailor joining us. We arrived to 30kts of wind and rain. Apparently being British that sort of weather should suit us! It took us a couple of days but with the purchase of a new heavy jib we were finally on the pace, although the damage had been done on the first day and we managed a disappointing eighth overall. We did however learn a lot so it was an important event for us. The boat was packed up again and we headed back to Lymington.

At the end of August we were off again, this time to Switzerland and Brunnen on Lake Lucerne 30-31 August. The standard Dover to Calais ferry trip was followed by the long drive, with the obligatory getting lost on the way, and we were there. A few crew changes again so now the crew was myself, James, Etienne, Andy, Lis and my girlfriend Chelsea. We managed an afternoon practice before racing started and were then in good shape scoring 2,4,4,1 with a textbook port hand start to lead from start to finish. On Sunday a shifting 15kts breeze took a while to settle and we only had one race. Starting poorly we rounded the first mark in twelfth, recovering to seventh by the next mark and over the next lap sailing into fifth, then up the final beat we took a big right-hand shift the leading four had missed, which gave us the lead, winning by some 100yds. This gave us second overall at the event. By now there was only one boat who could beat us for the Alp Cup. We packed

up the boat and after a day in Switzerland staying with one of the other crews, we made the trip to Como where we took a few days to relax before the final event.



This was at Mandello del Lario on Lake Como in Italy 6-7 September. We knew there was one other crew who could win the Alp Cup title and become European champions; the Austrian boat over whom

we had a good lead, so they needed a first or second at the event to win. We covered them from the start and they only finished sixth so we were crowned European Alp Cup Champions. We were the first non-lake based boat to win!

Throughout the season I have been constantly amazed by the support and generosity of all the clubs, from pointing us in the right direction, inviting us out to dinner, and giving us gifts of local specialities in appreciation of the distances we had travelled to race on the circuit. It goes without saying that none of this would have been possible without the hard work of the team of people I raced with and the individual skills they brought to this programme. I am very grateful to them and proud of us all.

Let's try and do it again in 2015.

CHRISTIAN SUTHERLAND



Dragons - Edinburgh Cup

The Edinburgh Cup is a prestigious trophy for the International Dragon Class which was presented by Prince Phillip in 1949 for the British Open Dragon Championship. The event attracts a mixture of professional and talented amateur sailors and this year the Cup came to the Royal Lymington Yacht Club with six days racing in Christchurch Bay.



The Bay is a magical place to have a race track with no interference from other boats or shipping and relatively even tidal bias, perfect when, as it did, the sun shone for most of the week. The Club was represented in the competition by Paul Woodman and Ray Mitchell's *Vibe* crewed by Simon McCarthy, and Eric Williams' *Ecstatic* crewed by Carol Dunning, Rory Paton and Matt Walker.

The competitors were all weighed and registered on the Saturday. The nice thing about Dragon sailing is you only need to be weighed the once so that you can eat and drink as much as you liked the rest of the week!

The Club's many volunteers were headed by Roger Wilson and his fabulous team aboard the committee boat *Sirena*. *Chatterbox*, *Zia Maria* and various other support vessels had their work cut out, with predominantly north westerly breezes shifting through 30 degrees, and



the mark layers union were hard at work! Apart from the shifty winds the racing was fantastic and hugely competitive. Dragons are very technical in their set up with string everywhere, but the boats are truly one design. In addition to the 1.75 mile windward leeward Championship courses for the Edinburgh Cup itself there was also a three-race Chairman's Decanter Series plus a crews' race.



In the main event Graham Bailey's *Aimee* and his team of Julia Bailey, Keith Toppel and Will Heritage (aged 13) appeared to have all the answers although they were pushed hard by Lawrie Smith's *Tiger* crewed by Tim Tavinor, Simon Fry who finished 2nd; Quentin Straus' *Rumours* crewed by Nigel Young and Martin Collen

came 3rd. In the Corinthian division for non-professional sailors, *Aimee* was 1st, ahead of Mark and Mandy Wade's *Avalanche* crewed by Duncan Grindley with our Club's *Ecstatic* 3rd. *Ecstatic* also won the crews' race.

Some of the competitors decided to get an extra bit of sailing in our Monday night racing and were also impressed by our vibrant Club programme with Wednesday Junior Sailing, Thursday Evening Racing and XOD sailing.

Event coordinator Nick Riley appeared to have thought of everything from arranging tows for the boats when the wind was light too a loo boat, as the competitors were in the bay all day. He even acted as 'Hangover Co-ordinator' one day. The Club, and especially its staff, were truly welcoming and the week culminated in a memorable Gala Dinner and well organised Prize Giving and BBQ. Congratulations and thanks are due to all the volunteers and Club staff for making the event one of which we can be truly proud.

RORY PATON



DONE AND DUSTED

'Done' yes, but we will come back to the 'Dusted' later. I understand Prince Philip used to race his Dragon *Bluebottle* at Cowes, much as he now races his carriage and four at full tilt. It was through this interest he came to present the Edinburgh Cup in 1949.

The first time I became aware of the Club being involved for the 2014 event was in early summer 2013 and the first meeting with the British Dragon representatives was during Cowes Week 2013. So the gestation period for these events can often match an elephant's!

I was asked to co-ordinate the event which is really trying to create a background where the experts can get on with their jobs without bothering about the trivia. We are unbelievably lucky in our Club to have experts in all areas so that the RLymYC can take on high-level events without any qualms. Having said that, it is only by doing these types of events regularly are we able to keep our hand in, so to speak.

John Doerr, with his America's Cup expertise, arranged the Protest Committee, and Roger Wilson, fresh from the Olympics, was Race Officer. Once we had the backbone the body could be fleshed out through the winter.

One of the most important aspects was to try and learn as much about Dragons as possible so as to know what they

wanted from a regatta. The writer did the European Dragon Championships in San Remo in March which was invaluable on the logistics side. There are 1,600 Dragons in Europe with a big fleet in Germany. Practically every weekend of the year racing can be found with over 60 boats in the fleet and 90 in major championships. They expect high standards.

In the end we had 24 entries which made for good racing in Christchurch Bay with what was described as Champagne sailing. The Bay was lauded by one competitor who cited the fourth day, when the first two boats at the weather mark had been to opposite sides on the first beat, yet rounded within a boat length of each other.

The Shingles however proved like a honey pot to the Dragons on the sail back to the Club. The writer, in a powerboat, was at one point in 0.5m of water explaining that the breaking waves ahead might be injurious to both his and the Dragons health!

So, back to the "Dusted". The prize-giving was splendid with copious prizes and popular winners. However when it came to presenting the Edinburgh Cup, it was found to be in someone's cupboard in Burnham due to a mix up of smoke signals (I suppose) between two dragons. So the winner was presented with a nice photo of the cup and we never dusted it!

NICK RYLEY

Dinghies Round-up

Dinghy sailors are necessarily a hardy bunch, so howling gales after Christmas were not enough to put the junior sailors off the Peter Andreae Trophy. Spurred on by the prospect of cash prizes, they whipped the river into a frenzy in the Club rowing dinghies. The next day the weather smiled on us for the Penguin Trophy, smoothly run by John Evans and his team, hotly contested by all ages in loaned Scows and generously fuelled with cakes by the volunteers.

The cornerstone of the Club's dinghy scene, the Solent House Dental Centre Monday Evening Dinghy racing, has gone from strength to strength this year under the experienced eye of Ann Brunskill and her team. Their efforts were rewarded with record numbers, particularly in the Scow fleet, and only one race lost to the weather in each series. There are now almost too many Scows to fit down the river at once (over 30!), a nice problem to have except at the first mark. The Commodore, Vice Commodore, Captain of Racing and Secretary have all been seen dinghy racing this year. The Monday sailors have benefitted hugely from the pool of talent on the race team: Ken Hay is still running races but has stepped aside as Principal Race Officer after eight years, letting



Steve Green take the helm. Stuart and Ado Jardine, Doug Rogerson and Frances Evans completed the Race Officer line-up. They were very ably assisted by the team of dedicated volunteers: registration, timekeepers, recorders, committee boat drivers, safety co-ordinators, mark layers, RIB drivers and crew. Special mention is also due to Dom Riley, who processes the results every night, usually getting them on the board and website before the sailors have sipped their first drink in the bar. An innovation for this season was the bottle prize given to mark the end of each series, and with a popular barbeque in June.

