



Soundings











The Poole Yacht Club

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elcome to the 2019 edition of Soundings, the largest we've ever produced. Eight pages more than last time. And it's all because of copy – so much copy, so many articles, they just kept coming. When the plea for material went out to members in September boy did you respond? By printing time I could fill the normal size and then.... even more promises of articles. So many I had to delay another month.

This is all very interesting; well it's interesting to me anyway, as much discussion recently has been whether to move Soundings to online only. Which is why I produced a newsletter 'taster' for the website in the autumn. My view is that all real news items, championship winning type news, should be shouted from any source immediately. There's no point in waiting a year to hear such good news. On the other hand many of the articles in this issue have been written specifically for Soundings and I think 'pen' would not have ever been 'put to paper' without Soundings in its traditional form.

Recently a questionnaire went out and one of the questions was: "Do you read Soundings?" I'll be very interested in the response. Anyway this edition, and any future editions, will appear in full on the website. You take your choice.

Thanks are due to the members whose businesses grace these pages. Without whom Soundings would not exist. Soundings 2019 has been virtually self-financing, thanks to the generosity of

the advertisers within.

Please support those that support us - Thank You!

Thanks too to Mike Millard, Soundings is full of his great pictures, without which it would be a dull publication indeed.

This magazine is yours and it is your contributions that make up the content. So a big **Thank You** to all the contributors to this issue. Please record the exciting, and interesting, things you do next year and send them in for the next issue.

I never dictate the content; it's what you send in. Hopefully this achieves a balanced issue, from a balanced membership.

There are some great reports within, there's no doubt we are an active club. This got me thinking; participation is the key to the enjoyment of membership. Get Involved. By getting involved you'll meet like-minded members, make friends and get a warm feeling of satisfaction too. There are many opportunities to get involved, too many to list here. But don't sit at home wondering: ask. Ask the Office or a member of Committee; their pictures are in the lobby. The more you put in – the more you'll get out, of that there is no doubt!

John Withers, Soundings Editor 01202 722458 or Email: johnwitherspoole@gmail.com

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Our Commodore

Nye Davies

hat a glorious summer we experienced this year, I hope all our members were able to enjoy their boating to the full, with our facilities and staff supporting all that you need. I have mentioned in previous newsletters my new venture in a J24, what a great year, we experienced some "Champagne" racing with good winds and warm weather and some notable successes.

For all of us to continue to enjoy our boating our club must continue to ensure that our service to members is as efficient and seamless as possible. To this end this year has seen very significant changes in the way we provide information to members and behind the scenes operations within the office. Our website is now providing up-to-date information on what is going, the site is continuing to develop and members should be using it as the first point of call for information. The racing section for example even provides short videos of our racing sequences from the race hut!

From next year members will increasingly be able to complete the various forms we use online and submit them electronically. Tickets for social events and entries for sailing events can be completed online. Volunteers will be encouraged to complete the volunteering forms online which will greatly help those who coordinate the volunteering activities.

Many members have had ideas and there are several diverse needs for our website. Coordinating and rationalising the requirements of members is a complex task requiring patience and diplomacy, we have been fortunate to have Chris Playfair step into this role. I must say that Chris has brought rationale and systems to help us prioritise what needs to be developed, how and when. Thank you, Chris, what you do is largely "below the radar" but absolutely essential and has also saved my sanity!

Our new information management system is changing the way we operate within the office and you will have seen the new style invoices sent electronically rather than the manual mail system it is replacing. These systems will make life easier for our members and bring them time saving benefits.

Developing and implementing these systems is not a straight forward process. The office has worked very hard to introduce these changes while still functioning efficiently with all they must do. I must thank Lorna who has borne the brunt of the implementation and Mark for their perseverance and patience in the introduction of these systems.

The work of the General Committee, working on your behalf, has been wrestling with the annual consideration of membership, Sailing and Yard and Haven fees. We of course look in detail at how our expenditure changes year-on-year and we are always looking to ensure that we as a Club deliver great value for our members. It is absolutely clear that the Government published figures on inflation bear little relationship to the goods and services that we need to purchase. Our Hon Treasurer provides us with comparative figures and looks at the development needs of the Club for the following years. Our annual fee rises are set to meet the future needs of the club as well as providing a reserve fund for the unexpected.

We have enjoyed some very notable successes in our racing with new World and National Champions and some very notable successes at Youth level. Congratulations for all these fantastic achievements which I have highlighted in my regular newsletters.



The role of Katie our Sailing Pro is coming along very well. Katie is bringing a real professionalism to her role as our Training School Principal and ensuring that all our activities are undertaken safely with well qualified instructors. Sarah Agnew has taken over as Youth Coordinator and is working closely with Katie to ensure that our Youth Section goes from strength to strength.

During the Summer Sue Thornton-Grimes tracked town a silver salver awarded as one of our Clubs first regatta prizes. We have acquired the trophy and will be awarding the salver at the 2019 AGM. Look out for my email explaining the award and how to nominate a member.

The generosity of our members has been amazing in raising funds for the Commodore's Charity, Julia's House. As Soundings goes to print we will be sending them a cheque for £6,000. Thank you all so much for your donations and for all those who helped me with this fund raising.

Our social events are so good now that they are getting fully booked within a few days. The Annual Dinner and Dance was a triumph with exceptional food. The New Year's Eve bash was equally successful. Huge thanks to Kate Mabbort and her team. BOOK early to avoid disappointment!

The Commodores' Challenge was a fantastic highlight to end the year on. Our Youth Team won the Challenge having lost the first race but then winning the next three, one by the closest of margins! The resilience shown during the racing, even when trailling the Parkstone boat, reflects the team spirit shown by our younger members and their never give up approach. Their pre-match training certainly paid off and their commitment to work hard during the training and the dedication and expertise of our team coaches resulted in this very fine win.

None of this would be possible without the generous lending of boats and the time and effort of our members supporting the team. I must thank Adam Covell for loaning Tarka, having Steve's Beluga practicing against Adam's was really important. Helping the team with coaching on the water were: Joe Cross, Martin Boobyer, Jack Tate, Matt Hitt, George Gillingham, various Watkins sisters, Dave Hale, Imogen Kemp, Rob Kemp. Helping team support: Jackie Hale, Juliette Kemp. All the parents for ferrying around. Our race officials: Jim Macgregor (ARO), Umpire boat: Lucy and Kate Macgregor and wing boat: lan Millard. Finally, Steve Thompson for everything and I mean everything, you do.

Massive congratulations to our team: Harriet Watkins (Helm), Oliver Hale, Fern Jones, Angus Kemp (Tactician), Sam Davis, Toby Griffen, Millie Whittaker, Tom Clayton, Carlo Consolos and Tom Cluett. With team reserves: Josh Duavalle, Ollie Freemantle, Nathanial Hagon, Amber Hale and River Green.

2019 is the 25th anniversary of the Challenge, which was initiated by Dave Bennett and Eric Scoble (Parkstone). We are the host Club so it is a special anniversary so dates in the diary now: 27th Dec.

As the summer fades into the distance and Christmas approaches we take a look back at the year in House, Bar and Catering and looking forward to an exciting 2019.

This year saw a couple of changes within the House, Bar and Catering team, the AGM in March saw myself being voted in to take the place of Barrie Lovelock as flag officer and Rear Commodore for House, Bar and Catering. Barrie had been an integral member of the team for many years and his work is appreciated by all.

This position is an exciting challenge for me having been a Poole Yacht Club member all of my life and a member of committee for eight years, thank you to all for voting and giving me room to learn the ropes.

The other big change this year was the recruitment of Tom as Head Chef. Tom and the team have been working hard behind the scenes on the new menu which we all hope you will all enjoy.

The weather this summer was fabulous and the balcony was full to bursting most weekends and evenings.

The Club hosted some great sailing events this year and accompanied these with some memorable social events, most memorable of all the "Mid Summer Bash" which saw the Club buzzing with members and visitors enjoying the live music and great weather. Planning is in place for this event to return next year lets hope the organising committee book the weather too.

The HBC team continues to focus on ensuring our wonderful Club is also enjoyed all year round including by those members who do not get to enjoy the water too much and simply want to enjoy the shoreside facilities we have to offer. It's important that we continue to use the Club in those dark winter months to ensure that it is there for everyone's enjoyment in the summer when the sailing season returns.

Friday Night Meal Deal continues to be popular with the menu changing weekly with all ingredients ordered in fresh this really is an experience for all to enjoy, book early to avoid disappointment. Sunday Carvery remains a popular family choice too with two choices of meat, fantastic Yorkshire puddings and a great selection of vegetables.

Be sure to check the table planners for upcoming events, you can also check the website for forthcoming events.

In September the Club hosted the annual Commodore's Cocktail Party, this year saw a wonderful choice of arrival cocktails, from Saul and his team, accompanied by savoury and



sweet canopies, each one hand crafted by Tom and the kitchen team, these were enjoyed by all the Commodore's guests including the Mayor and Sheriff and representatives from our neighboring clubs.

With the growing worldwide focus on plastic usage the club is reviewing its processes and investigating changes that can be made to drive down plastic wastage, you may have noticed the introduction of paper straws – this is just the start,

2019 will see the introduction of "house water" to reduce the amount of plastic bottles available to buy from the club. We encourage all members to support this where possible. Please also try to keep the Club and surrounding areas tidy and free from loose rubbish by using the appropriate bins.

2018 saw the return of the infamous Walsh Curry Night that was a sell out with monies being raised for two charities: Julia's House (Commodore's Charity) and Poole Hospital Cardiac Unit (at Chris Walsh's request). We hope that you all enjoyed the evening and that we will be able to welcome this event back next year.

There are lots of plans to make the Bar/Skylight areas more ascetically enjoyable. This has started with some colourful new pictures in the Skylight Lounge that capture the essence of our Club fleets in photos for all to enjoy.

There is an ongoing maintenance list and a full survey is in place to identify and best address the work that is required, if you have any suggestions please forward these by email so that they can be properly reviewed. The ceiling above the wet bar is first on the list and work will be scheduled and completed to avoid too much disruption. Watch this space for further progress.

Simon Philbrick, Rear Commodore House

View from the Sailing Team by John Yonwin



am delighted to be writing this piece for this edition of Soundings, as Vice Commodore, Chair of Sailing Committee. You know, even after having been a member for some 30 years, I still get a buzz when I walk down to the Race Hut on a busy racing day and see all that is going on, and all the volunteering that takes place, day in – day out, to achieve all this.

Like an iceberg, there is so much planning and liaising going on "under the radar." I greatly enjoy working with all the Volunteers, class captains, working groups and volunteer team leads. There are so many members that volunteer, offer advice, work on one-off projects, it is very tricky "naming," for fear of not including everybody. Thank you for all the support and friendships.

My fellow Sailing officers, Tracey Lee and Joe Cross, work closely on all sailing and on-the-water activities and their support, enthusiasm and hard work is very much appreciated.

At this point in time, we are finalising the 2019 Notice of Race and Sailing Programme. The planned activity seems to grow and grow year-on-year. It is timely that we now consolidate a little for 2019 the great initiatives that have been "hatched" during the last year or so. We will be including, for 2019, detail of the water training activity that is being organised. In the run-up to the beginning of the sailing season we have organised a number of "onshore" and water-based training activities. We would be very pleased to welcome new faces to volunteering!

The Commodore has mentioned the appointment of Katie, as our Sailing Professional. Elsewhere in this edition, there is a piece on Katie and her role within the Club. The Sailing Team is very pleased that Katie has joined us and settled in so well and working alongside the other members of staff. We much appreciate the way in which "staff" and "volunteers" all work alongside each other to ensure that all runs smoothly.

As much as the racing side is a large part of my Club life, it is important that I mention the "non-racing" aspects. Many members of the Sailing Team (under the watchful co-ordinating eye of Katie, Tracey (Sailing Secretary) and Sarah Agnew (Chair of Youth) have been working on the training and coaching side (both for Youth and older members), particularly the "non-racing" side. Our Youth training is fully subscribed. The on the water Instruction is all provided by qualified members and has a fantastic reputation for excellence. (Since becoming Vice Commodore and representing

the Club at other clubs' functions and events, I often hear these good comments, makes really proud to representing the Club at such gatherings.

You may have noticed more Powerboat Courses during the last few months. Under the watchful eye of our Simon Robinson (Chief Powerboat Instructor) we have a great team of Instructors. Martin Boobyer gave me my "powerboat MOT" earlier in the year. I greatly enjoyed the experience. (He is very patient!)

Tuesday nights are our Cruiser Racing night and it is my delight to Race Officer these once in a while (rostered along with others). Sheer delight working with the Hut Team. Maggie Horsford keeps us all in order. Audrey Gill and Laurie Thornton-Grimes have stood down from Race hut duties and we recently had our end-of-season Tuesday Night Team Dinner and presented them both with an inscribed pen, with our sincerest thanks.

I want to mention the role of Class Captain and thank all of them for the work they do. As links between the Class members and Sailing Committee they act as an important "bridge" and their contributions to the efficient running of the on-the-water activities is considerable.

Due to my Club activity workload, I am grateful to Matt Hitt and Steve Thompson for stepping forward to ease the Race Management load. Steve will be co-ordinating the event and Regatta on-the-water teams and Matt will be looking after the Club Racing Race Officer team co-ordination. This is particularly timely, so that we can spend the winter months dove-tailing our training activities in these areas.

We have worked closely with The Harbour Master and his team during the year, and Peter Chaldecott has been our representative on the working group planning the 2019 Poole Harbour Boat Show. This has become a major event for Poole and we are very pleased to be part of the planning group. Thanks, Peter, for undertaking this task. Peter is also Class Captain for the R19 fleet.

I'm always happy to hear from you, with any aspects that you feel are going well, not so well, or if you feel you have a burning desire to get something off your chest....

Best regards, John Yonwin
07966 551038 • john.yonwin@btinternet.com

Training Courses 2019

RYA Adult Training

Adult RYA Level 1 Courses

Thursday 28th and Friday 29th March or Saturday 13th and Sunday 14th July

RYA Level 1 courses cover all the basics of sailing.

This course is a structured RYA course for any adults that would like to learn to sail in a safe, structured environment with an RYA qualified instructor.

By the end of the two-day course you will be confident sailing across the wind, turning the boat around in light airs and have basic knowledge of wind awareness, rigging of dinghies and launching and landing the boat.

Once you have completed your Level 1 you can move on to become a more confident and independent sailor with a Level 2 course.

This short introduction is a two-day course running from 09:30 am to 16:30.

Adult RYA Level 2 Courses

Saturday 27th and Sunday 28th April or Thursday 1st and Friday 2nd August

Adult RYA courses are for those who are 16 years old and above. The Level 2 course follows on from the Level 1 course, consolidating what you have already learnt and helping to you to move on to become a more independent sailor. It covers more in depth theory leaving you a safety conscious, competent sailor.

The course duration is two days and runs from 09:30 to 16:30.

By the end of the two-day course you will be confident sailing on all points of sail, improved tacking and gybing, knowledge of the five essentials and sailing around a course.

Adult RYA Level 3 Course: Better Sailing

Thursday 5th and Friday 6th September

Now you have mastered the basics, it's time to progress to the next RYA course. Improver courses are all about consolidating your previously learnt skills and preparing for the intermediate course. These courses will give you the confidence to go out and sail a boat on your own and prepare you for even buying your own boat.

RYA Level 3 Better Sailing (two days) – the course will allow you to enhance your skills and develop techniques with a range of tasters from the advanced modules.

The RYA Level 3 Adult Sailing Course content includes, rigging and sail controls for weather and sea states, coming alongside pontoons, returning to shore, sailing more efficiently with the five essentials, tell tales, man overboard, rules of the road, more in depth meteorology, some tasters into the next advanced modules which can be chosen by you.

After the course you be more confident in sailing skills and techniques and ready to progress onto the advanced modules. The course will run from 09:30 – 16:30 both days.

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Monday Night Adult training

For 2019 we will have a seven week Improver courses for anyone that has already completed their RYA Level 1 or have previous dinghy sailing experience. During the 7 weeks we will work on improving your sailing skills.

There will also be a Monday night free sailing with tuition group running from April – September.

Asymmetric Spinnaker Training day – Monday 9th September This Day is for anyone over the age of 16 who can sail at a competent level and would like to learn more about asymmetric Spinnakers.

During the day we will cover the theory aspects behind sailing with Spinnakers, the hoist and drop zone, power zone putting the theory into practice on the water. The course will run from 09:30 to 16:30.

RYA Youth School Holiday Training

RYA Youth Stages 1 and 2

Monday 8th until Friday 12th April

RYA Youth Stages 3 and 4

Tuesday 28th until Friday 31st May

RYA Youth Stages 1 - 4

Monday 19th until Friday 23rd August

Throughout the week we will be working towards gaining RYA stages and following the RYA Youth sailing scheme syllabus in a fun, safe environment.

We will spend most of the time out on the water sailing, along with fun games on shore to teach parts of the boat, rigging boats and wind awareness.

Although we cannot guarantee the RYA level we will be able to sign off at the end of the week we will work on very fundamental sailing skills in a fun learning environment.

The courses will run from 09:30 – 16:30.