This year's Lymington Dinghy Regatta was a great success, building on last year's

inaugural event with almost twice as many boats, coming close to the 120-boat entry limit, with late arrivals still queuing up to register as the first boats went afloat. Nick Cox, Henri Lloyd and Harken provided generous sponsorship. Once again the regatta was jointly hosted with LTSC, each club running a separate course with the classes split across them, including Scows, Fireflies, Blazes, RS400s and the three Portsmouth Yardstick fleets. Our Club team led by Paul Stickley and Steve Green, did a superb job of giving the slower classes their full complement of three races each day despite the very fickle winds. The star competitor must surely be Oliver Witherby, who came second overall, sailing in his first ever regatta with Damian Dingwall in the



Club Scow *Valmai II*. Tea and doughnuts once again proved an irresistible incentive to draw sailors back to the sign-off area after racing. LTSC put on a fun dinner dance on the Saturday evening.

Jane Pitt-Pitts and her team ran the Potter Dinghy Race in August for the second year, following the same fun format of average-lap racing around a tight course for all types. The fleet was smaller this year but no less competitive, with the leading two Lasers lapping the third-placed Oppie twice, and a gaggle of Scows just behind. A month later was Bart's Bash, jointly hosted with KYC and LTSC. We provided seven crewed RIBs and the registration and results processing - the latter proving far from

straightforward with a massive fleet; a new race team and the online entry system run by the Bart's Bash organisers unfortunately didn't reveal the competitors' sail numbers. (See separate report on pg 34).

If it sounds like the volunteers are as big a part of the Club's dinghy scene as the sailors, that's because it's true - our racing is totally dependent on the efforts of the many volunteers who help to make it all happen. If your other half, kids or friends are racing, do come along and join in with the race team. There are plenty of roles to suit those who would like to get out on the water or prefer to stay ashore, and training sessions are being run over the winter. No sailing experience is necessary.

Finally our Members' dinghy sailing achievements beyond The Solent are worthy of mention, with Vita Heathcote National Champion in the Optimist in UK and Ireland, Brian and David Earl in the Javelins and Laser Radial Masters won by Marshall King. We can also claim 2nd at the Javelin Europeans, the Earls again, Sophie Weguelin 2nd at the ISAF 470 World Cup and first lady in the RS800 Nationals, Emma McEwen. Sincere apologies to anyone I've missed - please let me know.

We look forward to another great year for the Club's dinghy sailors in 2015.

LUKE MCEWEN - CAPTAIN OF DINGHIES

RS ELITE CLASS NEWS

With some old and new faces returning to the Lymington Elite fleet, a home National Championships and fleets building around us, 2015 gives plenty to look forward to after a relatively flat 2014.

National Championships – RLymYC 2015

Undoubtedly the highlight of next year will be hosting the Nationals at the end of July, with entries expected from across the UK, Ireland and potentially even Norway, Antigua and Australia! The event will span four days, with a mixture of racing in Christchurch Bay and The Solent – 10 races and a packed social programme. You can rely on the Irish to make it lively.

Steve Powell (and the lovely Beans) return from swanning around the Med to take on the role of Event Director and resume his Lymington Elite Fleet Captaincy. Great news for everyone – Steve's infectious enthusiasm, ruthless efficiency and coercion skills are second to none. If he asks you, 'you're gonna do it.'

Southern Area Championships & Cowes Week

The Lymington Nationals are expected to boost the Elite fleet at Cowes a week later, with the first four days forming the Southern Area Championships. A prize-giving for the Southern

will be held at the RS Elite Class Dinner on the Tuesday night. We're expecting one of the largest Cowes Week fleets to date.

New and growing RS Elite fleets

Solent Elite events will be boosted by a new influx to the Class at Hayling Island Sailing Club, where it all began. A number of well-known names including a Gold Medallist, World and multiple National Champions have recently bought Elites ready for next season. These guys and girls will be a force to be reckoned with – at least four of them comfortably capable of winning the Nationals at their first attempt by my reckoning.

Further afield, the RS Elite fleets are growing on the Oslo Fjord in Norway, in Antigua and soon on Sydney Harbour Australia. An Antiquan event is being planned during our 15/16 winter, using their boats for round-robin racing, so all you have to do is pack a holdall and hop on a plane to go Elite racing in Nonsuch Bay. Paradise. Appealing? See you there.

MARTIN WADHAMS



Scow Report

The Scow Division enjoyed a great year, with membership increasing to just over 160 and record numbers taking part in all our activities.

The Walks, organised and managed as always by Dick Thorn, were well supported despite the incredibly wet winter. Incredibly on almost all the Thursday mornings from November into April we were blessed with dry conditions - well, maybe not underfoot but at least it wasn't raining. Most walkers stayed on for the lunch in one of a number of attractive pubs, a most agreeable way to pass a few hours with friends on a winter's day.

Our own Winter Talks were well attended, as were the suppers which followed. We heard from Malcolm McKeag, a witty look back over the many years of America's Cup racing ('America's Cup - Full Circle'), from Chris Willard on Birds of the Solent and from Jonathan Cook who took us on Wainwrights walk 'Coast to Coast.' Finally Rory Paton and Mike Urwin gave a talk on how to sail your Scow to win, illustrated with video footage captured by Barry Dunning and featuring five members of the Division in action.

This proved so popular that Barry took a video of a complete Monday evening race in May and then showed the (edited) film on two evenings, adding his own expert and pithy commentary.

The weekly Potters (twice weekly in October) are organised and run by Graham Neal. As many as 20 boats have turned up to sail in company on Thursday mornings, supported by one or more RIBs. This year the big trip was across to Yarmouth, under the bridge and up the Yar for a sail on



sheltered waters and a convivial picnic clustered around the supporting RIBs. The other 'long distance' Potter to Newtown Creek fell victim to the weather and was cancelled. We hope to be luckier next year.



Monday Evening Racing began at the end of April and 31 Scows came to the line, an all-time record. Numbers dropped off a little as the season wore on but on most evenings we saw more than 20 of those brightly coloured sails, enjoying close competition all the way through the fleet. Several new faces and new boats joined in giving our usual leaders a run for their money.

The Scows run three short race series on a Tuesday evening, the Alexina, Captain's and Hinxman Trophies. These all start at the river mouth and put a premium on good starting. Once again numbers were up on previous years and the racing was close and keenly contested. The fourth special event, the Figure of Eight Race around Oxeys and Pylewell Islands only attracted 11 entrants, mostly because of the conditions, the wind averaging 18-20kts and gusting 24-25. For those who took part it was probably the most exciting sail of the season and, yes, a Scow WILL plane if there is enough wind and perhaps a few waves to get her started!

At the end of August we played host to 5 visiting teams for the annual Inter-Club Challenge. Conditions were ideal at the start, 12-14kts of breeze and some sunshine but as the afternoon wore on the wind increased to 20kts and more, causing one set of visitors to retire and several boats to capsize. Worthy winners were the Oxford and Cambridge Sailing Society, consisting of RLymYC Members Luke and Emma McEwen, Jeremy and Max Vines, supported by former World 505 Champion Peter Bainbridge and his crew George Nurton.

On 11th October Rory Paton, crewed by Eric Williams and John Evans, represented the Scow Division in the Club's Champion of Champions competition, sailed in XOD's and won, a fitting end to a great year.

DICK MOORE - VICE CAPTAIN



Being towed through the swing bridge at Yarmouth

Round The Island Double

We approached this Island Double as every other, i.e. with good intentions of a quick bite to eat, a quiet pint and an early night, ready for the start. Unfortunately, under the malevolent influence of the crews of *Jelly Baby* and *Jin Tonic*, all our good intentions went out the window and we ended up having a late night, a lot more alcohol than intended and sore heads in the morning.



After several aspirin, our race started at 07.05, with us as the lowest rated boat in Class 1 on 1.001. The wind was westerly at around 5/6kts, with an ebbing tide. The first leg started as a two sail-reach off the line, with us staying high to windward of most of the fleet to maintain clear air and avoid being rolled. We then bore away a little after passing Egypt Point and about half a mile later we were able to hoist our big mast-head kite, as the wind strength was still below 10kts and we could hold this on a tight reach. We sailed right on the edge of the deep water channel, mainland side, for maximum tidal advantage but trying to soak down, so as to pass as close as possible to Sconce Cardinal. As we passed through Hurst Narrows we found ourselves at the front of the fleet, leading out towards the Needles Fairway. Though it was fairly low water, we decided to

press our advantage and shoot the gap between Goose Rock and the *Varvassi* wreck; at this point we had a brand new J88 and a J122 hot on our heels. Just as we emerged safely on the other side, we heard a loud bang and looked around to see that the J122 had struck the wreck.

As we rounded The Needles the wind shifted round to the east and we started on a very long slow beat against the tide in around 3/6kts of wind. We tacked over on to starboard and took a long leg inshore to find shallow water and less tide. We knew that we were slowly being reeled in by the bigger boats, notably the J122 that had survived its encounter with the wreck and *No Chance*, the Beneteau 35 of Chris and Hannah Neve. Eventually, we got into a very close boat for boat tacking duel with the J88, all the way up to Aberfield Ledge. At this point we had caught up with most of the Class 2 boats that had sailed into a wind hole on the island shore. *No Chance* seemed to have more wind heading offshore, so we decided to follow them out and engaged in another duel all the way to St Catherine's Point. Here the wind started to freshen to around 10/12kts and the beat slowly turned into a fetch and then a two-sail reach to Bembridge Ledge. As we approached Bembridge, although we had been overtaken we were still in close contact with the lead boats and realised that if the wind obliged, after rounding Bembridge, we would be able to get the big mast-head spinnaker up. For the first time that day we thought that we could be in with a chance of pulling this one out of the bag. Sure enough, after rounding Bembridge we were able to set the big kite again, in around 8/10kts. *No Chance*, which had pulled out 5/600m on us, decided to play safe due to her



draft restrictions and rounded the post at the forts to the main channel side, while we elected to go inside the post, as we draw quite a bit less. This resulted in a substantial gain for us.

We had noticed a large black rain cloud approaching from behind and decided to put in a gybe on to port, before the inevitable wind change came through. We were just in time. As we completed the gybe we were hit by around 20/22kts and took off at 15kts towards Southampton water (completely the wrong direction). At this stage we heard several squeals emanating from *No Chance*. It could have been because they were caught out by the wind, but knowing those two, it could have been something else... We thought it best to avert our eyes.

After a few minutes the wind dropped to 6/7kts again, so we dropped the kite and managed to lee-bow the tide back on course towards Osborne Bay, finally getting back on to the ledge and shallow water. We followed the ledge all the way up to the point and again found ourselves in contention with the J88, which came up fast, threatening to roll us to weather in shallower water and what seemed to be more breeze inshore. We had decided to stay a little further offshore as we had worries about the wind shadow off the point and sure enough, the J88 sailed straight into it and stopped dead, taking some of the pressure off us.

After a painfully slow rounding of the point we were still in first position, but fighting shift after wind shift. Then we were lucky enough to pick up a 10kts lift that took us straight to the line. We didn't immediately realise how fortunate we had been, as almost instantly the wind died again and the J88, which had been close behind, took another 23 minutes to cross the line.

Once the final results were in, we had taken line honours and first place in the IRC fleet by 43 minutes on corrected time. It was the third time we had won the Island Double, but the celebratory pint of Pimms tasted no less good.

PAUL BAKER & RAY CROUCH

Bart's Bash

The world's largest sailing event was run by clubs all around the world on behalf of the Andrew Simpson Sailing Foundation. Over 700 sailing clubs from 68 countries took part, the goal being to encourage more people to go sailing, contribute to the Foundation and set a Guinness World Record.

Sixty-five boats entered and 49 starters were recorded for the RLYM's running of Bart's Bash for keelboats on Sunday 21st September, with well over 200 participants, including dinghies, on the water. The boats ranged in size and included XODs, an Open 6.5 and a 47ft Gaff Yawl. Many boats sailed in the spirit of the event with plenty of youngsters aboard. With Ben Vines on *Purple Haze* all the youngsters had a go at helming. The youngest recorded crew was Olivia at nine months sailing with mum and dad, Simon and Catherine Maguire, in probably the smallest boat in the fleet, *Sylvester*.

It was a very busy Western Solent, with our keelboat event having to find a windward/leeward track in between the Contessa 32 Nationals, RS800/Merlin Rocket Open and the West Solent Dinghy Bart's Bash event.

Despite the congestion, race officers Ken Hay and Alastair Wilson managed to find a suitable stretch of water to use between the Club Platform and the George Hotel



Buoy off Yarmouth. The weather also turned up trumps with sunshine and a northerly breeze gusting between 15/22kts. The wind direction left Ken with no alternative but to use a downwind start, which proved to be a fantastic spectacle.

Most boats elected to start at the up-tide pin end of the line and several boats managed to hoist their spinnakers early to get away from the pack. As the downwind

leg progressed towards the Isle of Wight, the wind shifted more easterly making kites a little more marginal and broaches inevitable.

The course continued back across the Solent to a movable mark to the west of the river and down to the gate at the platform, primarily so that the race team and attendant witnesses could easily count boats and read sail numbers. Most

Results

1.	J80	<i>Purple Haze</i>	Ben Vines
2.	J109	<i>Jibe</i>	Robin Taunt
3.	J105	<i>Jin Tonic</i>	Andy Roberts
4.	Cork 1720	<i>Jar</i>	Johnny Mordaunt and Rick Otton
5.	J105	<i>Flawless J</i>	James Heald
6.	Beneteau 31.7	<i>Eclipse</i>	Mark and Liz Kirton





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of the fleet only completed one lap of the long course but everyone enjoyed the relaxed sailing and friendly atmosphere and voted Bart's Bash as a great race.

The race was run using Lymington Handicap and Average Lap timings so that results could be calculated on the day and prizes awarded. The race times and

distances sailed were submitted to the Bart's Bash team to establish everybody's world ranking and hopefully contribute to a new world record for the most boats participating in a race in a 24 hour period.

Thanks go to the many volunteers that helped make this event possible, and to the generous donations of the

competitors to a fabulous cause; the Andrew Simpson Sailing Foundation, well over £2000 raised. It was good to see some of Andrew's friends on the water, particularly on the Cork 1720 JAR, who took time out from their professional obligations to participate in the event in his memory.

KARL THORNE

FINN REPORT

The Classic Finn National championship was held at Roadford Lake Sailing Club over the weekend of 8th and 9th June. The strong local fleet was joined by four Classic Finns from Keyhaven and RLymYC; two were placed in the top three. The event was sailed in conjunction with the CVRDA open. The winner was sailing a Fairey hull built in the 50s and is still competitive as a Classic. More recent Vanguards are also competitive coming 2nd and 4th in the championships.

A new Classic Finn fleet is forming at Keyhaven. The website classicfinn.org.uk provides information, advice and history. Interest in forming a fleet is also developing in the US and

prizes for the first Classic are now awarded at all UK Finn events. Four are racing regularly at Keyhaven and I am trying to get more sailors interested.

Classic Finns are defined as those built before 1985, sport a Needlespar mast and Dacron sail. This provides cheap but very competitive racing, avoiding the cost of modern carbon rigs. The Classic Finn is just as fun to sail as a newer one at a fraction of the cost, usually about £1200. I have owned mine for twenty-five years and still hope to get another ten or twenty years sailing in her.

PETER BLICK



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XOD Division



Little did I imagine when I first climbed into an XOD in about 1983, that thirty-one years later I would be finishing a two-year term as Captain of the Lymington Division of this marvellous little boat. The XOD draws sailors of all standards and experience to close competitive sailing, several times a week, for six months every year.

All boats, however old, conform to certain one-design features, but in reality they are all different in both age and set-up so that it is always a challenge to step into a different boat. The age of the boat is no bar to performance, and I hope that I am around when my boat celebrates her centenary in nine years time.