For more information

or if you would like to book for any of the courses please visit our webcollect page: https://webcollect.org.uk/pycracing

Or Contact
Katie Hooper
Sailing Professional

on:

07741140258

or Email:

sailing@Pooleyc.co.uk

Our Club Sailing Professional

Katie Hooper - In conversation with John Yonwin

Introduction: It was Autumn 2017, when the interview panel was sifting through the applicants for our Sailing Professional position. The Sailing Officers had spent considerable time researching and then refining the Job Description and Job Specification, ahead of advertising for this position.

Both Sailing and General Committees were fully involved in the process and (in typical Poole YC style) much debate took place to ensure we had the right terms of reference established. This would be the first time in the Club's history that a Sailing Professional was being recruited. The rest is history, as they say, and Katie joined the Club's staff early in 2018.



or this article, I started off by asking Katie what attracted her to apply. Katie had returned to her home here in Dorset from an RYA Centre Principal position overseas and was keen to stay locally after working for many years overseas. When Katie saw the job advertised on the RYA website, she felt is was just right for her to apply. Poole Harbour had been her training area from a young age, learning her sailing skills in Oppies, Toppers and Lasers. Her basic training followed the RYA pathway and in time, she developed a love for racing in RS200s and Lasers. The job opportunity attracted Katie, since the position was a new role, with new challenges and there appeared to be good scope to develop, both the job and personally. "Has the job been a good experience for you to date?" I asked....Katie replied with a very resounding "Yes" and the job has delivered pretty well just as the terms of reference had set out.

I then asked Katie what challenges had she encountered, along the way.....In response, Katie has had so many requests for on the water training from members (both new and long standing). However there have been some more unusual requests from members. One asked Katie if she could spend the morning helping sanding down his boat. The member had even brought in a set of old overalls...... Not exactly what we had in mind when setting the terms of reference for this position!

Katie's main role is as our RYA Training Establishment Centre Principal. This is important, for without a well qualified person undertaking this role, we would not be recognised by the RYA. The position carries the overall responsibility of ensuring that the RYA Courses we offer (to young and older members) are delivered to the high standards required and that all the administration and health and safety aspects are carried out correctly.

The RYA conduct annual inspections and our last inspection was held in the summer of 2018. The report states that our Centre ".....delivers training to a very high standard....." This is an excellent report. In fact, Poole YC was the first club in the UK to be awarded, this year, the British Youth Sailing Award. (there are only 16 Clubs to have been awarded this accolade, so far.)

I then asked Katie to outline what she considered to be the next area of interest in her job and, without a moment of hesitation, Katie replied that setting-up all the on-the-water training sessions and courses was next on her list; whether that be for youth or adult members (including powerboat courses). In fact, Katie has a watching brief over all our sailing/on-the-water training activity.

Whilst much of Katie's time is spent on personally delivering the training and coaching for our older members. Sarah Agnew (Chair of Youth) is also very much hands on with on-the-water training (especially Wednesday evenings). Along with the great team of

qualified member Instructors. So far, some 40 adult members have undergone training with Katie; whether that be a recognised RYA Course or simply wanting Katie to help a member with a particular training need, or familiarisation with a new boat!

Katie went on to explain that she always spends time ahead of a member undergoing training, by speaking with the member to ensure that the training is dovetailed to meet the individual's needs. (For example....may be trying to be more skilful at rounding race marks, better pointing up wind or how to deliver a great start to a race!)

The next area that Katie started to talk to me about was that of Instructor development. Currently, there are some nine member candidates aspiring to become Dinghy Instructors and three heading towards their Senior Instructor ticket. Once qualified, these members will be a fantastic boost to our Instructor team. (The Club pays for members to become qualified in their respective areas of activity and in return, the member undertakes to give his/her time back volunteering.)

Katie also has the job of promoting the Club when and where needed. Additionally, Katie provides professional advice when it comes to our water-based activities. This is very welcome in this age of ever increasing emphasis on correct standards of operation and Health and Safety matters.

Finally I asked Katie what areas she would like to develop in: "Race management and getting more involved in events, developing our Coaches and delivering First Aid courses." She said.

Katie does not, currently own a boat; but has spent time delivering large yachts around the Med and would like to own a boat again in the future.

Katie would be delighted to hear from any members wanting to undertake a RYA Course or receive training on a more "ad hoc" basis. See previous page for cointact details.



Katie training members

would like to begin by saying, on behalf of the Sailing Committee and Volunteer Organising Team, a big Thank You to all of you who have volunteered, you made it possible to put on the events and the competitors are grateful.

Our Club relies on Members volunteering. It is both rewarding and a really good way to meet other members. Why not team up with your partner and share the experience. Some events have food available in the bar.

There are many activities and we need a lot of people. Full volunteering details can be seen at:

www.pooleyc.co.uk/volunteering where you can also apply Volunteers are needed for the full range of club activities, such as:

Evening Dinghy Racing Mondays & Thursdays

We aim to organise four teams which rotate on a four week cycle. During the series you would do six duties between early April and early September. We need Race Officers, Assistant Race Officers and Assistants for the Race Hut. RIB Drivers and RIB Assistance on the water.

Saturday Dinghy Racing in Spring & Autumn/Winter

Again we need teams for the Race Hut and RIB Drivers and RIB assists. Each series has 4 teams with a four week cycle but the series are organised separately. You can volunteer for either series or both. There are also Trophy races during the summer for which volunteers are also required.

Adult Training Monday evenings in the summer

These are largely self-sufficient. But more volunteers to drive the safety RIBs are always welcome

Adult Friendly Fridays

This is not racing but a group of sailors going out to have fun. Again these are largely self-sufficient. But more volunteers to drive the safety RIBs are always welcome

Autumn/Winter Cruiser Racing

Cruiser Racing requires volunteers for the Race Hut.

We use Dutyman to manage the hundreds of individual duties into daily rosters for regular events. This uses a member's email address to remind them of duties and enable swaps between members. New volunteers will be sent an email link to set their own password and view their duties. See the Dutyman Guide on the link above.

Don't worry if you are new to volunteering, we will train you. Again see the documents on the link above.

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There are other events and series which also need volunteers:

Youth training

Many of the volunteer duties for these days are carried out by parents or grandparents of the young member taking part. We also need Instructors, RIB teams and shore teams. This is very rewarding.

Summer Cruiser Racing

These are the ladies (and gentlemen) in the race hut. This is a very special and sociable group that look after the Tuesday Cruiser Racing fleet. The team is organised by Maggie Horsford.

Weekend Special Events

(including the Club Regatta and Open meetings)

These are mainly arranged for summer weekends and volunteers are needed for race management on a Committee Boat, as Mark Layers and as RIB Safety boats. Some events also need Shore Teams for a range of duties including the managing the boats on and off the water. These are organised by Steve Thompson (See also Shore-based events below)

Night Watch

The purpose of our Night Watch security patrols is not to confront suspicious activity, but to deter by being seen to be vigilant.

Shore Based: Two person Night Watch patrols walk around and watch over the Yard and Haven at random times between dusk & 8am all year round. Training will be provided for new volunteers. Launch Patrols: These covering much of the harbour are organised in liaison with other clubs during the sailing season. Specialist training is provided. A typical patrol lasts about 3 hours. Night watch is organised by Keith Askew

Shore-based events

The Social Committee provide all the land-based events for the Club. For regattas and open events we need volunteers to prepare simple food during the day. We also need supervisors to help with children's activities. It is a great way to meet new people. If you would like to join the Social Committee then do ask for more information at the Office.

For more information on volunteering in general email: **volunteerteam@pooleyc.co.uk**

Brian Snelgrove



Ladies' Night



s Cyndi Lauper belted out in 1983 (yes it was that long ago!) "Girls just want to have fun"... and at Poole Yacht Club the first Monday in the Month during the winter season is where it happens at the PYC Ladies' Night.

If you haven't been along ... what is stopping, you?

It can't be the cost - at £3.50 for two hours entertainment it is a bargain ... often including food or drink samples and a ticket for the raffle.

Could it be the range of talks?

I doubt it ... the talks we have had this season have been very diverse. I never know quite what to expect but always leave thinking I am a bit wiser or jollier for the evening of entertainment.

This season has seen us entertained by Nicky Stevens of Brotherhood of Man fame telling us of her road to fame and Eurovision stardom. We were then all encourage to participate in a unique Call My Bluff experience, which was hysterical ... I didn't know how creative three gents could be at lying so convincingly about uses for a range of mechanical devices!!!! We were then inspired to get creative with wrapping our Christmas presents in a beautiful and artistic way by fellow member, Alison Consolos, all assisted by festive mulled wine. In January the subject was Concorde, and as we go to print we will be enjoying Egyptian culture in the form of belly dancing and then the End of Season meal. That sounds like a lot of variety, fun and something for everyone.

Perhaps it is because you think you will not know anyone?

Please don't let that stop you as it wouldn't matter if you didn't, we are all such a friendly and chatty bunch you would soon make friends and besides many of the ladies bring along a friend or

neighbour to enjoy the evening.

Did I mention that we also contributed £1500 to the Commodore's Charity, Julia's House from ticket sales and donations collected at the PYC Fashion Show? A fantastic evening where some of our very brave and elegant ladies took to the catwalk to model clothes from local retailers Debnique and Beach & Body.

In this cyber age it is so easy to feel isolated and get into a rut of workday routine that the role of a Ladie's Night group is so very important. I am currently planning the programme for next season starting in October and already have lots of fun speakers and evenings planned. However, if there is something you would like to include or if you have an idea please let me know. In the meantime, thank you to all the ladies that continue to support these evenings.



Your Social Team continues to conjure up new ideas and plans to tantalise and tease your socialising taste buds. We have a truly brilliant group of people who are committed and gifted and always willing to give up their time at meetings but also to help with events. So firstly I would like to publicly name and fame them and give my thanks. They are in alphabetical order to avoid offence: Thelma Bartlett, Lynne Foster, Ian Hull, Jan Taylor, Rob Thornewill, Helen Walsh, John Withers and myself Kate Mabbort. Also we have our ever supportive and adviser Lorna Whitehead who patiently takes the minutes and edits out all the burble and laughs and only notes the more serious comments! So if any of you have any fabulous ideas or contributions to add to our rich mix of events, do please approach any one of us or if you want to join ask at the office for more information.

Just a quick recap will indicate the level of variety that is offered to you, the Club members. We kicked off the start of 2018 with, OBVIOUSLY!!! New Year's Eve, which was a cracking night of full on dance with the Jimmi Hillbillies. At this point I need give a big mention to Alison Consolos who is our queen of Christmas decorations and co-ordinates the putting up and packing away of the festive trimmings. This was followed by Aussie Night complete with a Barbie on the balcony, an Aussie dressing up theme with Vegemite prizes for the best Dame Edna look-a-like and a surf board simulator which got everyone up, or falling off!

St Patrick's Night was great with a typical Irish menu and a calling band, which worked off more of the calories than we consumed. St George's Night was a rowdy sing-along with stand up and sit down silly actions. Then we had three great free evenings with bands on offer: The Regatta, Mid-Summer Madness (powered by David Evans and Chris Playfair) and the Martin Clayton Jazz Night.

The autumn season kicked-off with a very welcome return to The "Walsh's" famous Curry Night, which was a sellout. This was followed by an End of War Celebration: a street party themed event with stories, poems, sing-along and a traditional dinner.

Our 2018 Dinner Dance was possibly the best ever. Fantastic food and the magnificent Defectors band. Another sellout. Christmas Eve and, once again, Barrie Walsh and Pam Dickie led us all in true Christmas carol style. New Year's Eve and another sellout. The sit-down dining format is certainly popular, with tickets selling super fast.

The first half of this year sees an Argentinian Tango Dance experience with food and dressing-up, if so desired, and a 50's/60's night. We also have another Comedy Night booked in for those of you enjoyed the last one. If you consider all of these varied and wonderful opportunities you have to meet-up and enjoy chatting, making new friends and getting re-acquainted with ones you already know, then you are spoilt for things to do. Especially when you add in the film nights, Ladies' Nights and Quiz nights.

I think one of the many things we are blessed with, apart from the lovely building and facilities (which is constantly being upgraded), the view and the brilliant staff who run things so smoothly behind the scenes, is that we are such a friendly and approachable Club. Our members are so willing to welcome new All smiles at Aussie Night



people and generally happily mix and match across the age groups and sailing classes. It is a place where there is nice atmosphere and that is a very special thing.

Someone said to me that they don't come to events, as they don't really know anyone. I told them about the amount of people I have met at an evening where you may have been placed on a table with a bunch of people you don't know but by the end of the night you do! So come and try out an evening at the Club, I am certain you will have a ball!

The Social Programme for 2019

04/02/19 - Ladies' Night Egyptian Belly Dancing

12/02/19 - Film Night Guernsey Literary & Potato Peel Pie Society

13/02/19 - Talk by Tim Smith (see p54) The Cheeki Rafiki Tragedy

16/02/19 - Youth Disco In The Academy

23/02/19 - Argentine Tango "Experience"

12/02/19 - Film Night

11/03/19 - Ladies Night End of Season Dinner

16/03/19 - Comedy Night

13/04/19 - Fairytales for Adults With Ben Haggety

18/05/19 - Summer Madness

23/08/19 - The Martin Clayton Jazz Night

07/10/19 - Ladies Night

09/10/19 - Film Night

19/10/19 - Trafalgar Night With Finian McTurk

04/11/19 - Ladies Night

12/11/19 - Film Night

07/12/19 - The Annual Dinner Dance With Fayrewood

24/12/19 - Christmas Carols Minced Pies and Mulled Wine

02/12/19 - Ladies Night

10/12/19 - Film Night

31/12/19 - New Year's Eve With The Defectors



24th Commodores Challenge

By Angus Kemp

What is the Challenge? Well for those who don't know – here's a quick overview.

Set up 24 years ago between the then Commodores of Poole and Parkstone Yacht Clubs, Dave Bennett and Eric Scoble, a team from each club of under 18s (10 on each boat plus reserves) match race each other in two yachts – we currently use two Elan 333s – one belonging to Steve Thomson of Poole YC – Beluga, and the other from Parkstone YC, currently Energy owned by Adrian Harvey. Steve, along with lots of other volunteer members helps the team over the autumn and trains us to take full control of the boat. Come race day the owners (or their rep) stand on the transom in case of an emergency and let us get on with it without any input. Yes they are nuts!

This year during training we managed – 1 bent stanchion, 1 re-shaped pulpit, 1 nav light rearranged, 1 mainsheet block blown and..... Steve fell in – well he would have had Carlo, Tom and I not caught him – apologies to both Steve and the owner of our pace boat, "Tarka", Adam Covell. I have to say though that at least we didn't make my Dad and me go into work on Christmas Eve to put a spinnaker back together again – well done to team Parkstone!

After weeks of training in strong winds, dawn broke on race day for the 24th Commodores' Challenge with a very gentle breeze as forecast. There had been discussion as to whether to go ahead or delay the event by a few days due to the exceptionally light forecast conditions but it was decided that the teams would race as planned (if the wind would allow).

The Poole team met at the club at 0730 to ready themselves

and Beluga for the day ahead before heading to Parkstone YC for the briefing. Parkstone were really welcoming. They provided sausage baps and juices for everyone: teams, coaches and the supporters, who were keen enough to get up so early to join us at Parkstone Yacht Club.

After a postponement ashore the briefing was held with Poole YC winning the toss. The team selected Beluga, giving Parkstone





the choice of which side to enter the starting box – they chose to start from the Starboard end.

Both teams struggled in setting their time and distance to the start line, having both trained in shed loads more wind, in 25 knots we were bang on point but in the sub 5 knots and loads of tide we really struggled to get our entry right.

Race One was an easy win for Parkstone with Poole being very late for the start. This certainly unsettled our team but once the race was over we focused on the next one.

Race Two saw the switch of boats with Poole moving into Energy for the next two races and Parkstone into Beluga. In very patchy, light conditions Poole led but gybed looking for better wind shortly before the finish, this did not pan out as planned. We just managed to take the win by under 50 centimeters, which raised our spirits significantly.

Race Three and Parkstone got a clean getaway once again as we struggled with our time and distance in the super light conditions. This time Parkstone messed-up their spinnaker drop meaning Steve had to leap forward to allow them to drop safely and hammering was heard to straighten whatever they'd damaged, this allowed us to get past to win by a boat length.

Race Four: we switched back to Beluga and needed one more win to take the victory, Parkstone hit the pin on entry and got a penalty, but then got away up the beat once again. With some inspired thinking they did their penalty turn on the run down tide to reduce the potential loss BUT they did it within the two boat

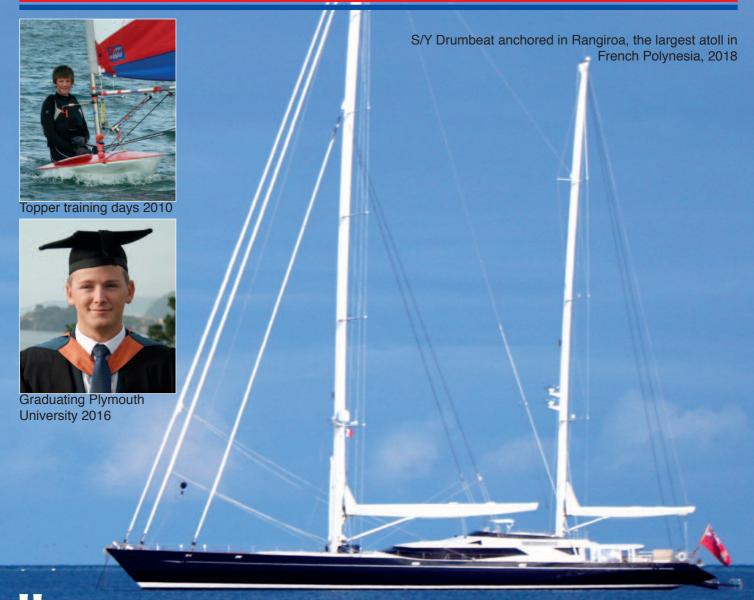
zone of the windward mark, which isn't allowed, so had to do a second turn. By then, we had caught them and, on the final run, managed to hook them in. We had trained hard and studied the rules so knowing that Rule 17 does not apply in match racing we gave them a decent luff, with the necessary time and opportunity to keep clear of course. Parkstone didn't respond quickly enough to this, which got another penalty. We crossed the line with a comfortable lead with them still carrying a penalty. So 3-1 to Poole, game over, we won!

A special celebration evening was organised for the team with past "Commodorians" as they're now known, Flag Officers, coaches and supporters at the Club on Friday 4th January. It was good to catch-up with the crew again a week after the event and be able to have the opportunity to thank everyone for their support and hard work.

This year we are losing some of the crew that I've raced this challenge with for four years as they will now be too old: Fern Jones, aka The BOSS, she's been organising us all as our team admin for the past two years, Carlo Consolos and Sam Davis but they've all promised to return in the autumn (University allowing) to help train us and race on the pace boat.

If you are under 18 and interested in getting involved this autumn for the 25th Challenge or if you are looking for young crew members to join you to race your yacht please email me at gus6036@icloud.com





aving started sailing at the age of eight with The Poole Yacht Club Junior Section it wasn't long before I achieved the RYA junior stages 1 to Advanced Racing and began competing in the Topper Class. In 2009 I was selected for the International Topper Class Association (ITCA) Junior Development Squad, followed by the ITCA Youth Squad in 2010, all thanks to my father's commitment to hauling the boat and me around the country. The Junior and Youth Squad training gave me a great opportunity to grow and develop my skills through a professional coaching scheme which then led to a successful Laser campaign.

Whilst travelling the country on the weekends for training and racing events, you could still find me locally during the school week, either at Lilliput Sea Scouts or at Poole Yacht Club. Lilliput Sea Scout Group played a large role in my upbringing introducing me to the Royal Navy, which they were affiliated to. Being affiliated to the Royal Navy had its perks, as they invited the group to HMS Raleigh for the annual swimming gala as well as a one-week training camp at the Britannia Royal Naval College in Dartmouth where the naval officers are rigorously trained and put through their paces. This spurred me on to wanting a career at sea, either within the Royal Navy or elsewhere.

I reached the age eligible to compete with the Club's

5oundings 2018 ~ 19

Commodores' Challenge team which introduced me to the thrills of yacht sailing and match racing on board the club's famous Beluga II. After a successful win in 2012, I was hooked on yacht racing and took every opportunity to get on the water on anything bigger than my Laser dinghy! After a few round the cans races in Poole and a couple of trips to the Isle of Wight and back, I found myself making the hard decision of what to do after receiving my A-level results.

It took some time, but I eventually found the perfect course at Plymouth University; Navigation and Maritime Science. The course was a three year Bachelor of Science degree, accredited by the MCA, encompassing the underlying knowledge related to every aspect of the marine industry. Some modules of the course included navigation, meteorology, marine law, construction and engineering, ship and yacht management, leadership and voyage planning. Of which, some were held on board 'Take the Helm' a Dufour 445, the course's very own training yacht. Other lectures took place inside the brand new marine building that was kitted out with ECDIS labs, chart rooms as well as a life-size ships' bridge simulator – all the toys! Whilst studying I was also involved in the University Yacht Club Society where I took part in skippering the two J-80s that were used weekly for competitive racing and



Osprey racing with Dad in Poole Harbour



Trying to bring the cup home, RYS New Zealand, 2017

cruising for new students who wanted to get into the sport. University had everything for me, a subject I was interested in, a sports club I could race with and friends that I could go out and socialise with – almost every night of the week!

Three years later, having graduated with a headache and a Bachelor of Science Honours Degree in 2016, I set my sights on finding a full-time position working on a superyacht. Whilst looking for jobs through friends and online with crew agencies I gained some miles doing various yacht deliveries, the first, an old Oyster 72 named Kealoha 8 from Montenegro to Lymington. The second was a Pogo 30, which we took from Fort William in Scotland to the Isle of Wight. And lastly: a brand new Oyster 745 'Satori' racing in the Oyster Regatta in Palma followed by a short trip to Gibraltar. Upon arrival in Gibraltar, I received an email from the captain of Sailing Yacht Drumbeat asking for a copy of my CV, little did I know at the time I would be joining this yacht and spending the next eight months working, living and breathing on board this huge 174ft/53m ketch wherever she set sail. I joined S/Y Drumbeat on Poole Quay where she was berthed or rather stuck in the mud, I met my fellow crew who were returning from time off and I began working onboard getting to know the vessel day by day.

We set sail from Poole Harbour on the evening of the >>>>



BRITISH INDULGENCE

A vodka distilled in the UK that's targeting the yachting fraternity? Shouldn't we be sipping a G&T or at the very least, having a pint at the end of the day? Well, the crew at Wight Vodks think differently. Why leave the pure, fresh taste of the cleanest distilled spirit to those norther countries who may never have won a regatta? Seven times distilled Wight Vodka represents all things great about our United Kingdom. Enjoy... and remember to Tack & Gybe Responsibly!





9th of November, having said farewell to my family & not knowing when I'd be back. After two and a half weeks of nonstop rolling downwind we made landfall and berthed in the Caribbean island of Antigua, just in time for the Antigua Boat Show where I'd get my first taste of the relaxed, laid-back, Caribbean lifestyle.

We cruised around most of the Caribbean islands, taking guests from place to place ensuring that they had the best experience possible during their stay on board. My job as part of the deck crew is very similar to any other yacht, to keep the deck in working order and clean as well as providing a friendly and professional service while guests were on board: from teaching sailing in small dinghies to water skiing and wakeboarding behind either of the tenders, snorkelling and taking them ashore for shore-based activities.

My stay in the Caribbean took me to 19 of the Caribbean islands, including Antigua, St Maarten, St Lucia, Barbados, St Barth, Grenada, and the most memorable for me, Bermuda for the 2017 America's Cup. As a young sailor, working on board one of the most spectacular sailing yachts in the world, watching the America's Cup, the Formula 1 of yacht racing, in Bermuda was an incredible experience!

I sailed over 7500 nautical miles with Drumbeat from Poole to the Caribbean and enjoyed every single mile, including the tough demanding times at sea to the rewarding ones at the end of a charter. From Topper racing, Commodores' Challenge and going to university, I would never have expected I'd get an experience like this!

After some much-needed family time at the end of summer 2017, I was off to Northern Ireland with Exposition for the Sonata National Championships. Coming a respectable second place overall, this event was the perfect reminder of what sailing is all about, bringing it back to the roots of racing.

Not long after returning back to the south coast it was time to get back on the water but this time in a completely different capacity. Back into education and revision for the extremely stressful Yachtmaster exam.

On the day of successfully passing the Yachtmaster exam, I received a phone call asking if I'd like to join a delivery of over 1400nm from Fiji to Auckland on board an Oyster as part of the final leg of the first year of the Oyster World Rally to New Zealand. How could anyone turn down the opportunity to sail in the south pacific? So, the day after the exam I flew straight to Fiji and began my first southern hemisphere adventure.

At the end of a bumpy passage south towards Auckland, the highlight occurred approximately 20nm offshore. While on the helm I spotted two whale blows on the starboard side, unsure of what I had seen I continued to stare and to my amazement, I was being greeted by two killer whales whilst sailing into Auckland, the city of sails!

Having witnessed team New Zealand steal the America's Cup from the Americans in Bermuda it was a privilege to be invited to the Royal Yacht Squadron, New Zealand, where I was able to pick up and parade the America's Cup trophy before the black-tie dinner with the Oyster World Rally fleet.

On the 5th of December, I returned to S/Y Drumbeat for the second time, departing for the Caribbean the following day I was ready to start another adventure, this time on a yacht that I already knew inside out. Some of the crew had changed however it was reassuring to see the other crew who I had worked with in 2016/17 were still on board. We spent Christmas in St Lucia and cruised around St Vincent and the Grenadine Islands with charters and owner trips. It brought back good memories visiting the same islands again and catching up with the people who had made it so memorable.

Visiting St Maarten was a shock as it was hit by Hurricane Irma only a couple of months previously. Once a luscious and colourful island now had more cranes and scaffolding structures marking the skyline than the iconic palm trees. As we came into the dock the entire crew was silent as we witnessed the devastation first hand. After a couple of weeks work and catching up with friends we moved on, the next port of call, Nassau in the Bahamas.

We spent roughly a month in the Bahamas, based in Nassau we took advantage of the 5 star Atlantis Hotel and Casino where the wealthy Americans would flock to for their holiday getaways. Our job in the Bahamas was coming to an end as we were preparing for our passage to Central America and eventually the South Pacific.

Crunching down the miles in the Caribbean we caught a variety of fish, from Mahi Mahi/Dorado, Wahoo, Marlin and Tuna. The prize catch of them all was a giant Yellowfin Tuna off the North coast of Colombia on passage towards Panama. Taking an hour to reel in and three crew haul the beast on board, we estimate it weighed roughly 100-120kg! We were eating sashimi for weeks to come!

Arriving in Panama started the next chapter in a truly tropical country. The sound of tropical birds during the day, giant insects



26 metres above sea level in the Panama Canal, 2018



A late night guest when anchored in Panama, 2018



At the helm of Oyster Sophistikate sailing into Auckland '17

during the night and thick rainforests full of animals where mankind hasn't touched. Transiting through the Panama Canal should be on every sailor's bucket list, not only for the fact that it saves hundreds of miles of sailing south the long way around but that it is a spectacle to see the largest ships in the world being elevated 26m above sea level through the narrow locks. Nine hours later and 26 metres up and down again, we made it through the canal and had finally reached Pacific waters.

We sailed north towards Costa Rica where we encountered some of the most amazing wildlife I had seen. Costa Rica has the largest ecosystem in Central America with many untouched volcanic national parks with thick jungle and freshwater rivers. The perfect home for crocodiles! Every day on board you could hear howling monkeys and Macaws and Toucans in the trees and see giant snakes and lizards on the ground, however the most memorable encounter came along in the dead of night while we were at anchor between two islands, a huge four metre crocodile was hunting alongside the boat catching anything that drifted down the side with the current. Grateful for having a high freeboard, this encounter made me realise that we were in his environment and we were merely guests there.

After spending good time In Costa Rica and picking up some valuable skills in surfing and scuba diving we departed for a 4200 nautical mile passage towards Tahiti. As sailor's traditions go when crossing the equator for the first time, the crew who have not crossed the equator by sea are subject to having their soul cleansed by King Neptune himself. The other crew who had crossed the equator before also took part in giving out the fishy punishments as required by Neptune. I cannot disclose the details of the cleansing itself as one day you might be crossing the equator for the first time.

Three weeks later we arrived in the largest atoll of the Tuamotu Islands, 20 miles wide and 50 miles long. We stopped here for two days and were given the incredible opportunity to go scuba diving in crystal clear water with the dolphins, sharks and fish that called this place home. An incredible experience to say the least. Finally, we arrived in Tahiti, the capital island of French Polynesia where their culture is noticeably friendly and humble. Tahiti gave me the first real taste of the South Pacific and why it is every sailor's paradise, with the warm winds, clear waters and luscious volcanic islands.

Regrettably, my time in Tahiti did not last long as I flew back to the UK for a well-earned break. My family and friends happy to have me home I decided to stay for Christmas and New Year and sit some courses before seeking the next adventure in 2019.



At the helm of a different vessel on the island of Mo'orea



Visiting the world famous surf break, Teaupoo, 2018



Prize catch yellowfin tuna off the coast of Colombia, 2018

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y wife Elaine and I enjoyed a week's cruising on the Royal Clipper, the largest in the Star Clipper Line, and at 439ft long with five masts is the largest square rigger operating in the world.

We joined the boat in Bridgetown Barbados, after three nights at an all-inclusive beach hotel. In port at the time were three large cruise liners and we were very pleased to be on the one everyone was looking at. With a maximum of 227 guests, we immediately felt it was a far more intimate atmosphere. Boarding was well organised and we were quickly shown to our cabin. Not large but with everything you need and very comfortable.

We boarded at 4pm with a sailing time of 10pm. That gave us plenty of time to explore the boat, take part in the mandatory safety drill and, of course, have dinner. All the meals on board were excellent, with breakfast and lunch being buffets and dinner a more formal waiter service.

By 10pm, the other cruise liners had already left, and we were on deck to watch our departure. There was not a lot of wind, and the big question was "Are we actually going to sail this thing?" Bridgetown harbour is not large, consisting mainly of a large breakwater. By the time we had turned and reached the end of the breakwater, the sails were going up. By 10.30pm all the sails were up and set. We could only look in amazement as we drifted off into the night.

The sails are raised by central-powered winches and turning points. The triangular sails are hoisted up and down, and the square ones pulled out, with a roller reefing arrangement to furl them. 42 sails in all with an incredible number of halyards and sheets, mostly the same colour, and nothing labelled. It was a joy to watch how efficiently and calmly the crew hoisted or lowered the sails.

Soundings 2018 ~ 19

It transpired that we sailed whenever we could. As can be seen from the itinerary, on three occasions we were due to move a short distance in the middle of the day, shown as a one hour voyage in the daily programme. Surely they wouldn't get the sails up for that. On the contrary, they don't start the engine. As the anchor is raised, the foresails are raised to blow the bow round and then the rest of the sails to blow us on our way. One overnight passage was not very far, so with sails hoisted, we set off on a broad reach in the opposite direction, only for the crew to tack in the middle of the night, to get us to our destination bang on time

Unlike the large liners, we only went to small places. We did go alongside in Martinique, but other than that we were at anchor. The places were very small with in most cases, just a few bars and shops. We spent one day anchored off a very popular beach, where the only thing on the island was a shack serving food and drinks. Not a brick in sight and certainly no toilets. The crew did a magnificent barbeque on the beach, which was enjoyed by all.

The brochure said you could climb to the crows nest and help rigging the sails. One morning the daily programme indicated that you could climb the mast from a certain time. This was whilst we were sailing and I was one of the first. Having been harnessed up and given instructions up I go. It's not exactly the crows nest, being a platform at the first yard arm on the main (2nd) mast. It's still 19 metres up, and climbing a rope ladder on a swaying ship is interesting, but well worth the effort. Once six people were up, it was three down and another three up. It took three sessions over three days before everybody that wanted to, had enjoyed the experience.

Another day, the programme invited us to help raise the sails.



Having seen what was involved, I assumed we would be put with a crew member and, instead of them tailing the rope, it would be us, under instruction. Oh no. The largest triangular sail is now rigged with a long line. The dozen or so of us, silly enough to volunteer, are formed into a tug of war team. Once the captain has given the order, and with the cruise director acting as cheer leader, we set off. Boy does it get heavy. After about 10 minutes we achieve our aim. I had the blisters to prove it, and aching shoulders for the next two days, but we are informed that we got the sail up quicker than the winch – wonderful.

On a couple of days, the sun loungers under a shaded part of the deck were removed for the sail makers to do their work. Watching the sail being re-rigged, with crew at the end of the yard arms was impressive. I asked one of them how often do you have to do this and was informed with 42 sails, about twice a week. They certainly know and appear to enjoy their work.

As with all holidays it all to soon came to an end. On our last sail away, both of the ships launches were left in the water, and we were allowed to watch from a distance as the sails were hoisted and the boat sailed away. Many photos were taken and the highlight being when about a dozen of the crew, dressed in white stood on the bow spit. How small they looked.

Would we go again? Certainly. Would we consider going on a cruise liner again, as we have twice in the past? Probably not. It would just seem too big and impersonal. Entertainment on board was a pianist (with questionable talent), one night a steel band came on board and one night there was a crew and guest talent show. Other than that, the entertainment was relaxing and meeting the friends you hadn't known before.



Was it the best holiday ever? Nearly! If you want to know what was, send me your e-mail address and I'll let you know.

The Salvage of Sundance

The salvage of the New York 40 Sundance (renamed Rugosa), one of only four still sailing.



This is what greeted me when I arrived on Lucaya Beach a day after her grounding. Waves were crashing under her counter and some times over her stern to run half her length and over her port side. As waves receded it was possible to get on board or off via the end of her bowsprit from the beach, her 10 feet draft now buried into the sand.