This has been another active year with the Wednesday and Saturday Series running throughout the season for the Hothem and Jade Cups. The results are combined to determine the overall boat, which is awarded the Cock Boat Cup. This was again won by *Lonestar*, with Stuart Jardine at the helm; he also won the Wednesday Series. The increasingly competitive and successful relative newcomer, *Ibex* X32, with Paul Woodman and Oliver James won the Saturday Series. The final eight races of the season constitute the Autumn Series, which was won by Rory Paton who has been sailing very consistently throughout the season. Our two weekends with the Yarmouth fleet (The Taittinger and RAYC Regattas) were both badly affected by light winds but sufficient races were

completed for the Allott Cup, competed for by the two divisions over eight races throughout the season, to be won by *Ibex*.



A group of Lymington boats competed as part of the 50-boat fleet in Cowes Week in mid-July, held the week after the main Classic Week which is attracting an increasing fleet of boats from the XOD Class. Some people within the class ponder whether it should become the premier annual XOD event rather than Cowes Week itself. However it does comprise relatively short windward/leeward races rather than the traditional longer-round-the-cans races of Cowes Week. The Classic series was reduced to six races by light winds, of these three were won by Lymington boats, *Ibex*, *Mystery* and *Red Coral* although the overall series winner *Madeleine* is Parkstone based.

Cowes Week was also affected by light winds so that only six of the eight race series were sailed. Eighty boats competed. Lymington boats finished 9th, 10th, 14th, 21st, 23rd and 29th overall. Unfortunately

we were unable to challenge the Itchenor Division for the annual Philipson Shield.

The future of XOD sailing in Lymington looks good, as we filled three of the top four places in the Under-25 Cup in which all three members of the boat have to be under 25. One of these was X72 *Venus* which finished 9th overall and had the distinction of winning one race helmed by Nic Froud.

One of the most heartening aspects of my captaincy has been the increasing involvement of relatively young sailors as both helmsmen and crew within our XOD Division. Many have developed their skills during our Club's Wednesday afternoon Junior Sailing programme. We are very pleased to forge this link, which can only contribute to a promising future for our class.

This year was the first since the retirement of Nigel Thomas from his role as Principal Race Officer, and we were very pleased to welcome Malcolm McKeag into this essential position. I am sure that he is going to leave his very capable imprint on the division during the next few years.

I have enjoyed the privilege of serving the XOD Division for these two years, it has been most enjoyable. So many people have been most supportive, though at times an interesting challenge keeping most of the people happy most of the time. I believe that the fleet has fulfilled its purpose well in these two years.

JOHN MILLER

Duo Series 2014

For the Duo, or two-handed races, supported by Spinlock and Harken, the Race Officer usually sets the course on the evening before the race on Saturday. But this, the 4th season, with the varying forecasts of all-or-nothing winds, many of Tony Blachford's course decisions had to be made on the day. The first race at the end of April saw gusts of over 25kts and beautiful sunshine. Seventeen boats came to the start for a beat from the Folkboats UK buoy to Black Rock with a reach to Ledge. IRC Class 1 competitors *Jelly Baby* and *Jibe* enjoyed the reaching conditions. In LH Class 3 the boats had a roller-coaster ride with new competitor, David Gough on *Aventurera* taking both line and class honours.



On Saturday 31st May with the spring tide flooding at the scheduled start then ebbing 2 ½ hours later and with variable winds forecast, the sailors set out with lots of supplies. The whole fleet drifted along on the tide in the 5kts breeze towards Cowes with *Jelly Baby* in Class 1 electing to tack out to the deeper water of the main channel. It didn't pay, and the boats creeping along the north shore kept the breeze longer. The fleet was becalmed at Lepe, everyone hoping that they could drift to their different turning marks on the last of the flood. The lead boats, *Blue Note* and *No Chance* were reeled in by *Jelly Baby* flying its new Code 0, a weapon in those conditions, while north of the Bramble Bank *Jibe* crept along under spinnaker getting to SE Ryde Middle first and then stretching out her lead on the increasing ebb tide and winning by 45 minutes on corrected time. All of IRC Class 2 retired but Robert Weguelin's *Egor* persevered, only to miss the time limit by 4 minutes. Such is the friendly nature of the racing that he received a 'bottle' prize for his efforts.

The third race of the series saw the start delayed until 12 noon mainly to let the forecast rain and high winds blow through. It remained pretty windy at 25kts and only 8 boats ventured out. The brevity of the

downwind legs for LH Class 3 meant that no one hoisted their spinnakers but in IRC Class 1 *Jelly Baby* and *Jin Tonic* were braver and launched theirs for downwind legs. Beating home short-tacking against the tide was definitely not as much fun.

Bank Holiday Saturday 23rd August proved less popular even though a trip out to Christchurch Bay was on offer. The start line produced a fetch in the light WNW at noon, with *No Chance* from Class 1 having the best start. The fetch developed into a full beat down the main channel towards Needles Fairway buoy in full sunshine and up to 18kts. The fleet then split, with Class 1 having a two-sail fetch to Hengistbury Head, while Class 2 and 3 on a fast reach to Christchurch Ledge saw *Aventurera* starting to pull away at the front with *Roller Coaster* and *Dynamic* neck and neck close behind. This was followed by a roly-poly downwind leg back to North Head for the LH boats with only *Unity* brave enough to put her spinnaker up - if only for a short while! Back onto a reach for the leg to Hurst Castle with *Dynamic* and *Roller Coaster* still neck and neck taking turns in the lead as they surfed down the waves only 25m apart - making for a fun spectacle for the cruising boats around them. Re-entering the Solent,

Aventurera stretched her lead on the water, but not enough to stop *Unity* winning on corrected time. In Class 1 *Jelly Baby* made better use of the back eddy along the shore and overtook. It was a great race with close competition and a lot of fun and it turned out to be the last race of the series as well because the race on September 27th had to be cancelled due to a total lack of wind either present or forecast.

HANNAH NEVE

IRC Class 1

1st	<i>Jelly Baby</i>	W Newton
2nd	<i>Jibe</i>	R Taunt
3rd	<i>No Chance</i>	C & H Neve

IRC Class 2

1st	<i>Egor</i>	R Weguelin
2nd	<i>Seahorse</i>	J Heffernan
3rd	<i>White Mischief</i>	A Hind

(All 3 boats finished on 11 points, but *Egor* won on countback)

LH Class 3

1st	<i>Aventurera</i>	D Gough
2nd	<i>Unity</i>	R Truscott
3rd	<i>Dynamic</i>	J Turner

Lymington Classic Regatta

On a sunny Friday evening in September nine classic yachts from the British Classic Yacht Club plus a pair of Darings and a good selection of Lymington based classics gathered at the Lymington Yacht Haven for a Laurent Perrier champagne reception. It preceded an excellent new addition to the BCYC calendar, which was organised by Andrew Pearson on behalf of that club, in conjunction with the Royal Lymington Yacht Club, The Lymington Yacht Haven and Lymington Harbour Commissioners.

The event comprised two races on Saturday and one fleet race on Sunday, under the excellent direction of Roger & Jenny Wilson and Malcolm McKeag. With easterly winds and flooding tides the first two races were beautifully set, though the second suffered when the sea breeze shut off and left the fleet struggling on a ghosting beat to the finish, with only 4 boats making it across what was by now a strong ebb tide. The Sunday race took place in stronger winds with a long beat up the Solent with the tide and an even longer run back to the finish.

Once more *Whooper* proved unbeatable and was beautifully sailed to win the event. *Dynamite*, one of the two Darings, came in second place with the stunning 33ft *Bojar*, who was sailing better than ever, coming third overall.



A novel aspect of the racing was the mixture of Classic yachts, Darings and a wooden Folkboat, starting and racing together. There was also a small but enthusiastic Gaffer fleet and the race committee did a fabulous job.

Commodore of the British Classics Yacht Club David Murrin said "The parties and dinners were excellent and the weather of course did its part too! I am sure that the event will become a regular fixture in the BCYC calendar, and I firmly believe that it will grow from strength to strength."

Dates have now been confirmed for the 2015 Lymington Classic Regatta which will take place at the Royal Lymington Yacht Club from Friday 11th – Sunday 13th September. Once again this event will be

supported by Lymington Yacht Haven and will be open to all Classics and Gaffer classes.

Growing on the success of this year's event, 2015 will also see the introduction of a new Lymington Handicap Class, which will allow more Club Classic racers to participate, as well as giving some competitors an opportunity to race under a different scoring system. To ensure the racing is as competitive and as enjoyable as ever, the Race Officer/Skippers' Question time will also be repeated.