Photo from the local Grand Bahama Tribune.

n 1965/6 I sailed, with five male crew, our 55 foot ketch *Suzanne*, built in 1900, from Poole to the Canaries and trans Atlantic to Barbados where my wife Vera and two children, Tammy (4) and Shaun (6), joined us. We visited most islands from St Lucia north, through Virgins and Bahamas arriving in Freeport Grand Bahama in May '66. Much of this voyage was in company of our retired close friends Donald and Wynn on their Silver 52 ft motor-sailing ketch *Binetta*, one of the Dunkirk little ships. We took over the derelict boat yard attached to the Lucaya marina and within weeks we had a flourishing yacht repair business employing 12 and with apprenticeships for local boys.

Monday 18th Nov '69 a 60 ft yacht had bounced through the reef with a strong onshore wind and was right on the beach in front of the Lucaya Beach Hotel. Local boats tried to tow her off and we heard about her Tuesday lunchtime

Driving to this location I was shocked to see this beautiful yawl being lifted and dropped onto the hard coral, clearly not going to survive this beating for long.

The owner, Jay Jorden, and his brother and two friends had spent three years restoring her from a virtual houseboat in Ft Lauderdale and renamed her *Sundance* not knowing off her classic New York 40 pedigree. Missing the approach buoy in the onshore wind and white-horses sea, they struck the outer reef west of the entrance and were blown half a mile through the coral heads to end up on the beach.

As they stood watching her writhing and crashing onto the coral rock beneath with their meagre belongings in bags on the beach I could see just how distressed Jay was. I thought I could possibly recover her if wind abated before she broke up.

Since his insurers had just told him he would get her insured value, we agreed that he would pay me just for the hours and materials etc., on a win or lose basis. Looking back I find it

remarkable that he said yes to a total stranger running a small island boatyard! I guess he was in shock.

One of our customers, Tom Fitch, was President of a building company equiped with cranes. I phoned to see if he would be willing to send one of his cranes with long reach onto the beach to remove her masts, which were like pile drivers every time she lifted and fell onto hard coral. Her 80 ft solid timber main mast was close to a ton with its rigging. He also provided a lorry load of shuttering ply, which after a few phone calls to an army of our friends these were laid three thicknesses deep in front of the crane wheels as it progressed toward the casualty about 600 yards from road access.

Now flooded over her saloon seats it actually reduced the pounding as she gained the weight of the sea water. I set the owner and crew the task of removing sails, booms and mast partner wedges and all rigging except cap shrouds and fore and back stays.

It was dark by the time we had walked crane on ply track moved from front to back of crane and were able to take her masts out at midnight in full moonlight. At daylight the following day with light winds and subdued sea I assessed the situation of how to get her back afloat and towed out to sea before taking her to the yard. With the highest spring tide the following day I had but one chance to achieve her recovery.

The difference between high and low water was barely three feet on springs and two feet on neaps. First job was to sound a route through the reef with 12 feet depth to allow for swell, missing coral heads by marking with floats tied by light line to sinkers

I borrowed a friend's twin screw motor boat and used the thrust of its engines to blast away the sand from around her by securing it to the stern and running the engines most of the day. Low water and with scuba equipment I could see just how much damage she had suffered. It was serious but with heavily greased plastic sheeting, which I attached to to hull with tacks, I was able to reduce ingress of sea by 80%.

Laying off four large anchors, chain and line, borrowed from large yachts in the marina, we fed these to her four powerful sheet winches. With a lorry-load of rope borrowed from the port tugs we laid a tow line from her to reach beyond the reef. An American who owned a 70 ft 60-ton steel motor yacht, who was fascinated by our endeavours, generously volunteered to pick up this tow rope beyond the reef to drag her out of her hole when we were ready.

When all was prepared, having hired three four inch motor pumps, just before next high water we pumped her out and with a speed boat secured either side we hove on the sheet winches and radioed the motor yacht to give it all he had - we

dragged her free. As soon as she was afloat we stopped to turn her round and release the long towline, marking the land end for recovery later. With pumps running the two speed boats manuovered her safely along our marked channel to finally clear the reef and head for Lucaya's Bell channel.

Here we were met by the harbour master who was not willing to risk the wreck sinking in his channel but after seeing we actually had her under control and with adequate pumps he relented and late that day she was moored in our yard in the hoist bay.

My next problem was that she was 40 tons displacement but our hoist was only 30 ton safe working load. The largest crane available on the island could lift 40 tons close to rear of crane but less as the jib went out. I marked the curved path our hoist could take once clear of the bay and then set the crane pivoting point so that it could follow our hoist in a semi circle carrying as much weight as possible. The crane driver was brilliant and cooperative. I suggested with a separate set of slings working above and inside our hoist he could lift until his bell rang I would know he had approx 20 tons hanging on his hook at the measured distance. We could then lift and keeping his bell ringing I knew we were working our hoist within its safe limits.

Pumped as dry as possible. Water and fuel tanks pumped out and anchor and chain removed to make her as light as possible the lift went without a hitch and after blocking once and repositioning both crane and our hoist we were able to block her off with clear working space all round.

We sent our army of friends to the beach and, with our work boat, we dragged the 80 ft mast into the sea and towed it round to the yard where it and the other spars were fresh water washed and set up in cradles for overhaul. Our channel markers were recovered and the half a mile of tow rope returned to the port tugs with several cases of beer!

During this whole operation Vera and Wynn kept a constant supply of sandwiches, tea, coffee and soups for all our pals who volunteered their help to provide much needed hands throughout the 48 hours this took. Without them Rugosa would have ended her days right there.

Donald ran the yard during the day whilst I carried out the salvage operation so it was business as usual.

We allowed Jay to do as much of the restoration as he could manage to save cost and we did the structural work which



Relaunched Rugosa pictured here in Lucaya awaiting her mizzen and final fit out .

included lifting her off her lead keel to replace fractured keel bolts and much plank refastening and caulking and building new rudder. Her engine was lifted out and our brilliant mechanic stripped and rebuilt it to look like new when re installed.

Months later we used the same crane and our hoist to return her to her natural element. Masts were craned back and rigging set up and soon after we all enjoyed her first sail since her grounding. We waived any storage charge for the duration to give him every chance to fund her restoration. Tom never gave us a bill for his cranes so his next haul and bottom paint was on us!

A very happy Jay and his girlfriend Dee Dee, brother Rob and crew John sailed away to start chartering in St Thomas, Virgin Islands, still with some funds left from his insurers payout.

With change of Government in late 1970 and work permits going from \$20 to \$2000 the marina rapidly emptied and American yachts returned to Florida, our business plummeted, with men paid-off week-on-week so we decided to return to UK in spring 1971 (joining The Poole Y C soon after).

With no business or even goodwill to sell we just hung the padlock in the gate and headed for the airport where a big crowd of customers, our employees and other locals came to see us off. A sad and moving occasion. We had reluctantly sold Suzanne, after her being our home for 11 years, as finding a berth in Poole for a 55 ft yacht drawing 9 feet, was impossible as live on boards were no longer permitted on The Quay, where we had lived from 1960 until we started our Atlantic and Caribbean adventure.

Conclusion

In 1982, sailing a 38 ft cat schooner, we ventured to the West Indies again and sailing into Charlotte Amalie in St Thomas we found Rugosa at anchor and Jay, now married to Dee Dee and with two daughters, was still the owner. This made all our hard work in saving her, one of the highlights of our 60 plus years of sailing and owning various yacht repair/building businesses.

In 2001 Rugosa was at Cowes, for the 150th Anniversary of the America's Cup where she won the overall Jubilee Cup. I met her young skipper and told him about her salvage in 1969. For that regatta I was "local knowledge tactician" aboard a 1926 American 12 metre Onowa.

In 2003 we found Suzanne, built in Bordeaux France in 1900, was still sailing from Ft Lauderdale Florida.



Dis-masting in race witness by St Alban's Head NCI watch and reported in to Solent Coastguard



St Albans Head NCI as a DFS (Declared Facility Station) is trained to MCA requirements to assist in SAR

Eyes along the Coast

By Brian Ellis

magine if you can the panic, the fear, the terror. Tiredness deepens, the waves continue to pound two aching bodies washed overboard from their vessel, desperate they try to stay afloat and search for signs of life on the clifftops. The foul conditions have kept even the hardiest walkers in front of their fires, no off chance sighting by a member of the public, but these two know their territory, they know the headland, they know their chances are slim and they sadly know that the clifftop Coastguard Station is empty and that hope is no longer there for them. But what if.......

This was 1994. The people of Cornwall found the unfolding tragedy unacceptable and set out to do something about it. As a result the National Coastwatch Institution (NCI) was founded and now operates in 54 locations around the coast, with over 2,500 volunteers. An unfunded (funded by voluntary donations, and corporate sponsorship – no Government money!) entirely voluntary organisation with the simple aim of giving up their time to protect and preserve life at sea. Over 262,000 hours of organised coastal surveillance was completed in 2017 alone by fully trained, dedicated and skilled Watchkeepers.

The NCI are not a replacement for Her Majesty's Coastguard and would never think of trying to be. But what they are is a critical local presence that can make the difference between life and death. With Patrons the Princess Royal, Dr Dame Katherine Grainger DBE and Air Marshall Sir Christopher

Channel 65

NCI nationally has been allocated Marine radio channel 65 (Duplex), and is available for yachtsmen, and all other sailors, for the provision of information about local conditions, inshore waters forecasts, tides, sea states, and in our case the visible condition of the SAH race.

WE ONLY PROVIDE INFORMATION, THE USE OF THE DATA IS THE DECISION OF THE RESPONSIBLE PERSON ON THE VESSEL CONCERNED

If the reason for the communication of any sort of a emergency or concern, CHANNEL 16 should be used call to Solent Coastguard is appropriate, if your MAYDAY or PAN PAN message is not answered within 60 seconds and your message has been heard by a NCI station, then a verbatim record of your message will be communicated to the coastguard by landline by the NCI station. If requested by the Coastguard, NCI can communicate to the vessel in distress on available channels.

Colville KCB each station has to achieve what is known as a Declared Facility Status which acknowledges that the station has reached a standard that satisfies the Coastguard that they can be relied upon to provide a competent, reliable service in the event of an emergency.

Whilst advanced technology and advanced systems all contribute to a safer environment a computer cannot spot a distress flare, an overturned kayak, or a sole angler who has fallen overboard. The NCI have a proven track record of identifying situations and being the lead resource in raising the alarm to the Coastguard. Operating a visual lookout, with opening hours suited to the local environment, the NCI also keep a wary eye on the Coast Path and have assisted with many, many walkers in trouble.

Standards are essential and the extensive training programme undertaken by Watchkeepers ensures they are highly motivated and able, covering subjects such as Weather, Tides, Technical Equipment, Radio Technique and not least Emergency Procedures. Whilst it is the wish of the majority not to have to deal with a vessel in serious distress it is the aim of all to make sure that they are professional when the time comes. To cope with emergencies, to relay Mayday messages where appropriate, to assist the Coastguard to the full extent of their qualified capabilities.

We are not just an emergency asset, we can also be of



Duty Watchkeeper communicating on dedicated NCI Marine radio Channel 65 with local traffic



assistance on a day to day basis. OFCOM has granted the NCI a licence to operate exclusively on VHF Channel 65. If you require a radio check, information on local weather conditions or just want to let us know you are out there you will always receive a re-assuring response from your local NCI Station.

Surprised? You may well be, but NCI is on the move. Working closely with the Coastguard vulnerable maritime areas are identified and feasibility studies undertaken to establish exactly where new Stations are required. You may be unaware that there is now an NCI Station at Hengistbury Head. There are four other stations in Dorset: in Lyme Bay at Burton Bradstock (with a satellite at Charminster), on the Bill of Portland, on St Alban's Head above the St Alban's Race and at Peverill Point in Swanage. Currently the highest award available to local volunteer groups across the UK is the Queen's Award for Voluntary Service to recognise outstanding work done in the local community, the Dorset Stations were humbled to receive this incredible recognition in 2012.

As always prevention is better than the cure but in our case it is a bit of a hindrance to furthering awareness among mariners of how we can be of assistance. A tragedy is high profile news, a quiet, professional job that prevents an ecological disaster

can easily slip under the radar. What if an 82 metre, 2370 deadweight tonnage tanker struck St Alban's Head spilling its fuel and cargo all along the Jurassic Coast. Far fetched, far from it. This was the reality last New Year's Eve when the powerless MV Pilsum looked like it was going to have an unexpected New Year stopover at the mainland directly under the St Alban's Head NCI Station as it slipped and dragged its way on a collision course in Force 10 gales. Whitehall had been made aware of the potential damage to their World Heritage Site but with the aid of the NCI at St Alban's Head and at Portland, the Coastguard, along with the RNLI and the not insignificant power of the Poole Tug Kingston a tragedy was averted. Both NCI Lookouts were on station until 9.30 p.m. and on New Year's Eve of all days, needless to say the Watchkeepers involved had to play catch up on their return home!

There is nothing quite like a day on the sea but if it ever goes south, as it can so easily do, please be re-assured to know that there are many, many of us looking out for you, whether you can see us or not. In times of need your first port of call should and always must be the Coastguard but failing that think Channel 65 and the National Coastwatch Institution. You are not alone.

UKFSC Challenge 2018

Dorset and Wiltshire Fire and Rescue Services (DWFRS) Winners of the United Kingdom Fire Service Sailing Challenge



he Fire Service National Championships, now in its 15th year, combined as a championship open to all UK blue light emergency services, with 27 entries this year all sailing in Sunsail's fleet of F40 racing yachts.

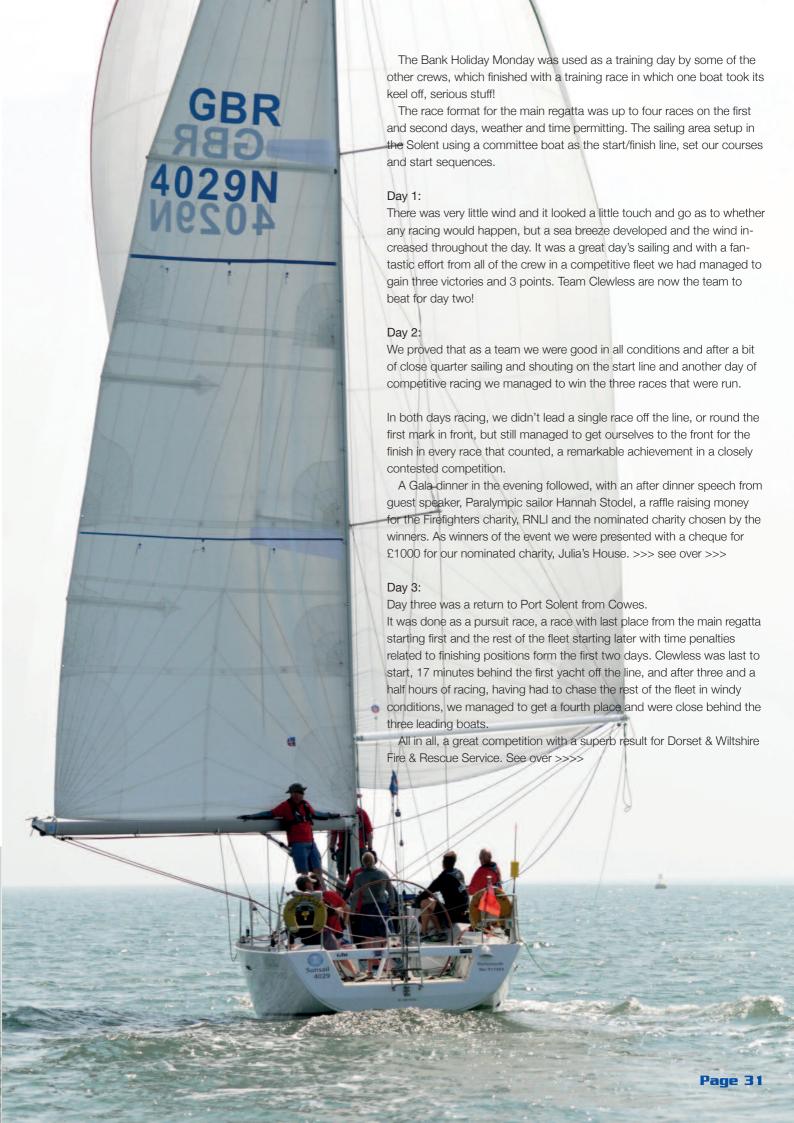
Club member, Trevor Welton, with the help of Jo McGowan and some funding from The Sports & Social Association, managed to bring together a team of representatives from DWFRS including some of Ferndown's finest, Paul Corbin, Phil King, Dave Colclough (ret), also joining us, Brent (I've never been on a boat in my life) Thorley from Poole, as did Mark Wiltshire an MOD fire fighter and dinghy sailor form Wiltshire. Trevor also enlisted the help of two friends Stevie Thompson (Skipper) and Colin Rainback (1st Mate) whom he sails with regularly from Poole YC, and the team came together, Team *Clewless!*

Introducing some of the team to cruiser racing began in March using Beluga II at the club. This included one outing in a snow storm where we had to knock snow off the main before we could

flake it and another where a small knot in the spinnaker halyard went up through the sheave at the top of the mast but refused to come down; one occasion when it was good to have a flood tide to hold you up in the Main Channel giving time for Colin to go up the mast to cut it down. After this introduction it was unfortunate that two members of the team were unable to make this year's event due to injury, Ginny Dobson (staff councillor) fell of her bicycle and required a replacement hip about a month before the event, she is recovering well at home, and Jo, who started the idea, was struggling with an arm injury and unfortunately couldn't make the event, next year maybe?

The team had a mix of experienced and less experienced sailors and only came together as a crew for the first time the day we took an unfamiliar 40' yacht and went racing. Everyone played their part in a competitive team. It was a big responsibility for our skipper Stevie and 1st mate Colin, to ensure that we all knew what we were doing and to keep us sailing and safe!







A team visit to Julia's House, Corfe Mullen, Dorset. The children were thrilled to see the fire engine and have fun with the crew. Also to accept the donation from Dorset & Wiltshire Fire & Rescue Service and the UKFSC Team.







Julia's House does great work caring for children with life shortening or life threatening conditions. We chose Julia's House as it represented the team. With centres for respite care in both Dorset and Wiltshire. Julia's House is also the Commodore of Poole Yacht Club's chosen charity for his tenure.

As a combined brigade and having borrowed two of Poole Yacht Club's finest sailors to help us win the trophy, it was fitting to donate to such a worthwhile charity, which linked all three elements together.



ould anybody be able to explain the occurrence of a monster wave at Hengistbury Head?

On 10 May 2018 at about 14:30 we were sailing from the Solent towards Poole. We took the last of the outgoing tide from the Solent. At 14:30 we were approximately three to four miles offshore from Hengistbury Head. The tide was just about to turn and there was a 15 knot wind from the SW.

All of a sudden, out of nowhere, there was a four metre high wave approaching us. The wave was only a mile long (as I could see both ends of it) and parallel to the coast. This wave was followed by three more waves of equal height.

It returned to the normal choppy seas from the SW, only to be followed by another four waves, this time approximately 6 metres high and breaking! We managed to get through them, but everything in the boat was wet and what wasn't tied down had moved.

Could anybody explain how these waves build up? Has it something to do with two tides (outgoing tide from the Solent and the incoming tide from Poole Bay) colliding? Or is there another explanation?

We survived these waves, but could have been different very easily.

I do not have a better picture. The one above I got from the internet by searching 'Monster wave Hengistbury Head'. Although I had my camera with me, I was in no position to take photos.

What I like to know is if there is a reader who can give a plausible explanation on how these waves can form.

I contacted the Coastguard, RNLI and Hydrographic Office but they had never heard of it. I also tried to contact the university in Southampton but they did not reply to my email.

Perhaps a reader of Soundings may know more about it?



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Team Mac are World Champions!



n very tricky conditions, Lucy Macgregor and her British *Team Mac* of Annie Lush, Nicky Walsh (nee Macgregor) and Kate Macgregor were declared 2018 Women's Match Racing World Champions in Ekaterinburg, Russia, defeating the French Match in Pink by Normandy Elite Team skippered by Pauline Courtois sailing with Maëlenn Lemaitre, Louise Acker and Sophie Faguet.

The teams of Trine Palludan and Alexa Bezel each had the night to come up with a plan to come back from 0-2 deficits in their respective semi final matches. They arrived at the yacht club with the intention of winning their matches and advancing to the finals. Alas, Pauline Courtois' and Lucy Macgregor's teams had plans for a different outcome.

Courtois' *Match in Pink by Normandy Elite Team* won the start over Palludan's Team Kattnakken and was able to maintain control and stay ahead to the finish to win 3-0 and advance to the Finals.

In the other semi final match Bezel's Swiss Match Racing Team "kept it close, but not close enough" Bezel explained, thus paving the way for Macgregor's *Team Mac* to also advance to the finals with a 3 – 0 record.

The petit final matches saw some classic match racing with exciting lead changes, tacking duels and close mark rounding. The Danish Team Kattnakken proved just a bit stronger and won two straight matches to secure the Bronze medals.

The finals were a battle of two teams that came into the finals with an incredible combined score of 31 wins and only one loss (by Courtois to Macgregor in the first round robin).

Soundings 2018 ~ 19

When asked to describe the day, *Team Mac's* Annie Lush replied "the day was very tricky as we saw winds from 3 to 15 knots in just one race with really big shifts!" Team Mac played those shifts well and took an early 1 – 0 lead in the Finals.

As expected, the pre-starts were very aggressive as both teams jockeyed for control of their opponent. The second match was the most aggressive as Macgregor received a red-flag penalty at the start and still managed to catch and pass Courtois on the downwind leg. "I must say that was our best run of the regatta. We gybed six or seven times and played the shifts perfectly" said Macgregor in describing their come from behind victory.

With their backs against the wall down 0-2, it was must win time for Courtois' team. But Macgregor took early control of the third match with good speed and led from start to finish to win the World Championship.

"We were not fast today. We felt stuck in the water. Not our best day" conceded Maëlenn Lemaitre, Match in Pink's tactician, in describing their defeat. She went on to say "We will train hard and believe in our talent and come back strong for our next event."

Lucy gave much credit to her crew: "Annie, Nicky and Kate did a fantastic job all week, and it is great to have this win together."

With this year's win, Annie Lush becomes tied with Dorte Jensen (Denmark) as the most decorated sailor in Women's Match Racing World Championship history with four titles. Lush was part of Sally Barkow's winning crew in 2004 and 2005 and won together with skipper Lucy Macgregor in 2010 and, of

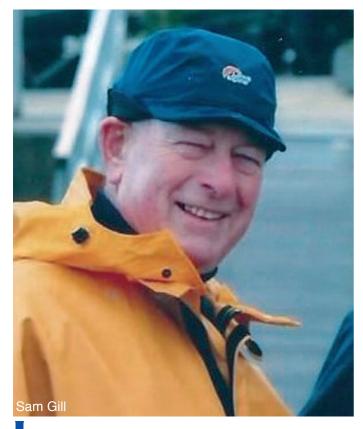


course, again this year.

The Gubernskiy Yacht Club – Komatek race committee was led on the water by Russian International Race Officer Anna Deyanova in cooperation with World Sailing appointed Technical Delegate / International Race Officer Annika Ekman from Sweden. Yuri Kriuchenkov, Vice President of the Russian Yachting Federation and Commodore of the Gubernskiy Yacht Club –

Komatek, lowered the World Sailing flag to symbolize the closing of the event. Liz Baylis, Chair of the World Sailing Match Racing Sub-Committee declared the event closed and the World Sailing flag was then handed over to the Vice Chair of the Swedish Sailing Federation, Annika Ekman, as the 2019 Women's Match Racing World Championship will be held in Lysekil, Sweden. Footnote: Team Mac won every race in these Championships!





t is not very often in life you meet someone who immediately becomes a firm friend. This happened to me as a new member of Poole Yacht Club in 2002. I had recently retired and, having sold my Moody 31, downsized to a Hansiatic 19. Ideal with its shallow draught for sailing in Poole harbour.

On a Friday evening in early May 2003, I was invited to join Class 3 on one of their singlehanded races. I remember it well: down to Brownsea cardinal via Glover (wherever that was). The rest of the fleet, mainly Splinters, were on their way back up the harbour when the safety RIB came over to see if I was still racing or going my own way. "Yes" I said and learnt my first racing terminology DNF (Did Not Finish). Back in the clubhouse after a few well-chosen comments on my racing prowess, I was made very welcome. Sam Gill took me to one side and started to explain where I had gone so wrong. Tides, back eddies and use of shallow water, getting out of the tide, were all foreign to me, an out and out cruising sailor. Sam then suggested if I was free on the following Friday afternoon we could go sailing. He in his Splinter and me in my Hansiatic. He then spent many weeks trying to teach me to not just how to sail but to get the best from my boat. From then on it was a Tuesday race night ritual. Tony Hodgson joined me and we tried our best to keep up with the rest of Class 3. At the end of the season we were rewarded with the presentation of the Class 3 'Sing Song Trophy' for most effort and least reward. But the main thing, we had enjoyed the racing, learnt a lot and made some great friends.

In 2005 Tony and I decided we needed to upgrade and the new boat would have to be a Splinter. Enter stage left Octavo and two years later Whisper. With Sam's encouragement Friday afternoon sailing became a regular event and in 2009, on a trip to Dubai I

purchased a date plate to which I had an oak base fitted. The idea was that this would be awarded for the Friday afternoon series. No prizes for guessing who won this trophy on the first year. Unfortunately the following year Sam became unwell and died soon after. Later I asked Audrey if she was happy for us to rename this cup 'The Sam Gill Memorial Trophy' in his memory.



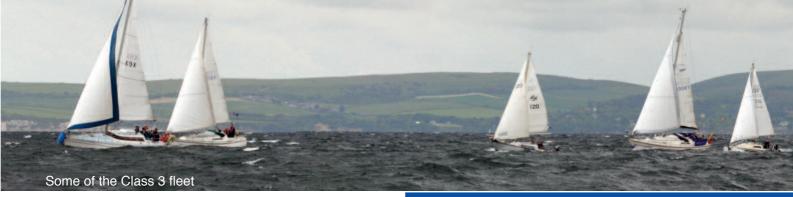
2008 saw the first Class 3 rally to Yarmouth with seven boats taking part. Each year the numbers taking part has increased. Other than a couple of years when an easterly caused us to cancel we have seen a rise in popularity year on year. By 2016 we had 10 boats taking part and in 2017, 14 boats signed up to join in the fun and thus 'The Sam Gill Memorial Challenge' was born.

Saturday 20th May

I was up early knowing I still had a lot to do and aware that some skippers would have forgotten to bring their copy of the sailing instructions. The morning was bright and sunny with a SW breeze. At least the weatherman had got that bit right. By the time I reached the club at 08.30 skippers and crews were already arriving. Some having had breakfast at the café by the weighbridge. Others busy loading supplies and kit for the weekend. It's amazing how much you have to carry just for one night away, although safety equipment is the same, even for a week or two.

My next task was to deliver the quiz sheet along with a copy of the sailing instructions advising that the start would be at 10.30. The start line would be at the exit to East Looe channel between EL1 and EL2. For safety reasons extended 5 metres each side, thus allowing the 14 boats to get away without incident. Most of us left the YC Haven at 09.00 for a gentle sail down the harbour, meeting up with *Amiina*, the Junk rigged Splinter from Parkstone YC, on the way.

The gentle breeze had now reached 10-11knots, a bit over what the forecast had predicted. Still SW which would be good for the run to Hurst and the entrance to the Solent. *Whisper* would be counting down the start so my crew would be sailing



single handed at this point. Allowing me to give a time check at 10.15 and then sound the foghorn at 10.25 for the warning signal. Class 3 in their gentlemanly fashion kept well clear of *Whisper* at the start, Although no mention of it was ever made, a quick glance along the line as I sounded the fog horn for the start at 10.30, would in my opinion, probably have put *Whisper* OCS.

At the first mark 'Branksome Outfall', *Elfin* had the wind guage with *Amiina* just ahead going strong with her junk Rig, *Whisper* in the lee collecting all the dirties from these two. The remaining fleet close behind. Sean and crew in *Helios* the smallest but by no means the slowest boat in the fleet were having problems with their spinnaker. Once round the mark, with the wind more on the beam, it was a battle to pass as close to Hengistbury Head as possible then on to North Shore – the next mark for the course.

By now the wind had increased to 15-17 knots, well above the forecast and looked like increasing more. *Whisper,* having decided early that morning to carry the largest spinnaker she had, was now having real problems avoiding some serious broaches. The sensible action would be to change down to a smaller spinnaker. The trouble with a good plan like that; it's ok if you hadn't in the rush that morning left the small spinnaker in the boot of the car. No problem we were a mile or so ahead of *Elfin* who was sensibly flying a small spinnaker but would take some time to catch up.

There was nothing for it but to drop the kite and push on. After all the weather forecaster just might be right and wind speed could drop. No such luck by Christchurch Bay, *Elfin* was up with us and soon got well ahead. Up with the large spinnaker again in an attempt to catch up but with this amount of wind something









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had to give. First to break was the snap-shackle on the spinnaker sheet. After replacing this with a heavy-duty sheet we were hit by some gusts in excess of 20 - 25 knots. Too much for the pole uphaul line, which soon broke, and the decision to drop the spinnaker for the final time was taken.

Even with a small spinnaker we could see *Elfin* was struggling with the strong gusts. With the wind increasing even more the larger boats came into their own. As we all rounded North Shore mark *Spellbound* and *Jessica* were battling it out with *Juno*. By the time we reached Sconce in the Solent and Yarmouth pier, the finish line in sight. There was no doubt who was going to be first to cross the line. *Jessica* taking line honours, followed by *Spellbound* and *Elfin* the first of the Splinters close behind.

It would now be all down to the VPRS rating system to decide the winner of *The Sam Gill Memorial Trophy*. What a great sail this had been for all those taking part.

Hand in hand with any good sailing event, goes a good social life. Having had a very successful Class 3 Annual Dinner earlier this year. The rally to Yarmouth had a lot to live up to. In past years we had always had pre-dinner drinks at the Royal Solent Yacht Club followed by pub grub in The Wheatsheaf. With 37 hungry sailors to feed the pub was out of the question.

Having spoken to Lucy Case, Royal Solent Events Manager, it was agreed we would dine at the club. She sent a menu, which each skipper was supposed to get his crew to fill in. As always it took some weeks to get the final choices but eventually all was agreed. Promptly at 18.30 a very smart bunch of sailors from Poole Yacht Club assembled in the main bar at the Royal Solent for drinks. Tales of 'daring do' and how and where they had gone wrong during the day's sailing soon became the main topic of conversation.

If you have never visited the Royal Solent Yacht Club, it is a must, with its excellent views across the Solent and great bar. We were met by Graham Fell and one of the flag officers who went out of their way to make us all feel welcome. They stayed and chatted to everyone until 19.30 when we were ushered into the dining room. What a magnificent room this is, having recently been refurbished and having French-windows opening onto the outside terrace.

In the dining room there was a table on which they had placed a welcome to Poole Yacht Club. Along with this were individual

place names identifying what you had chosen for your evening meal. This not only assisted the waiting staff to deliver our chosen meals very efficiently but enabled us to chose which table we wanted to sit at.

At the end of the meal and before retiring once again to the bar, there was a toast to the memory of Sam Gill and the results were also announced.

A tradition of the Class 3 sail to Yarmouth is the issue of a sailing quiz, just in case there are no mackerel to catch and no wind; not so this year. Some boats had filled in the answers to the quiz while having a drink in harbour at the end of the sail from Poole, so the answer sheet was passed out.

(answers can be found at the end of this article)

We awoke to a morning of blue skies, the wind in the south and the smell of frying bacon; this is the life! With the tide setting west at 07.08 meant a lazy start to the return sail as the tide would not be on the flood into Poole harbour until sometime after 13.00.

View of the return sail from Sparkle by Helen Walsh.

I think a few woke bright, breezy and bushy tailed but perhaps not many. The tides were good for a 9am start, the sun was shining and after a stroll into town for bacon sarnies, cake and coffee the quandary was what to wear. Those who know me will know I take my appearance very seriously. Full togs were chosen with the view that it's easier to disrobe than dress up.

Then we were off. A much more leisurely pace than the race day previously. We decided to head out so we could put the spinnaker to good use and give Shel (the crew) some practise. She was mighty chuffed that the wind was so accommodating she could lie back, sunbathe and play with the spinney sheets with a small beverage in hand to smooth the journey. We didn't risk the spinnaker through the chain ferry – but managed to get it up again as we rounded Brownsea.

Shel's point of view

My measure of success when sailing comes down to three things; I've not gone for an unintentional swim, the boat has not capsized, and we get to our mooring safely. After successfully finishing the day's race, managing to get a wee sleep on *Sparkle* and not having a hangover. I thought my luck was in when the sun was



shining and we had a tail wind to glide us smoothly back to Poole. With fortune on my side I was feeling brave enough to give the spinney a go.

After a while I got a crick in my neck from looking up. Helen suggested I might be able to lie down and still operate the sheets. What a great idea! I lay down with a drink in hand and sun-bathed while sailing – perfect!

Comments from the Class III Captain - John Milner

If you own one of the smaller boats in the club, have never raced before but often wondered what it was all about or you are a keen racer who has downsized to a smaller craft. Why not come along and see what Class III has to offer. We like to think we are a funloving bunch who just enjoy being out on the water each week. Don't worry about the Splinter sailors, they just happen to think they are more competitive but are quite harmless really and don't always have it their own way.

Update

June 2018 Class 3 had another successful rally to Yarmouth, this time with 16 boats and crews. We were joined by PYRA in Yarmouth and a very sociable evening was enjoyed by all.

Coming Up

The next Sam Gill Memorial Rally:

Saturday 8th June - Sunday 9th June 2019











an accessed it was avident the vessel was havend renair and

n 2006 I purchased *Eleanor C*, a 1981 Beneteau First 30, and over the next ten years spent countless hours re-fitting her with all the modern equipment and comforts that any boat owner would want, including a complete engine overhaul, a new furling genoa, headlining, teak decks, navigation equipment, spray hood, sheets, lines, running rigging, deck clutches, self-tailing winches, the list goes on.

This labour of love was combined with extended cruising across the channel to France and the Channel Islands before returning to Poole Yacht Club, where ! have been a member for many years.