More information about the 2015 event will be published on the Royal Lymington Yacht Club's website shortly.
www.rlymyc.org.uk

ANDREW PEARSON



Club Champion of Champions

We sailed our Club Champion of Champions event on Saturday 11th September, an event where the winners of each class through the season have a chance to race each other in XODs – this year in an ambitious format of a series of three short races for the ten boats. The XOD Division has been offering their boats in racing trim for this event for a few years now with either an owner or his representative aboard.

There was a slight problem earlier that week when the Club's crane gave up the ghost. Fortunately the X Class Wednesday race was cancelled due to bad weather and many of the Divisional Members rallied around to help scrub boats by hand. Our thanks go to them all and especially to Simon McCarthy who donned his wet suit to ensure all the difficult sections were thoroughly scrubbed, a very necessary task to ensure all were equally competitive. Our thanks also go to the Club boatmen for the help they gave us.

Saturday morning out on the water, the weather looked ominous, no wind and frequent downpours for two hours, a light and very unstable wind pattern, large thunder storms all around and a spectacular rainbow along the northern shoreline. A 5kts nor'westerly was observed from the committee boat and Stuart

Jardine, the Race Officer, finally managed to get a race started with little more than 10 seconds to spare before the time limit.

The race was started, one lap completed and finished at the windward mark on the second lap, much to the relief of everyone out on the water. Rory Paton (Scow Champion) took the gun followed by David Alan-Williams (Class 2 Dinghies) and Kevin Podger (Class 3 Lymington Handicap).



Awaiting the breeze

POTTERSHIP RACE 2014

Despite the very tricky conditions, the 2014 Pottership Race again produced a worthy winner.

The race team and competitors were in deep gloom early on Saturday 4 October as they gathered for the annual event. The rain and wind had been unrelenting overnight, persisting as the grey daylight slunk in. The decision to postpone for an hour was easy to take, rewarded by an almost instant break in the weather. However, the improvement came too late for many, so only 27 boats out of the 50 entrants ventured out for the delayed start.

With an unhelpful northerly wind, setting a course from the Platform with adequate upwind and downwind legs was always going to be difficult. The clever use of moveable marks, laid in quite deep water, produced an interesting course with fair beats and runs, providing the wind behaved. But it did not behave, and boats with

asymmetric spinnakers found they could enjoy a number of unplanned close reaches which other boats could not match.

In the customary massed start we sailed away eastwards, just off the wind, to leave Pylewell to starboard then on to the first laid mark. Already the asymmetric kites were proving their worth, together with Peter Scholfield's symmetrically kited *Zarafa* once again challenging for honours. A broad reach down tide soon brought up the second laid mark. A beat up to Oxey and another close reach completed the lap.

The bigger boats managed three laps; the smaller boats were finishing their second when a relieved race team called a halt, just as the wind died in the sunshine.

After the usual complicated calculations, the well-handicapped *Boomerang*, skippered by Ray Crouch, was a popular

winner. Stuart Duffin's *Flying Boat* was second overall with *Zarafa*, first on the water but third on handicap. The bigger boats were closely followed by Rory Paton's superbly sailed XOD in fifth place, then the Folkboat and a Broads One Design. The handicapper too deserved a prize.

The Pottership Race was inaugurated by Cyril Potter as an annual race for RLmYC Members helming their own boat. We were delighted that his grand-daughter, Penny Parmigiani, was at the Club to present the trophies.



Youth and Junior Round-up

Youth and Junior sailing is a very moveable feast. Classes wax and wane, numbers go up and down, but overall there has been a huge amount of training going on, lots of competitions and many success stories. Sometimes though, there are sad stories too and we were all devastated by the loss during the summer of Jessica Eales, one of our very promising youth sailors, in tragic circumstances. Her successes will live on in our memories.

The Optimists as usual have had a hugely busy year, with sailors going all over the globe in the pursuit of good racing and silverware. You can read about their exploits in the article by George Heathcote (see page 44).

Sadly the Cadet Class is no more – we have one Cadet sailor, Harry Fitzsimmons. He flies the flag for the Club at Cadet regional, national and world events, but he hasn't been able to persuade any other juniors, or their parents to join him in his lonely quest.

The RS Teras have been a small class, but they have had excellent training, lots of fun and some very encouraging results.

The Tera is by definition a transition boat, so the sailors don't stay in it for long, but it provides a great way of getting to grips with a single hander for those not big enough to manage a Laser 4.7. It can be sailed with a smaller, non-battened, reefable Sport sail, or the larger, battened Pro sail giving opportunities for beginners and more advanced sailors alike. Their new class Captain, Julian Hire, has taken over from Paula Tait – a big thank you to Paula for all the work she has done with the Class. Julian says they have had several of their best Tera sailors move on this year, Tom Goacher and Jonny Tait to Laser 4.7's after the Lymington RS Tera Open in June. They finished 2nd and 3rd respectively in the 'Pro' fleet. The Class now has strong interest from younger sailors, many of whom sailed Teras at Youth Week.

Three Tera sailors travelled beyond Lymington this year, the top performer being Henry Collison. Henry did very well to come 11th in the European's 'Sport' fleet and won the Lymington Open in the 'Sport' fleet. He also was 4th in the Inland Championship in the 'Pro' fleet and 7th in the National Championship in the 'Pro' fleet.

Tim and Abby Hire started to compete in several national regattas and have

improved as the year has gone on. Tim took part in the National Championship with his best result coming 22nd in the 'Pro' fleet. Abby competed at the Inlands where she won the Endeavour Trophy and came 39th overall in the 'Sport' fleet. She also came 5th in the Regatta (intermediate) fleet at the Nationals.

We had 15 Teras out in the Silver Fleet at Youth Week, half of whom are interested in the Tera Squad winter training. Henry Collison sailed in the Gold Fleet.

In the 29er fleet we had three Teras racing in Monday Evening Dinghies - Tim Hire 1st - Slow handicap, Henry Collison 2nd - Slow handicap and George Overton 8th - Slow handicap.

The Laser Class has been two pronged – the 4.7s, a small group of beginner Laser sailors who, with good training, are getting to grips with the boat and starting to travel to ladder events and championships. Plus a bigger group of Laser Radial sailors who have had some high performance training funded by the RYA. Gina Bassett, their Head of Class reports that the Laser Fleet sailors had a good season. A few made 4.7 and Transition Squads. The season culminated in good results in the Nationals with both Radials and 4.7 sailors winning the Club cups for best performance: Jake Farren-Price (11th Radials), Joe Woodley (12th Radials) in the and Alex King (2nd Lasers) and Robby Boyd (17th Lasers).

The 420s had sailors represent the Club at Kiel Week, Flanders, the French Nationals, the Worlds and the Eurosaf events. As their Head of Class Ian Jarman stated there were no real results to write home about, as our sailors are pretty new to the fleet and building their experience. It is expected that a number of the sailors will qualify for National and Transitional Squad places this autumn, so we can look forward to hearing of their progress next year."

Some exciting developments have taken place in the 29er Class this year as you can read in the following report from Nick Eales, the Head of Class.

JENNY WILSON



RYA Youth RIB Challenge

This year has been a fantastic year for RLymYC Youth Powerboating. There has been continued success competing in the RYA Youth RIB Challenge, and our Youth RIB Club inaugurated.

This idea was raised last autumn with the objective of young Club Members being taught to drive in the Club RIBs to RYA Powerboat Level 2 standard, to enable them to help with Club activities such as mark laying, event RIB support and ferrying. Sessions were held after Wednesday Junior Sailing for two hours over eight weeks during the summer months for Members aged 12 to 18.

Eight students signed up and with the help of volunteer Powerboat Instructors covered the curriculum for the RYA Powerboat Level 2 course. Everyone passed.



Tom with Sarah Treseder RYA CEO

When the group came to try the RYA Youth RIB Challenge course the change in confidence and competence was evident. This course is not only about speed but is also technically difficult. If you go too fast you simply will not get round. It requires accurate driving and exceptional boat handling.