On Saturday the 16th July 2016, with the sun shining and the sky blue we, myself along with partner Thelma, decided to head out to Studland Bay where we planned to anchor for the day, we went ashore and had a spot of lunch and then returned to *Eleanor C* in the afternoon. With the possibility of some inclement weather closing in, we decided to head back into the harbour.

Unbeknownst to us at the time, this was to be the final voyage for *Eleanor C*! As we motored back up the Swash Channel, at around 18:30, Thelma alerted me to smoke coming from the companionway hatch.

I reduced the engine revs and went below to investigate. I quickly established that the smoke was coming from the engine compartment. Not wanting to flood the engine room with oxygen and fuel the building fire, a May-Day call was sent out over Ch16. Fortunately a passing motor vessel responded to the May-Day, it came alongside and we abandoned ship. By this point the flames were licking up through the companionway and the heat was building.

By the time the RNLI Inshore Lifeboat arrived on scene the fire had taken hold, the heat became so intense the aluminium mast melted at the deck and collapsed into the sea.

It took about eight minutes for the fire to ravage *Eleanor C* and all I had to watch my pride and joy succumb to the flames.

Once safely ashore, I contacted my Insurers, MS Amlin/Haven Knox-Johnston who deployed their Field Claims Adjuster, Antony James. Antony made contact with me immediately and agreed to attend the Club to inspect the damage. Once the damage had

been assessed it was evident the vessel was beyond repair and sadly would have to be written off.

The claim was agreed immediately and Antony hand delivered the settlement cheque to me at the Club on Wednesday the 27th July (six working days after the loss). Over a pint of Thatcher's I regaled him with memories of my time on board *Eleanor C* which had already been collected for disposal the previous day.

Antony said: "We take our relationships with our customers extremely seriously at MS Amlin, my role as Field Claims Adjuster is a key part of the claims service we provide as it allows us to interact with our clients face to face and deal with their claims promptly ensuring the Insurance policy reacts to its fullest extent as quickly as possible.

It was a real shame to see 'Eleanor C' in such a sad state after the fire, my heart goes out to Mr Thornewill who had clearly invested much more than time and money into her restoration to modern standards."

I was extremely happy that my Insurers had reacted so positively to our unfortunate situation. Eleanor C had been languishing in the back of Deacons Yard for some time. However, as soon as I saw her, I knew that she had perfect lines and was still able to give of her best with a little tlc. I bought her and we became very good friends indeed. Consequently I was completely devastated by the fire that took Eleanor to an early grave.



Thelma on board Eleanor C

I had put at least two years hard work into her to try to make her into the yacht that she would have been had she been built today. I had upgraded everything except the engine. Although that was scheduled for her next haul-out.

I have been insured with Haven-Knox-Johnston from Day 1, and have always been impressed with their responses to both my question and my notifications when I've upgraded.

This fire has been a somewhat traumatic ordeal, but Antony James has been most sympathetic and understanding. From the moment I notified the company, Antony has focussed on

achieving a satisfactory solution to his client i.e. me.

The fit file for Eleanor went up in smoke, (it had pride of place on the chart table), and I offered to get copy invoices for all the parts etc. His response was "It's not about making you jump through hoops to create a paper-trail, it's about a level of confidence and you clearly cherished your boat."

I cannot fault Haven for the way they handled my claim, and I have no hesitation in recommending them to anyone. They are focussed on the sailor and do all in their power to resolve matters to everyone's satisfaction.

I have insured with Haven again for my new boat.



Bob surveys the damage

Are your bilge pumps big enough?

ur boat, *Firebird*, a Beneteau First 38, is 34 years old but is well maintained (some say over the top). There are two Gulper electric bilge pumps; one automatic with 18mm hose and one Plastimo double diaphragm hand pump with 30mm hose.

May Bank Holiday Sunday was a gloriously warm sunny day; we had left the Club mid-morning for a sail round to Swanage for lunch. We tried the sails from Old Harry but half way along the cliffs, making only 0.7 knots, we furled the headsail, started the engine and slowly motored towards the anchorage.

About ten minutes later I looked down into the hatch and thought I could hear water sloshing. Thinking I had left a tap on (which has been known) I went down to investigate and was horrified to see water tumbling out of the floor boards as the boat rocked from the wash of a motorboat that had just passed, I shouted to Dave and he rushed down, disturbed at the water he promptly turned off all the stop cocks, checked the hoses on the engine and couldn't see the problem. He turned the engine off but water was still rising at an alarming rate. I turned the automatic bilge pump on and was holding the switch on to the second pump, water now up to top of the floorboards. Dave had one more check around and everything in the bilges was now well under water. It was impossible to see where the water ingress was coming from.

I put out a mayday. By the time I had given the coastguard all the details and stressed we were sinking, the water had risen and the floorboards were floating out. Dave was in the cockpit pumping the hand pump, three pumps now working and the water was still rising, quite scary.

The coastguard came back and asked for our position, which I read off the GPS. Then a short pause and she came back saying "We are launching the Swanage lifeboat" all I could say was "Thank you – Out!". We knew it wouldn't be long as we could see the lifeboat pier. The lifeboat was soon alongside putting two men on board and a pump on our deck. The water was now well into the bottom of the cupboards so we were well relieved when they

By Janet and Dave Faull

got the pumps going and the water level began to go down. After 20 minutes the men were into the engine compartment and saw the problem, the stern gland had ruptured completely and was in two halves!

The water was pouring at an alarming rate, the lifeboat crew shouted for tea cloths or polythene, anything to wrap round the shaft, this was not very successful so Dave got a large adjustable spanner and managed to close the seal a bit, he put jubilee clips on to hold it, this reduced the flow very slightly.

We were towed in towards Brownsea Castle, still pumping as we went, where we were handed over to the Inshore lifeboat. The pumps were swapped-over and we were towed back to the Club. Pumping again as we went and into our berth where we had electricity to work our pumps. Dave did some more packing on the stern gland and more jubilee clips, reducing the ingress a bit.

We thanked the Lifeboat crew and they left wishing us luck at solving our problem. As it was neap tides the hoist couldn't lift us out for another week, there was only 1.7m of water at high tide and we need 2.2m, and it was Bank Holiday so no other yard would be operating.

The water ingress was now being contained to the well under the engine so as long as we pumped this out every 15 minutes we would stay afloat which is what we did all through the night. We took two hourly watches until Dave could find a chandler open. He was off at 9am and back just before 10 with an automatic pump, good old Cobb's Quay Chandlers had come to the rescue again, it was a Bank Holiday Monday. The automatic (Rule) pump was soon fitted with the hose being led out of the small window just above the cockpit floor, was put into action. The pump activated every 15 minutes. Dave calculated it was pumping out five litres every 15 minutes.

We slept on board until the following Tuesday when Firebird was lifted out and Dave could remove the ruptured gland and fit a new one (slightly different design). He also fitted water alarms and repaired the float to the automatic pump, which had got damaged.





Lessens Learnt

Four years ago we changed the old stuffing box stern gland for a flexible synthetic gland along with a new shaft and coupling, this had worked perfectly with no leaks until this incident which showed us there was no failsafe to come into play so, once the hose had ruptured there was no way of stopping the water ingress.

Choose your stern gland carefully, in hindsight if we had had water alarms this would have alerted us to the problem earlier allowing Dave to locate the problem before it was submerged and impossible to get to, however we would still not have been able to stop the ingress but could have slowed it down.

Conclusion

The hose-type gland has an inherent fault, if they do rupture or fail it leaves a big hole in your boat, which cannot be plugged and being underwater by two feet. Is under a lot of pressure. A leaky seal is one thing you can cope with but no seal at all is a recipe for disaster. There is no doubt in our minds, if we had been mid channel we would have been in the life raft!pump will still be operated by hand, meaning this job is a priority.



1852 - The Year It All Began

The Royal London Hotel, High Street, Poole

n 1st June 1852, a meeting at the London Hotel decided that 'a Club, to be called "The Poole Yacht Club" should be established.' The sixty or so people present elected W H B Coham Esq., to act as Secretary and T Rickman Jun. to be Vice Commodore. According to the report in the Poole and South Western Herald of 3rd June 1852, 'A deputation was appointed to wait on W Curling Esq, to solicit him to act as "Commodore Captain".'

The choice of William Curling to be Commodore was probably more for reasons of prestige than anything else. He was a member of the Royal Yacht Squadron and his boat 'Freak', a 60 ton cutter, had taken part in the first America's Cup race around the Isle of Wight in 1851 (though it fouled *Volante*'s rigging and had to retire). The 'Freak' was one of three boats in that race which had been designed and built by Thomas Wanhill of Poole, who became our



William Curling Esq, Commodore 1852 **Soundings 2018 ~ 19**

Compiled by Sue Thornton-Grimes

third Commodore, elected in 1855. William Curling belonged to various Royal Yacht Clubs, including the Royal Irish in Kingstown, the Royal Victoria in Ryde, Isle of Wight and the Royal Western in Ireland. He seems to have been notable by his absence here, as there are no records of him having attended any events at Poole.

At that first meeting on 1st June, it was also resolved that the Committee should make arrangements to hold the first Regatta of the Club on 28th June – the anniversary of the Coronation of Her Majesty, Queen Victoria. This proved to be a most unpopular decision with the townspeople of Poole!

Regattas had been held in the town at various times since at least 1829. These events provided many kinds of activities on the water between Hamworthy and Poole Quay to keep the numerous spectators gathered on the quays entertained while the large yachts sailed off on their course. It was common practice for businesses and shops to have a day's holiday for these regattas, so that everyone could join in the fun. The anniversary of the Coronation was also designated as a holiday in the town – so to have both events on the same day meant that one of these holidays would be lost. Ladies were particularly upset at the proposal, fearing that they would "be unable to get the young men to make up parties for country excursions or to visit friends at a distance on a day when a regatta takes place".

The first Regatta organised by The Poole Yacht Club eventually took place on Friday July 9th 1852. The advertisement in the Poole and South Western Herald clearly shows the races which were planned and the prizes to be offered. Competitors were not numerous in these races, a fact which was attributed to 'the excitement caused by the elections in progress in all parts of the country'. The Commodore was not present, so the Vice Commodore 'felt it prudent not to sail' in order to officiate on the occasion. The winner of the first race was 'Foam' belonging to Mr C J Stone. Charles John Stone was a prominent figure in the town. He was a Magistrate, a member of the Corporation and for many years had a seat on the Town Council. The salver he won in our first regatta can now be seen in a display case at the Museum, having been found amongst the Mayoral regalia at the Civic Centre – presumably for safe keeping!

However, there was much local interest in at least a couple of the boats which were to sail against each other in the next race. *The Sea Serpent* and the *Lilla* had both been completed a few weeks previously by the Hamworthy boatyard of Messrs Wanhill (Thomas and his brother James Manlaws Wanhill). The Hampshire Advertiser of July 17th 1852 reported:

"Much disappointment was felt on its being ascertained that the Sea Serpent would not start, as the match with her and the Lilla was looked forward to with great interest, both having been this season built by Messrs Wanhill, the former nearly on the lines of the America, and the latter on the same lines as many which have earned a name and a fame for these builders; the rigging of the Sea Serpent was only just complete, and the Lilla had only been under canvas some two or three times, that their respective qualitied had not been tested, and it was not known which proved the best model for a twenty ton cutter, the Yankee or the

former Poole plan."

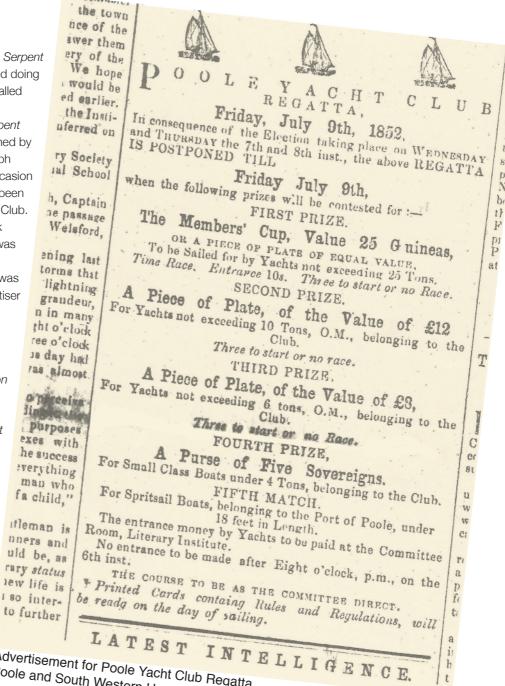
Mr Wanhill had determined to sail the Sea Serpent himself in her first match, but was prevented doing so on the present occasion, having been called from home by a family bereavement.

The race took place without the Sea Serpent and was won by the Lilla - at that time owned by a shipping magnate from Hull named Joseph Gee. The trophy which she won on that occasion - a very handsome silver salver - has also been traced and is now in the possession of the Club.

When you consider that the Regatta took place just about five weeks after the Club was formed, it is not really surprising that only a small number of boats took part. This fact was noted by a reader of The Hampshire Advertiser signing himself 'Old Salt', who hoped for improvements in the future: "This being, however, the first year, let us hope that as there is so much room for amendment, before another regatta takes place provision will be made to secure a much larger number of yachts, and that should a general election happen the regatta will not come off during its progress."

Apart from another race reported on in the September of that year, little other activity seems to have taken place - or at least reported. However, we can now look back on our history with some tangible evidence of the first year of our existence.

Things were to change in 1853. A new Commodore was elected, a bigger regatta took place with more prizes and more yachts, while firework displays and social gatherings were organised to round off sailing events.



Advertisement for Poole Yacht Club Regatta. Poole and South Western Herald

Salver won by C J Stone in PYC 1852 Regatta



Lilla Salver, PYC 1852 Regatta

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Laser Youth Regatta

By Juliette Kemp

orty-three young sailors joined together over two fleets, the 4.7 and Radial rigs, to enjoy a weekend of racing in the first Poole Yacht Club Laser Youth Regatta in November.

Both the sailors and the team of on water volunteers were met with some challenging conditions over the weekend with wind speeds varying from 1.5 knots to 42 knots, sunshine, showers and hail storms. It certainly led to some exciting racing with plenty of high speed wave surfing.

Finley Dickenson of Hayling Island SC dominated the Radial Fleet Boys from the outset scoring three straight wins on the first day of racing.

Isabella Drewitt of Royal Lymington YC had a good first day, leading the Girl's Fleet even with a large amount of Poole Harbour mud decorating the top of her mast.

The 4.7 Fleet completed two races on Day One with the third being abandoned due to lack of wind leaving Kai Woolgram of Llyn Brenig in the lead for the boys. Hot on his stern was Harvey Leigh of Leigh and Lowton SC just one point behind.

For the girls Coco Barrett of Island Barn SC took the clear lead scoring a 2nd in Race One and 3rd in Race Two with Elizabeth Beardsall in 2nd place and Charlotte Rockett in 3rd.

Day Two started with much more consistent and lighter winds but it wasn't long before these increased in strength challenging the young sailors once again.

The sailors completed their first race of the day before coming

together with committee boat and RIBs to mark their respect to those who have fallen during times of conflict with a two minute silence. Event Lead Rob Kemp commented "It was eerie, there was complete silence across the course, it's important to ensure these moments aren't forgotten even when you're competing".

Two further races followed for the Radials. Finley who had scored an OCS in the first of the day came back to form with his 4th win of the weekend in race 5th with Tom Mitchell of Royal Lymington 2nd and Oliver Sturley of Parkstone third.

Race Six saw our very own James Foster first, Mitchell 2nd and Drew Barnes of Christchurch SC/Royal Lymington third.

For the Girls Fleet there was a change in fortune. Drewitt was overtaken by Flo Nicholls of Aldeburgh SC when both girls were counted OCS in the final race of the day. Nicholls able to discard this as her worst score whilst Drewitt, having retired in Race Two, had no option but to count these hefty points.

The 4.7 Fleet, competing in the 4th Ladder event of the series continued to see Woolgram and Leigh battle it out for the boys and Barrett and Beardsall for the girls throughout the day.

Barrett, after a tough day of racing finishing 1st girl ahead of Beardsall second and Rockett third.

Following a post racing protest in the Boys Fleet and a disqualification from Race Five for Woolgram, Leigh clinched the regatta win by two points, pushing Woolgram into second and Sam De La Feuillade of Royal Lymington YC third.







James Foster

eam GBR has had a great success in the Gold Fleet of the 2018 Laser 4.7 World Championships where Poole YC's James Foster finished 9th overall and was very much the highlight of Team GBR's performances.

Consistency was the key and it was the nations whose sailors are sailing full time that dominated both fleets. In comparison, the GBR squad has just two weeks total training a year. So the achievements of the GBR sailors is all the more to be admired.

Everyone was regularly updated from the water by James's father, Simon, who was presented with a Gdynia Oscar at the GBR Team Night to say thank you for his excellent live udates.

Several parents drove the long distance to Poland, special mention goes to Rory Barnes who drove a stacking trailer with a RIB and six Lasers!

In the third week of July James came second in the National Championships in Plymouth, he missed first place by just 2 points.