This year the RIB Challenge team, led by Andrew Eady, trained harder than ever. The Regional Championships were hosted by

RLymYC on 9th August. The young drivers from Lymington performed brilliantly. Alice Wood came first in the 8 to 12 category and James Eady won the 13 to 16 category, both securing places in the National finals at the Southampton Boat Show on 14th September.

Sadly on the day it was not to be, with James in 5th and Alice in 6th positions. If their times had been the same as at the Regionals, James would have been 1st and Alice within 16/100ths of a second behind the leader.

New this year was the 'Champion of Clubs' race between the winning club of the 2013 Championships and this year's winner. Tom Rogers represented RLymYC in a head to head battle with the freshly minted National Champion and came away victorious with the trophy for the RLymYC. Well done Tom!

TOM DUDLEY
YOUTH RIB CLUB ORGANISER

29ER QUALITY NOT QUANTITY

2014 has been testing year for the 29er fleet with many light wind events both here and abroad. Our Lymington 29ers however have had a successful year. Mimi El-Khazinder and Ben Batten managed a tremendous season including a 4th at the RYA Youth Nationals, 2nd in the 29er National Championships and 11th in the Worlds in Canada, just to name a few.

James Eales and Henry Collings have had a cracking year and are starting to get some solid top ten results in the Grand Prix whilst still being juniors. They put on a stunning performance at the last Grand Prix in Torquay. Sailing conditions could not have been better with light SW winds steadily building on the Saturday, and on Sunday a brisk NE that brought some nice big seas, perfect skiff weather.

Our newest additions to the Lymington fleet, Signe Norborg and Orla Mitchell, started in the 29er in the spring. This transition period normally takes a good 3-4 months before the capsizing stops and the racing begins. They have now passed through that phase starting to work their way up the fleet, and are now trying for the RYA Transition Squad so 2015 should be an exciting time for them.

This year saw a change to the 29er ISAF selection process and the introduction of an all-girl class for Malaysia in 2015. So

with great excitement all round there has been much giggling among crew and helms this year; competition for the all-girl boat will be fierce.

After the worlds Ben Batten has stopped for a while to pursue his career in medicine in Aberdeen and Mimi El-Khazindarhas teamed up with Emma Loveridge to try and fight for a place at the ISAF's in Malaysia. They have so far have proved to be a well matched pair and after securing a bronze medal at the Eurosafs in late August, they have forged a place in the National Youth Squad and TS Squad, on equal par with the boys.

Now that winter is upon us the rigours of cold training begins, but before that Mimi and Emma, with James and Henry, are off to Datchet for the last Grand Prix of the season. They then pack up and go straight to Lake Garda for a 29er Euro cup event and then back for the 29er Inlands at Grafham Water the following weekend. A busy month, even before training starts.

It is well-known that Lymington produces some formidable Olympic skiff sailors, which gives us a wealth of coaching experience that we can call upon. So this year we hope to entice a few more from the other Lymington youth groups.

They say once you sail a skiff you never go back!

NICK EALES

Vita Heathcote: My Summer

The summer seemed to have been endless. There was a huge amount of racing, and not much training – which suited me fine!

It started at Easter. On our way to Brassemmeer (NED) we dropped by Optispring at Port Zealande (BEL) to join the Belgian Selection Trials. William (younger brother) almost won it, and as he had won the Spring Championships just two weeks before I realised that I would have to get my skates on.

Brassemmeer, just outside Amsterdam is a major event, being the Dutch selection trials, but teams from around 20 countries are included. In the end I ground out a good result to come 1st girl and 7th overall.

Back home we went to Weymouth for our own selection trials; the top 5 go to the Worlds (Argentina); the next 7 to the Europeans (Dublin) and the next 8 to Development Team (French Nationals). With help from my coach Shelley I was able to find my 'zone' and win the trials, thus securing a place to go to San Isidro on the River Plate in northern Argentina in October.

Oppie sailing is booming all over the world. Winner, who sponsor me, used to make 300 new Oppies every year in



Denmark. Now they make 800 a year and they sell all over the world. The regattas are huge. In America they have to cap each one at 1,200 which is probably why so many American teams come to the European events. All the Spanish regattas have around 500 Oppies and in Germany more like 800.

If you think our Selection Trials were intense, think on! In Singapore they train five hours a day for five days a week. In Croatia they have big hangars to wheel their Oppies into, and leave them rigged. The Scandinavians don't even bother trying to sail at home during their winter. For one week every month they go to places like Lanzarote where they sail for five hours a day and do schoolwork for another five.

Our first event as a team was the Inlands at Grafham Water, with our national squad coach Alan Williams and his wife Jen who was our team manager/house mum and looks after us off the water. Unfortunately Dad had made the mistake of taking nine kids to the event so we were late, didn't get anything to eat and didn't get any sleep!

Next we were off to the Dutch Youth Regatta, on the IJsselmeer. I was staying with my Dutch Worlds Team friend Annabelle Westerhoff, which was great fun, though perhaps too much fun as we both ended up in Silver Fleet! The Youth regattas add a whole new dimension as there are more than 1000 sailors, half in Oppies, the others in 29ers, 420s and Lasers – having pretty much all been



through Oppies themselves just a year or two before.

A few weeks later we were back over The Channel to Flanders. The first two days were northerly gales and mountainous seas so I clung on to my Oppie, sea sick and drugged up, so I could barely open my eyes. The next three days were much better, and I was fast enough to win races (on my 13th birthday!) so recovered to end up 7th overall.

Immediately after, we drove down to the far south west of France for the French Nationals. Brother William had come with the GBR Development Team and they seemed to be enjoying the relaxed schedule as much as us; surfing all morning and racing in the afternoons. This time we had a great family holiday AND managed to put in some reasonable results – 7th again.

Then came the time for our own nationals – the Volvo Gill Optimist British National and Open Championships, held in Portland Harbour and Weymouth Bay in early August. With lots of sun and a decent sea breeze, sailing conditions were superb for the 470+ sailors from 19 countries. But with lots of Worlds teams the start line was a very difficult place to get off, and unless you hit the line on the ‘B’ of ‘Bang’ going flat out you were soon dead. Again I was working with teammates Milly and Charlotte and we were able to get some good results until the last day when I kept getting killed off the start line. I had been lying 3rd overall but now my boat just wouldn’t move, and it wasn’t until we turned her over after sailing had finished that we found the jap tape hanging out of the daggerboard casing. Never mind, I had had a great regatta although 6th overall was 1st UK, and therefore the British National Champion. Last year I had won the Junior Fleet so this was a double delight. Wow that felt good!

We then charged off across the Irish Sea for the Irish Optimist National Championships, held at the Royal Cork Yacht Club; founded in 1720 it is the oldest in the world. Dad took six of us in our clapped out old motorhome – nothing works apart from the (not very fast) engine. Milly and I worked so well together that in the end I won and Milly came 2nd. So it had been an amazing two weeks;

terrific sailing and it had all come together for me. Yeehaa!

William had come as a member of the British Junior Team (a squad of sixteen U13s). He led the fleet until the last race but still ended up 3rd overall and 1st overseas (in the Junior fleet). This added to his 1st UK boy at our own Nationals; little brother Henry won the National U10 Trophy.

Then we got to Argentina in October. As soon as I walked into the dinghy park I knew this was going to be great. There were countries I had never heard of: I mean where exactly is ISV, ANG and KOR? Someone says that ANT is Antarctica.

It was hot, the trees covered in blossom, giant butterflies and colourful birds – hummingbirds and parrots quite unafraid of us. The club was very grand, a bit like a palace, and made the RLymYC look like a temporary structure! It was spring, so we all felt that we had arrived on a different planet.

For the first race, after so many recalled starts, my favoured end had become massively unfavoured, so I came 48th. Having mucked up the first race managed a 5th, only for the measurer to pick me up as I had not clipped my daggerboard on. For that I was lumped with an extra seven points – ahh!

The next day was very light again, a strong current with the wind. The aim was simply to get into Gold Fleet, so I was pleased to put in two solid, if unremarkable, results, 23rd and 22nd. Race Day 3 was the final day of flighted racing before the split into Gold, Silver and Bronze.

Lots of parents had come along for support, but soon realised they weren’t needed by those on the water. Some went trekking in Tierra del Fuego, others to the Iguazu Falls. Mum and Dad went to Uruguay, which they said was so laid back it had fallen over backwards! One evening we gave a house party with all the GBRs, French and Argentinians. We all ate tons of beef, which is very good, but all they seem to eat out here.