A Real Life Water Baby

by Peter Hopper

his is not a personal account. It's not actually about sailing either, but I found it interesting and maybe some of Soundings' readers will too. As you will see the subject is a young girl. I came across the story on the Internet, back in 2008 when I was looking up the meaning of the term, "coggy boat." It was a term familiar to me as a child in East Yorkshire but I wondered what Google would make of it. Anyway, my quest led me to this autobiographical piece. Oh yes, a coggy boat is a small boat usually towed behind a larger vessel, such as a barge, for use as a tender. What we yachties usually call a dinghy. The story is of a childhood spent as much afloat as ashore in the earlier years of the last century. The original was written in the first person and is quite lengthy so I've tried to edit it down a bit and changed it into the third person.

Nellie Gale, neé Scott, was born in December 1902, in Knottingley, West Yorkshire, the second child of William and Lilian Scott. They had two homes, one a small rented house, owned by the local flourmill. Nellie's father owned a Humber Keel, William and Mary and was contracted to the mill owner to carry wheat in bags from Hull, up the Humber and the River Ouse via the Aire and Calder Canal to Knottingley to supply the mill. The whole family worked the keel and she was their other home.

She tells of starting elementary school at the age of three in the infants' class. They really were infants then! Each child was allocated a number to which he or she had to answer when it was called out. They were each issued with a sand tray in which they could draw pictures in the sand before they progressed to learning the alphabet, inscribing the letters in the sand as they learned them. Once that was mastered the children were provided with slates and slate pencils. They had to bring their own piece of rag to wipe the slate clean between lessons. Wipe the slate clean and make a new start. Doesn't that sound familiar

even now?

Moving up to the next school at 11 meant walking $1\frac{1}{2}$ miles there in the morning, $1\frac{1}{2}$ miles back home at dinnertime, (lunch time to southerners) $1\frac{1}{2}$ miles back to school and then the same distance back home at the end of the school day. There were no school meals in those days and no buses either.

When Nellie's dad needed his family on board the keel to go down the Humber to Hull, the small tug towing the string of keels to Goole would give a pre-arranged signal on its steam whistle as it passed through Ferrybridge Lock, also about a mile and a half away. The Scott children's hands would shoot up to ask to be excused as previously arranged and off they would rush to join the William and Mary. Mrs Scott would have had a big baking day the day before to keep the family sustained for the journey. On arrival at Goole William and Mary along with the other keels in the string would await the arrival of the larger steam tug, which would tow them all the way to Hull. The tug's arrival might be the same day or night or maybe the next day depending on the state of the tide. The Humber has fast flowing tides so it would have been essential to work them to advantage. It still is of course for both yachts and cargo carrying coasters making the same passage today. On arrival at Albert Dock in Hull the keel would be loaded with bagged wheat ready for the return tow to Goole and onward by the canal to Knottingley.

Interestingly Nellie refers to the keel being towed everywhere with no mention of sailing. I know the Humber Keel as a sailing barge with one mast carrying one square sail on a yard but fitted with leeboards like a Thames Barge. Not great for sailing to windward but with the prevailing winds on the Humber there would have been little call for windward work.

There's quite a bit more to Nellie's story and if readers are interested I'll return to it next time.

Surviving 'The Divorce Ditch'

Across Sweden via the Göta Canal

By Val Roantree

y husband, John, and I are currently visiting the Baltic in *Solera*, our Moody 31, for a second time. In 2017 we sailed there via the Dutch canals, the Waddenzee and the Kiel Canal and are over-wintering in the German Baltic before returning to the UK at the end of summer 2019.

Last season we cruised the western Danish and Swedish islands en route to Gothenburg so we could spend six weeks traversing Sweden via the Trollhätte and Göta canals and lakes before cruising the Swedish Archipelago and the islands of eastern Denmark.

Scandinavians usually get going about 09.00 and, not surprisingly, that's the time of the first lock of the day, the last being 18.00, when civilised sailors should be thinking of cracking the gin. With 64 locks ahead of us and no umpire or marriage-guidance counsellor on board, the possibility of marital strife was high. There are only six locks on the Trollhätte Canal but they were built for commercial traffic and are big. The advice was to carry two 30 metre warps and a plank, but John reckoned that we could manage with the heavy 21m, two 15m and several shorter lines we usually carry, and he was right.



The Göta Canal is one of Sweden's most popular tourist attractions and a great draw for Scandinavian sailors, although British yachties are few in number. It was on our 'to do' list because we had circumnavigated the Baltic on a previous visit and were looking for another interesting challenge. All you need is a case or two of chilled white wine plus a film crew and the Göta canal's a doddle – if you're Timothy West and Prunella Scales – but its nickname is 'The Divorce Ditch' so we reckoned there must be more to it than that, and gave it a go.

The Volvo Round the World fleet raced into Gothenburg on the wings of a midnight storm and we motored past them the next morning up the benign Göta Älv into six weeks of glorious weather. This river was partially canalised to create a shipping route from Vänern, Sweden's largest lake, to the North Sea via the Kattegat and Skagerrak. However, between the two lay the Trollhätten waterfalls which necessitated the building of flights of large, deep locks and the Trollhätte canal, which we used for the first stage of our trip across Sweden.

Now, if you have not sailed in the Baltic or the Med you won't have experienced the joy of tideless passage planning.

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I would not have liked to be in a busy lock on the unmade-up side without a plank, however. We had long and short lines both fore and aft to use alternately on the bollards set in the lock walls, in a manner reminiscent of Indiana Jones wrestling with snakes until we developed the best technique. Meanwhile, a young couple in a small sports boat nonchalantly used extending boat hooks to efficiently and effortlessly manage the bollards. His and hers wedding presents to ensure conjugal harmony perhaps?

Trollhätten is a great stopping place. The oldest, working hydroelectric plant in Sweden controls the water flow, but once-daily releases volumes of water to fill the falls for a short period in the tourist season. There is lots to do in the area and great walks. The 1000SEK (£86) canal fee covers up to five nights at each of the marinas on the 82km long canal, including electricity, showers and laundry facilities.

You could spend half a summer in Lake Vänern itself. Beautiful scenery, nice little towns and villages, anchorages and the Säffle Canal, which is said to be worth exploring as it leads into another lake system. We needed to ration our time but found a quirky corner to celebrate midsummer with the locals and also visited



CLOCKWISE FROM THE TOP:

- Gothenburg's City Centre Marina
- · Trollhätte Lock
- Läckö Slott, where we moored
- The oldest bridge on the canal
- Yachts in first because of the turbulence
- Läckö Slott from our mooring

the impressive Läckö Slott, a waterside castle where they were holding a medieval festival.

On the eastern shore of Vänern is Sjotorp, where we entered the Göta Canal, having paid our sizeable 6904SEK (£590) fee and received a basic teach-in and written guidance notes from the lock keeper. The Göta locks are much smaller, taking four boats on average, and are operated automatically by friendly young staff, mainly female. When locking up, the inrush of water is turbulent, so yachts go in first as they can manage their lines on their winches and keep better control.

Steep learning curve! Crew off the boat before entering the lock, taking the long bow line which must be attached to a ring in the prescribed manner. Dash back to secure the aft line and return it to the skipper. When any pantomimes are over, and all boats are settled, the sluices are opened and the torrent sets them dancing. Lines are being shortened and the crew keeps an eye on the fenders as the water level may eventually be high enough to make them ride out. Cast off, back aboard and off up the canal – unless it's a flight of locks in which case the crew, feeling like a Volga boatman, holds on to the bow line and trots with the boat under power up the rise and into the next lock.

Every situation was different and the down-going locks required different techniques, so a cool head and confidence in yourself and the other crew member makes the experience interesting rather than stressful. Confession – even though we have been through the Dutch canals several times I wasn't sure I was going to manage the Göta lock experience. John's incredibly capable









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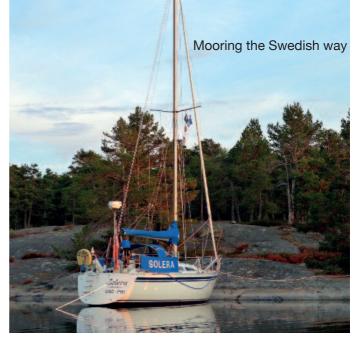








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and is calm and in control when things get tricky, but I suspect my capacity for anticipating the worst wasn't helpful at times. Everything was fine, of course, with a few edgy moments but nothing to threaten our marital bliss! Skill at handling one's boat under power at close quarters and reasonable fitness and agility are desirable but, from what we witnessed, not necessarily essential for tackling the canal.

What made the trip most worthwhile was the character of the canal, the beautiful scenery, charming stopping places, the peace and the people. Other than occasional country lanes crossing the canal over bridges which lift or slide, one hardly ever sees road traffic, though the tow paths are well used by walkers and cyclists. Some lock keepers' cottages are now cafés with tea gardens and tasteful ice cream kiosks abound. Facilities are good but discrete and, though each overnight mooring place also has a campervan park nearby, we did not experience any overcrowding or queueing. Swedish people don't like rafting up but have amazing tolerance and will squeeze late-coming boats into the most unlikely spaces. One night we had over-hangs fore and aft without damage or nuisance.

It was a very sociable summer as we were often moored with the same boats and got to know the crews. There were many German and Scandinavian yachts, with a few from the Baltic States. The beautiful weather brought people together in a goodnatured way, though care had to be taken with barbecues because of fire risks.



British classics at Vadstena



The natural beauty is a joy, as the canal route uses small lakes as well as man-made cuts, passing through forests and farmland. The 190km route was planned by Thomas Telford and 58,000 conscripted soldiers dug the canal between 1810 and 1832. Today there is little modern development along the route, but many traditional buildings, some elegant villas and the occasional castle. We moored in the moat of Vadstena Slott for a couple of nights, enjoying opera, from the music school based in the castle, and a huge gathering of classic cars, many of them the large American beauties which the Swedes adore.

The lakes we passed through had their own charm, including some warping walls and turning stones which, in the past, helped sailing ships manoeuvre through the shallow, sometimes winding channels. A small number of elderly, white-painted passenger vessels still ply the canal, with thin, wooden fenders dangling and a deck-hand designated to touch-up the scrape marks on the hull as necessary.

By beginning our passage at the start of the peak season, when boats are no longer obliged to travel in convoy, and by going west to east – the slightly less popular way – we largely avoided congestion in the locks. Even the notorious Berg locks, including the Carl Johan flight of seven locks which can take several hours, were trouble-free.

After a few days in the lively town of Söderköping, we took the last three locks out of the canal at Mem and into the beautiful Slätbaken. We were in no hurry, so spent the night by the ruins of Stegeborg Slott, at the narrowest part of the sund, before heading south-east through the Ettersundet narrows and into the myriad of islands that make up the Swedish Archipelago.

It is impossible to describe the beauty of this area with so many rocks and islands, forests and red, wooden houses hidden in the trees or perched on rock or shore. I love it!





Dayboat Week 2018



t's been ten years since Poole Yacht Club hosted the YWDB Nationals, and with 19 local boats and 10 visitors, racing was expected to be close – and it didn't disappoint. With the visitors arriving throughout the Sunday, boats were scrutinised and weighed before being launched. The competitors enjoyed a welcome reception in the Skylight Lounge that evening followed by a hogroast.

Each day provided different conditions which tested helms and crew and positions were hard fought, but easily lost.

On the first day, competitors were met with a light south southwesterly breeze. The course was laid, the starting gun was sounded and the battle began. Current champion Nigel Young and his son James took an early lead in *Papa II*, but the father and daughter combination of Colin Blewett and Chrissy Campbell in *Alice* were chasing fast and eventually pipped Nigel and James to the post to take the first points race. However, it was clear that this wasn't just going to be a two-boat battle. Pete Hewitt and Chris Lockett in *Merlin* came a close third, with Anita and Chris Habgood hot on their heels to take fourth.

The second race of the day saw the crews taking the helm in the Opportunity Race which encompassed the Cadets, Ladies and Crews Races. The breeze had built a little and racing was close. James Young in *Papa II* took line honors and the Cadet



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Trophy with mum Fiona, sailing *Rare Breed* (previously *Papa*), taking the Ladies Race win.

With many of the fleet staying on site in either boats and caravans, there was a real village feel throughout the week. Each day, sailors and supporters enjoyed post-racing tea and cakes in The Academy, which enabled them to discuss the day's antics on the water.

On Monday evening, Richard Cake took to the stage to present the fleet with a fascinating history of Dayboat Weeks from 1957 to 1990. Having attended the majority of them, members were treated to brilliant anecdotes from Richard and other members, together with wonderful photographs of Dayboat Week throughout the years.

Day Two of racing greeted competitors with more breeze, forecast to increase throughout the day. Race 2 of the points series began and with the majority of the fleet favouring the right side of the course, those few that braved the left were rewarded with a large wind shift in their favour to round the windward mark first. Bob and Kath Davis (*Lucky*) led the pack, with Natalie and Paul French (*Kaos*) closely behind. Nigel Young and Colin Blewett were battling it out in third and fourth respectively, but with a mast breakage after rounding the windward mark, Colin's day came to a premature end, opening the door to others. Nigel Young eventually went on to win the race, with Murray Glenister and John Clements (*Lyberty*) taking second and Anita Habgood (*Second Fling*) claiming third place.

By the start of Race 3, the wind had increased to a solid 18 – 20 knots. With a clean start teams battled their way to the windward mark. Nigel Young was once again victorious, with Pete Hewitt and Chris Lockett taking second.

The Long Distance Race began on Wednesday in a brisk south westerly breeze. 12 boats set off clockwise around Brownsea Island enjoying their sleigh ride around the harbour. Once at Piccadilly mark on the south western corner of Brownsea Island, the fleet had a long reach to WH5 and then back to the finish at the Club. Having borrowed *Eliza*'s mast, Colin Blewett and David Barr took line honours with Pete Hewitt and Chris Lockett closely behind. David Cake and Tobias finished in third and a battle for fourth and fifth ensued between Roy and Wendy Davies in Mandarin and Tim and Diana Parkinson in Avocet. Roy and Wendy just pipping Tim and Diana to the post to take the coveted 'Bobble Hat Trophy' for the first husband and wife team home.

After the excitement of the Long-Distance Race, Roy and Wendy Davies hosted some pre-dinner drinks aboard Ruffian before everyone headed to the RNLI for supper.

Day 4 saw a postponement to the fourth points race to allow



the heavy rain to pass and the breeze to build. This allowed the sailors to enjoy pre-race tea and cakes in The Academy whilst discussing the overall standings which were very close between the top six boats.

Racing finally began at 1.30pm in approximately 6 knots of wind and it was certainly a game of snakes and ladders. Sue and Howard Clayton (*Hullabaloo*) showed their skill to lead the pack throughout to eventually take third place, just behind Nigel and James Young, and Anita and Chris Habgood.

On Thursday evening, the fleet took to the water to enjoy a fish and chip supper with stunning views over Old Harry followed by a fantastic firework display at Poole Quay.

The final day's racing saw the fleet set off in a building breeze. With Nigel having already won the Championship, competition was still tight in the lower places. John Waters and Trevor Vaile (Men Behaving Sadly Again) expertly navigated their way in to second place, finishing fourth in the overall standings, with Pete Hewitt and Chis Lockett following in third, to take third place overall. Having put in a consistent performance throughout the week, Anita and Chris Habgood was able to discard their seventh place to take second overall, together with the highest placed lady helm.

All photographs courtesy of Mike Millard From below clockwise:

- · Colin Blewett, Alice Winner Long Distance Race
- Nigel Young, PaPa II YWDB Champion 2018
- They're Off
- Anita Habgood, Second Fling







The Cheeki Rafiki Tragedy

could it have been avoided?



Andrew Bridge was floating in the Atlantic with 4.5 waves and winds up to 60 knots. As he lay there holding up his Personal Locator Beacon (PLB) he thought about what he could have done differently to avoid the disastrous capsize and being flung overboard.

It had all started so well. The Benetau First 40.7 of which he was skipper had sailed to the Caribbean in the ARC race the previous autumn and he had spent the winter being paid to take clients cruising before taking part in Antigua Race week. His boss, Neil Innes from Stormforce Coaching, who managed the charters had come out with his wife to holiday on the boat as had the boat owner. He knew that Neil had contacted the MCA about the charter licence which required the boat to have a three year inspection, which was now overdue, and had been scheduled for when they returned to their base in Southampton, but the boat was only eight years old and everything was in good condition so surely that wasn't a problem? He didn't know that it had suffered extensive hull de-lamination and been repaired in 2007 and 2011.

They had started their voyage from English Harbour, Antigua on 4th May with the intention of a fast passage direct to Southampton, arriving in time for the summer charter season at the beginning of June. Andrew knew, from his Ocean Skipper qualification the previous year, that the recommended route was to sail via Bermuda or the Azores (or both) which avoided the worst storms but Cheeki Rafiki was a big boat and was designed to handle Force 8 Gales.

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Of course the weather had been fickle and they had to spend a lot of the first week motoring northwards to find some wind (under the direction of Neil in Southampton who had the weather charts to hand). They had used nearly half of the fuel in the main tank and had no spare cans, so had been sailing towards the Azores anyway to pick up more fuel. Neil had suggested they stop in Bermuda a few days ago when it was only 200 miles away but they didn't have any charts for there.

After nine days, with 1,000 miles behind them, they had turned east with a Force 5 breeze pushing them on. The next day they hit a big wave (which got the stereo working again!) but discovered that they were taking on water with the Azores now about 900 miles away and the wind was building up.