On our day off we went with the French, Swiss, Slovenians, Hungarians and Bermudans to an Estancia where we went riding, swimming and had a long lunch

served by gauchos. As we left a huge storm came in. I was excited about the prospect of some wind; it would blow the light air rocket ships off the course.

The next race was total carnage. Mara (who had won the previous 4) finished



half way down Silver Fleet. Waves were swamping all the RIBs and breaking right over the top of us. The first race in Gold Fleet I came 13th. The next one, in 4th place, as I made my final tack for the finish line it was my turn to catch the brunt of a breaking wave. Rats! It took out 4 or 5 of us and I had to settle for 19th.

All night and all of the next day was almost solid thunder and lightning. Racing was cancelled and the whole dinghy park and club flooded. On the final day the storm finally stopped to allow us one last flukey race. I wasn’t unhappy to come 31st and finished 33rd overall; 7th girl. I was thrilled as it was about three times better than I had ever expected. The closing ceremony was brilliant. We all got a proper chunky medal and said farewell to all our new friends. The fireworks started accidentally half way through the speeches then fell over so most of them went off into the river, making it dance and fizz with bright colours.



Optimists

Lymington's Opppies are in great shape: of the 150,000 racing competitively worldwide, we have around 80 of them, from a raft of fledglings right up to those considered to be among the best in the world. We receive fantastic support from the Club and this helps the whole thing fly.

We ground our way through the various (RYA, IOCA and Club) winter training programmes: Bronze Fleet at the Salterns and Spinnaker; Silver Fleet on the river and in South Zone; Gold Fleet also on the river and out in the Solent. Lymington's sailors were prominent at National Squads and international regattas not only in Spain and the low countries but also Poland, America and Japan. Always enthusiastic, with no small amount of success.

In the UK we have five major events each year. The first is the Spring Championships, this year held in Torquay. William Heathcote won overall with fellow Club Member Toby Schonrock winning the Silver Fleet.

Then we have our really big one, the Selection Trials. Vita Heathcote won the trails to secure her place to the World Championships in Argentina. Six Lymington sailors won places in the European Team: Ella, Haydn, Milo, Sophie, Julia and Oli Hill. A further four made



the Development Team: Arthur, William, Charlotte and Alex. Johnny Thompson was sent to Flanders

The Volvo Gill Inland Championships saw a whole new wave stepping up to the mark before the relatively relaxed season of Club Open meetings. Lymington Open was won by Milly Boyle with twin Charlotte 2nd. Warsash was won by Arthur Fry with Milo Gill-Taylor 2nd; Hattie Rogers with Arthur Fry 3rd at Hayling; Ted Ward was the winner at Mudeford, with Euan Etheridge 2nd and Jess Mills 3rd. Spinnaker was won by Haydn Sewell with Hattie Rogers 2nd.

Meanwhile back in Lymington we did not forget those who don't feel the need to travel so much, offering twice weekly racing, plus training on Tuesday evenings and Sunday mornings.

Zac West nipped off to Japan, and had the opportunity to present a RLymYC pennant to his host, the Commodore of the Yumenoshima Yacht Club, Tokyo. The lucky chap had been invited to the International Friendship All Japan Regatta, held on the waters to be used for the 2020 Olympics.

The main event however was the European Championships in Dublin. Some really testing conditions – gales, rain, fog and a fickle breeze made for some variable results. Six of the seven GBR sailors were from Lymington and they all had their moments – Ella Bennett had one especially good day when she scored two seconds. This is the only event where the boys and the girls race separately. During the same week there was another big event, in a magical corner of south-western France, the French National Championships. GBR



sent their Development Team into battle and the Lymington sailors did the best.

More than forty of our little soldiers went down to Weymouth for the Volvo Gill British and Open National Champs, to join 480 others from 19 countries, including many World Teams. Fantastic sailing conditions gave a full 13-race series in Portland Harbour and Weymouth Bay. RLymYC Member Vita Heathcote won to become the British National Senior Champion, and together with fellow Club sailors Milly Boyle and Arthur Fry won the Talbot Fleet Trophy for the Club. Alexandra Schonrock won the Junior Fleet, with William Heathcote first UK boy, while younger brother Henry won the National U10 Trophy.

We then headed across the Irish Sea to the Royal Cork Yacht Club – the oldest in the world, for the Irish Optimist National Championships. Strong currents, big waves, biblical deluges and wild shifts gave the 200 sailors plenty to think about. In the Junior fleet, representing GBR were William Heathcote (3rd and 1st overseas), Alexandra Schonrock (5th and 1st girl), and Johnny Thompson (6th). The Senior

fleet was won by Vita Heathcote, with Milly Boyle 2nd.

Meanwhile the European Team Racing Championships was held at Lago de Ledro, in the Italian Dolomites. All four members of Team GBR are from Lymington so is it any wonder that, having trained locally they achieved our best result for years. Julia Mellers, Oli Hill, Sophie Holloway and Haydn Sewell came 5th out of the 16 European countries to qualify. Very well done them.

The following weekend there was a great exodus from the balance pond to Weymouth for the South Zone and Home Counties Championships. These are the main selection trials for the RYA South Zone, a winter training squad of 24, and is really the first rung of the ladder of what is called the RYA's 'Olympic Pathway.' Ninety-two sailors did their best not to get too bored and frustrated in 4-6 knots of dying breeze. Haydn Sewell (2nd), Arthur Fry (3rd), William Heathcote (4th) and Calum Cook (9th) all just about held it together.

The season has culminated with the selection for winter squads. At the time of

writing only the National Squad has been picked, almost half of it from Lymington and all six girls. Overall rankings for 2014/2015 squads: 1st William Heathcote. 2nd Alex Schonrock, 5th Julia Mellers, 6th Haydn Sewell, 7th Vita Heathcote, 9th Sophie Holloway, 10th Milly Boyle, 11th Arthur Fry, 14th Johnny Thompson, 17th Hattie Rogers. Oli Hill will be given a discretionary place as he broke his arm just before one of the ranking events.



One of the outstanding features of the racing season is how strong Lymington's girls are, winners of selection trials, both National Senior and Junior Champion, 1st and 2nd at Irish Nationals, 1st and 2nd at the Lymington Open, 1st at Hayling. And well done to the 6 Lymington girls selected for the National Squad.

GEORGE HEATHCOTE

B&M'S YOUTH WEEK

Ben's 4th year of Youth Week was in a Tera and Madelaine's 3rd year was crewing in a Scow. Here are their snapshot views of the week.

We had some proper windy weather up to 35kts, which made for an exciting and entertaining start to the week. It allowed us to get up some real speed and hike out or capsize depending on skills, or weight!

The Tera fleet had some amazingly close races. Even though at times we had three reefs in! Wednesday was the day when one huge gust caught us all out, flattening the entire fleet - apart from Freddy Collins. We just managed to get ashore before the torrential downpour, other fleets weren't so lucky.



There were more Scows than ever this year so the fleet was split into three. The wind played havoc and we all had to learn how to speed reef. Lots of capsizing but the safety RIBs ensured we never felt afraid.

Friday was Pirate Day with lots of dressing up and water fights. Many pirates got distracted with the fun of soaking everyone that passed. The Pink Pirates (Madelaine's boat) with their black sail showed no mercy with their water pistols.

It was a really good week with lots of fabulous sailing, Haribos and new friendships. A big thank you to all the people that made it happen. Looking forward to next year!

BEN AND MADELAINE CURRY



Youth Week



This was a sad year for the organising committee of Youth Week as they lost their head honcho Amanda Dingwall after a long illness, just five weeks before the event. Following in her footsteps after 27 or so years was never going to be easy, but volunteers pulled together and cobbled up a plan of action, which was put into place by a team of people determined to keep the spirit of Youth Week alive and to honour Amanda. We were fortunate to have her son Damian helping. Wearing Amanda's pink Youth Week top, he put all his energy into supporting Fran Wilson with the barmy army of the Scow Fleet, Amanda's favourite.

The week found 199 local and visiting young sailors of all abilities (surely we could have found one more!) racing in four separate fleets in The Solent and its lakes, one of the biggest turnouts ever. The tail end of Hurricane Bertha whipping in from the Atlantic brought some strong winds and violent squalls, but there was racing every day, although some fleets fared worse than others.



RS Fevas, Optimists and 420s. Race Officer Malcolm McKeag set some challenging courses and competition was close on the days when the fleet was not upside down.

The Silver Fleet with Jeremy Vines as Race Officer combined 20 younger Optimist sailors and 14 RS Tera sailors competing in very difficult conditions of wind and tide. Unfortunately the wind proved too strong for racing in The Solent on a number of occasions, but a couple of days at the Salterns Sailing Club allowed the Optimists some fun racing in more sheltered conditions, while the Teras managed some racing in the upper reaches of the river.

The Bronze Fleet had 19 beginner Optimist sailors who were all in their first year of racing so they too went to the Salterns, but later in the week Race Officer Steve Green managed to get them into Oxy Lake for some good racing between the squalls.

The largest group, divided into three, was of course the LR Scow Fleet with 99 participants - a record number. Despite the difficult weather conditions Race Officer Fran Wilson kept them busy sailing round short triangular courses and passage races

back to the Club, although on a number of days the whole fleet had to be towed out to the race course with their sails down to prevent too many capsize and swampings en route.

Pirates Day on Friday was huge fun - lots of imaginative costumes, the Club and support RIBs all decked out with bunting and flags as well as the inevitable water pistols! Even the prize-giving tea had a pirate theme this year. The Pirates Day fun race for all four fleets over the same course in almost perfect conditions was an excellent finale to the week.



Essential to the success of Youth Week is 'Rocky Road' Andrew Eady whose role as Safety Officer is an extremely demanding one, yet always delivered with calm and good humour. His Deputy Safety Officers - Phil Lawrence and David Smethurst - along with his fleet safety leaders - Joff McGill, Peter Phillips, David Simpson and Mark Otway - rose to the challenge of Hurricane Bertha's tail and it was so good to see past Wednesday Junior Sailors driving mark-laying RIBs and helping out on safety boats.



Our stoical 'Bridge', aka Jane Clegg, was cooped up in her little room all week listening to the VHF, keeping check on who was doing what, who was on a mother-ship, which fleet was launching/returning and giving Slipway Marshall Sebastian Chamberlain some idea of what might happen next.

Youth Week would not run if it was not for volunteers and the generous contribution made by Club members and local families to lending RIBs, mother ships and equipment. This year we had as mother-ships *Wings of Pegasus*, *Duck*, *Lady H*, *Sea Kestrel* and *Crossbow* who catered for a large number of cold, wet children. In addition *Chinook*, *Indigo*, *Elida* and *Cheetah* acted as committee boats. Anyone reading this who has a burning desire to come

and help next year, please let us know, you would be much appreciated.

Local families James and Belinda McGill, Mark and Melissa Ashcombe and Simon and Amanda Mann, generously lent their homes and gardens for social evenings, bringing together competitors, parents, grandparents and volunteers. Shireen Crowe and her team co-ordinated the onshore side of things, from running the race office, tally boards and catering to dealing with photographers, sponsors and so on – a huge job very well done.

Chris and Sue Seddon went for an Olympic record this year cooking delicious bacon butties for almost 100 people every morning. Nicky West and Vicky Harper took on the herculean task of gathering

a team around them to cut, fill and wrap 200 rolls a day for five days to keep 100 volunteers on the water well fed. Never far from a young sailor's mind are sweets and this year Rachel Hire and Stephi Gething ran the kiosk with a team of new parents and some of the regular kiosk ladies, dispensing an impressive selection of sweets, chocolates and hot drinks to children and volunteers.

It was heartening to see so many parents volunteering this year, a strong team of tally mums who turned up daily for the task and some new faces on the water helping with safety and on the slipway. They are the future of Youth Week.

The ever-cheerful team of girls at the Yacht Club, in particular Kirsty, Alma and Vicky, made the administration of Youth Week seem effortless. In the regatta office competitors and parents were greeted by the cheery and efficient Penny Down, Gill Baldwick and Sue White. Behind the scenes boatmen Phil, Barry and Ian did a splendid job in meeting the needs of Youth Week.

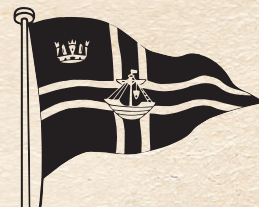
Prize-giving was once again kindly supported by clothing retailer Joules, prizes being presented by Lymington Branch Manager Jemma Truss and by 470-sailor Jaz Husband, who gave a short talk.

Youth Week is only possible with this huge team of volunteers - we are extremely grateful to all of you.

JENNY WILSON



THE ROYAL LYMINGTON YACHT CLUB BULLETIN



Extracts from bulletin 1964 by L'Agneau. Commodore P.J.B. Perkins

No sooner were the new kitchen and dining room in full operation than the Executive committee set up a sub-committee, consisting of its four newly elected members, to investigate the future facilities likely to be required by members of the Club during the next ten years and how best to provide them.

The Borough Council wish to enlarge the Bath Road car park and provide dinghy parks for the clubs and visiting yachtsmen. To this end they are in the process of acquiring, by Compulsory Purchase Order if this becomes necessary, all the land adjacent to the sea wall from the present car park to the Sea Scouts' headquarters.

Viscount Runciman of Droxford, Vice Commodore of the Royal Yacht Squadron, was guest of honour at the Annual Dinner. He spoke of the concern of the Royal Yachting Association over the excessive number of calls made on the R.N.L.I. by yachting mishaps.

The Club has become affiliated to the Solent Protection Society

The Club had the honour of entertaining His Royal Highness the Crown Prince of Sweden during the summer. The Commodore was asked if we could provide some sailing for the young man during his private visit to this country. There was to be no publicity. We laid on five different expeditions for him. The secretary received a very nice letter of thanks from the Prince himself and the Commodore was informed by the Swedish Court that the visit to Lympington was the highlight of the Prince's five week tour.

Moorings

The river was dredged in the spring and approximately forty additional fore-and-aft moorings were laid on the East side practically opposite the club. However, the additional moorings have added greatly to the difficulty of organising dinghy racing in the river.



Dinghy Racing

1964 being Olympic Year, the doings of some of our more mature dinghy helmsmen attracted some publicity. In the Flying Dutchman Class series at Poole, on the result of which the selection of the British representative was made, Stuart Jardine was defeated by Keith Musto, the consequent selection and eventual silver medalist. A week or two later Stuart, sailing in the National Championship series on Musto's home waters at Thorpe Bay, turned the tables and regained the British Championship which he had previously held in 1961 and lost to Musto in 1962 and 1963.

Cruising

R.L.Y.C. yachts ranged far afield in cruises this year, no doubt encouraged by the finest summer for many years.

Four logs were entered for the Cadiz Cup which was won by a very fine account of a cruise by C. D. Dawson's Ayesha from Cork to Lympington via the North and West coasts of Brittany. The unusual feature of this cruise was that it was done in very light weather, in the old fashioned way, without the use of an engine. This involved kedging in and out of harbour on a number of occasions.

A very successful yacht rally was held in the Medina River off the Folly Inn. Twenty-two members' yachts foregathered for a very jovial get-together. Two more are being arranged for 1965.

100 YEARS AGO



Lymington River Sailing Club Spring 1914 – August 1914

The Lymington River Sailing Club was founded in the early days of 1914. There were eighteen members, the Captain of the Club being Captain H. H. Nicholson. The purpose of the Club was to race the Prams in weekly races between May 15th and August 15th. Before the Club's first Annual General Meeting was held, the world went mad. On August 4th, the Great War erupted.

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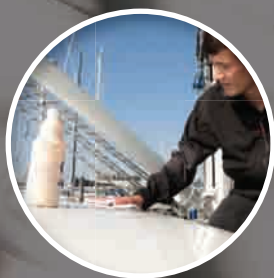
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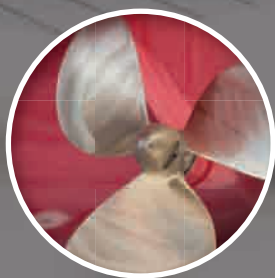
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