Andrew thought about the checks he'd done to find the leak – was it a split water tank, damage to the engine cooling intake or the sea cocks – but nothing appeared to be amiss and the engine bilge was dry. In his last phone call Neil had asked if the water was salty or fresh – definitely salty so somewhere there was a hole in the hull! Andrew called Neil about 22.20 on the spare phone (as the battery had run out on the main one) and told him the leak was getting worse and was advised to loosen the liferaft straps and get the EPIRB ready in case the worst was to happen.

Andrew had loosened the liferaft straps but couldn't get the 12 man liferaft out of the cockpit locker, even with the help of his first mate, James Male. The other two crew were off watch and below out of the weather which was now a full gale with Northerly winds,

giving them a good reach on the easterly course towards the Azores. He thought about that – it had been giving them a good speed but putting a lot of pressure on the keel, should he have reduced the sail and used what fuel he had to motor?

Suddenly, there had been a bang and the boat flipped over, throwing him and James into the sea. They each had PLBs but the EPIRB was still in the cabin with the other two crew. A PLB has to be held up out of the water to transmit its signal – for how long could he do that and what chance was there that someone would pick it up? And then how long before they could get to their location and start looking in a dark windswept sea for what was the proverbial needle in a haystack?

In fact the US Coastguard, who were responsible for that area of water, had already been alerted to the possible disaster by the UK Maritime and Rescue Coordination Centre at Falmouth who in turn had been alerted by Doug Innes. Doug had sent an e-mail at 23.32 advising Andrew of this and suggesting that he check the keel bolts. This email was never downloaded, but checking the keel bolts in those seas was nearly impossible as the cabin table had to be removed and the sole plates lifted.

Rescue Coordination Centre Boston took on the role of S&R Mission Coordinator after receiving an alert from the PLB at 04.15 on 16th May. A second PLB alert was received at 06.33 from a position about ½ mile from the first one. At 11.00 on the 16th May, an HC-130 arrived on the scene and spotted some small debris in the water. The search continued with USCG, USAF and Canadian Air Force planes together with three merchant ships.

At about 14.00 a day later, the Maersk Kure container ship located an upturned hull but adverse weather conditions prevented the launch of a small boat to carry out a close inspection and the search was called off. The search was later resumed when the weather had cleared and the relocated hull was examined by the USCG.

The UK inquest and court proceedings found that no blame could be attached to the skipper but what could have been done to prevent or lessen the tragedy?

- 1 Stormforce could have carried out the three year inspection before leaving the Caribbean, which may have identified the problem with the keel bolts.
- 2 Stormforce could have made sure that charts for Bermuda as a potential port of refuge were on board and so avoided the storm (as did other boats returning from Antigua).
- 3 The Cheeki Rafiki did not have a Category 0 (Ocean) licence this would have required a "float free" liferaft amongst other conditions.
- 4 If he had realised that the leak was around the keel, Andrew could have altered course or lowered the sails and motored through the storm to take the strain off the keel.
- 5 When the water ingress was getting worse, latest RYA recommendations are to get everyone on deck with the liferaft ready for action and the EPIRB to hand as it is reckoned by the USCG that in those conditions survival time in a liferaft was about 24 hours compared to just six hours with personal flotation.



Cheeki Rafiki in happer times



Image courtesy of the United States Coastguard



Cheeki Rafiki's keel bilge area prior to departure on the ARC 2013, with table temporarily removed

This account is based on the investigation carried out by the UK Maritime and Coastguard Agency (MCA) and the US Coastguard following the loss of four lives due the sudden mid-Atlantic inversion of the Cheeki Rafiki in May 2014.)



riday has always been one of my favourite days of the week. Nobody can deny that feeling of relief when you finish work, shut your computer down and get in your car to leave the office, (or similar if you don't work in an office of course). But there is another reason that Friday's are particularly sweet – Friendly Fridays at Poole Yacht Club.

Friendly Fridays are a chance to sail your dinghy in company, cruising around the harbour with the added advantage of a safety boat keeping a watchful eye in case somebody needs a little assistance. A BBQ on the terrace finishes off the evening if you fancy staying on a little longer after getting back in and de-rigging.

Who Can Participate?

Everybody is free to join Friendly Fridays. New to the Club? It's a great way to meet other members. New to sailing and not quite confident enough to race, or simply more interested in cruising than racing? Friendly Fridays are a great way to spend time on the water to increase your experience and learn to navigate the harbour. Stressful week and just need to unwind on the water? You guessed it, Friendly Fridays.

The good news is that if you race in a fleet and have paid your race fees, Friendly Fridays is free for the season. If you don't race then there is a $\mathfrak{L}20$ contribution towards the fuel and maintenance costs for the safety boat which should be paid to the office before you turn up.

What's the Format?

Friendly Fridays are a pretty relaxed affair. Turn up at the Club and rig your boat ready for a quick discussion on the terrace at about 6.15pm to establish tides, wind and destination. A quick tally is usually taken to give the safety boat an idea on the size of the fleet and then the boats will launch – usually from the slip but if you're nervous of using the slip then you can always launch from the beach. The fleet will wait around the entrance to the Haven to make sure everyone is ready and then set off together.

Sailing usually lasts about an hour and a half and depending on wind/tide, typical destinations might be Blood Alley, Arne or Long Island. If you're new to sailing or you're used to a larger cruiser, the smaller boats will really open your eyes to how beautiful the harbour is in areas you can't usually access in a boat with a 2m draft.

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What Can I Sail?

Friendly Fridays is open to anyone and the fleet invariably has a mixture of ages and classes from solo sailors in Lasers, to families and friend in GP14's or R19's. Fleet size typically ranges from 10 to 20 boats.

There aren't any hard and fast rules about what you can sail but the majority of boats are on the smaller size due to restrictions on your draft in the harbour, particularly at low tides. Typically, most people sail a dinghy but there are usually a some R19s and Dayboats in the fleet as well.

What if I don't Have a Boat?

One of the great things about Friendly Fridays is that you don't need a boat to participate. If you're happy to crew there are usually boats with spare spaces or indeed people looking for crew to help out in a double-handed dinghy if they've arrived on their own. Or why not hire one of the Club Hartley 15's for the evening?

What about the social side?

As you sail back into the Haven you'll usually be greeted by the smell of the BBQ on the terrace. The Club bar is open as usual and it's a lovely to finish the evening over a burger and a pint (or maybe a Gin and Tonic given the bars new Gin menu), chatting with the new people you have invariably met as the sun sets.

If you are a new member to the Club, Friendly Fridays are a particularly good way to meet other people.

Are there any restrictions?

Friendly Fridays are a very relaxed affair and there are only a few guidelines. It isn't a race and to help the safety boat, faster boats are encouraged to try to keep with the fleet to a degree by turning back if they get too far ahead. The only other proviso is that it isn't intended to be a training session so if you are going to sail your dinghy you should feel competent enough to sail from A to B without an instructor.

In terms of weather, Friendly Fridays has a limit of 15 knots wind speed for safety reasons.

When Does Friendly Fridays Run?

Friendly Fridays runs from May to September. Keep an eye out on the Club notice boards or the main Poole Yacht Club website for confirmation of the start date.









Poole Yacht Club Historical Section

by Dick Morris

Under the direction of the general committee, a group of us have been assembling as much of the history of the club as we can locate. Richard Cake is writing up historical records, plus there is extensive research at The Poole Museum by Sue Thornton-Grimes.

As some may know, my task is to assemble as many photographic records as possible.

Photographs are digitally scanned into a computer system, and then returned to the owners.

Extensive files are prepared, recording dates and names of people in the photographs, as well as a complete source code file of who owns the original photograph.

The purpose of this article is to request a few photographs. Primarily at this time we are interested in the older photographs, up until the club moved in 1984. (One of the very earliest photographs is of members on a veranda dated 1913; and yes, as a progressive club, we had women members.!)

Note that great care will be taken of any photographs, or negatives, and that they will be returned to you after they have been scanned into a computer. After you have sorted some photographs for this project, it would be greatly appreciated if you can put names to any faces shown on the photographs. This will greatly assist to have as much information as possible.

Do not worry if the photograph has a scratch, or the colours have faded, modern computer software will bring back the colours and remove some of the blemishes.

Just drop off the photographs, film or negatives with Lorna at the club. By all means do this in groups as you assemble them, they do not all have to arrive at once. After the photographs have been scanned, we will contact you to advise that they are ready for your collection. I can also collect from your house, if this is easier for you.

On behalf of the Historical Section, many thanks.

Dick Morris

E-mail: RJ.Dick.Morris@gmail.com

Powerboat Training

Volunterring is so much part and parcel of Club life. Racing and a great deal of other on and off water activity simply would not happen without our volunteers.

Training for our volunteers is provided (also by volunteers) and I thought it might be helpful to outline the variety of powerboat training we provide, for our members. We ask, in return, that some Volunteer stints are undertaken.

A summary of the training available is:

RYA Powerboat Level 2 (PB2)

This RYA course is our pre-requisite to drive one of the club boats. It is a 2-day course aimed primarily at being able to take a boat out for the day safely. The syllabus of the course encompasses launch and recovery, boat handling, securing to a buoy, anchoring, leaving and coming alongside, man overboard, basic passage planning and plenty of theory to discuss tides, buoyage, charts and knots. At the club we teach the PB2 from age 14 upwards. This course is booked through the Office, it costs £117, of which £100 is refunded once you have completed 8 on the water volunteer duties.

RYA Safety Boat

This 2-day course provides the skills required when acting as a safety boat or coach boat for a fleet of dinghies, windsurfers or canoes or for racing or training activities. A PB2 certificate is a pre-requisite and we also recommend that you have been undertaking regular duties for at least a year since passing the PB2 course. This is because boat handling should already be second nature. The syllabus of the course encompasses preparation, dinghy rescue, windsurfer rescue, kayak/canoe rescue, towing, suitability of craft, communications and rescuing other water users, it is a hands-on course, with plenty of practical exercises. The Safety Boat course is taught from age 16 upwards. This course is booked through the Office, it costs £117, of which £100 is refunded once you have completed 8 on the water volunteer duties.

RIB Refresher Session

These are a two-hour hands-on session with an Instructor covering the types of scenarios that we would come across through regular on the water volunteer duties. We have these courses scheduled before the 2019 dinghy sailing session kicks off, with dates in February and March, but also as the season progresses in May, June & July. These sessions can be booked through web collect - https://webcollect.org.uk/pycracing/category/powerboat-refresher-days

Launch Training for Night Patrol

For our night patrol launch drivers, we provide a familiarisation training session to run through the operation and handling of the launch, this typically takes two hours. Keith Askew is the Club contact to put yourself forward for helping with these duties, he is always keen to hear from new volunteers!

Honda Youth RIB Challenge

The RYA Honda Youth RIB challenge is aimed at our younger members between the ages of 8 to 12 and 13 to 16 that wish to spend a Friday evening between late April and the summer holidays driving around a short slalom course as fast as they can.

The club has hosted the South West Regional Qualifier event for the past three years, with the final being at the Southampton Boat Show, we have been successful at getting a club member through to the final for the past three years, long may it continue! To express an interest in this, please e-mail:

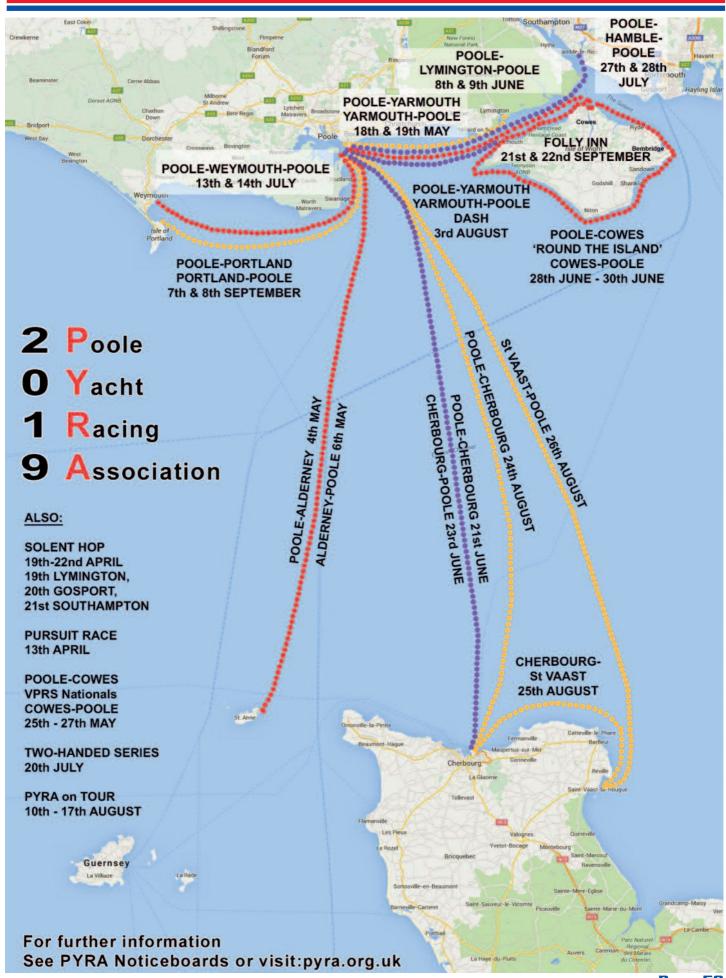
powerboatinstructors@pooleyc.co.uk or speak with:

Simon Robinson, Mike Jones, Jim Booth or Mark Walker

For those that want to volunteer for on the water RIB duties, but don't want to drive the boat, we do have the RIB Assist role. A training session for this is scheduled for our new volunteers on Saturday 23rd March from 09:00, this will be going live on Web Collect in the New Year to book your space.



The 2019 PYRA Programme



Sonata National Champions



he 2018 Sonata Nationals took us back to Medway Yacht Club in Kent during August. Three Poole boats: *Exposition, Presto,* (Kevin Cross and John Waters) and Steve Brown's *Wasp* made the trip to join the 18 boat fleet made up of locals and travellers from as far north as Glasgow. The event was to be 13 races run over five days from Monday to Friday. With *Exposition* up for sale the crew of myself, Chris Matthews, Matt Hitt and Jack Sharland were determined to give it one last go to reclaim the National title.

After a few hours ashore a lack of wind forced Monday's racing to be abandoned with a more promising forecast for the rest of the week. However the Poole crews enjoyed a 'local knowledge' cruise down the river. The evening entertainment was a quiz hosted by the Medway YC's Commodore.

Day two dawned with a light breeze and Race 1 was able to get underway with *Presto* nailing the start to streak off into the lead. After lap 1 we on *Exposition* had fought our way back up



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to second following being shut out at the start. On the final run the Poole boats were side by side as the wind died and all boats had to kedge to hold position. After what seemed like an eternity the wind filled in from the far side of the course and predictably those who were last were now first on the final reach to a shortened course.

Three windward-leeward races followed with us finding our form to end the day leading with a 13,1,2,2 score line. Both *Wasp* and *Presto* sailed a consistent series of races to sit 7th and 8th respectively.

The third day featured a similar format with four windward-leeward races held in the river. The themes for the week seemed to be forming. With *Presto* seemingly blisteringly quick off the line and leading round the first mark on multiple occasions before bad luck or wind shifts got in the way moving back to seventh overall. Steve and the crew on *Wasp* had a solid second day including two thirds and a race win in Race 7 seeing them sit fourth after eight races. A pleasing day on *Exposition* with a 2-2-4-1 score line left us sitting first with a





nine point gap over nearest rivals Old School from Scotland.

Day 4 featured a single windward-leeward followed by a distance race. At the first mark the Poole boats were 1-2-3 with *Presto* leading *Wasp* with *Exposition* close behind fighting with *Old School*. The race progressed with *Exposition* moving up to take the lead from *Presto* with *Wasp* holding a top five spot.

The last beat saw a squall come through causing a 90 degree wind shift undoing all of the good work on *Presto* as they slipped back. *Exposition* held on for the win with *Wasp* 4th and *Presto* 7th. Following a short postponement the distance race followed with *Exposition* taking a start to finish victory to take a second win of the day. At the close *Exposition* led overall with Wasp 5th and Presto 7th.

The final day saw a significant increase in breeze for the final three windward-leeward races. With *Wasp* and *Presto* sailing consistently in the top 10 for all three races saw them consolidate good overall positions with *Wasp* taking the in-club battle. The day on *Exposition* proved to be more eventful. A shredded genoa halyard ten minutes before of the first start of the day saw a frantic halyard swap. The first race of the day therefore started with being called back to restart following an OCS. it was with relief a glance at the committee boat also saw *Old School* returning meaning both the lead boats in the event were starting from the back. A frantic four lap race followed in which time we fought back to forth with *Old School* only managing 12th. That left us needing one more good result from two races to seal the title.

The third race of the day saw the breeze increase. Another recovery race following a windward mark pile up saw us pick up a 7th which although disappointing with *Old School* only managing third the event was ours with a race to spare. A final race with conditions improving saw a more relaxed *Exposition* team lead from start to finish to take the final race of the event.

The final results were *Exposition* 1st, *Wasp* 6th and *Presto* 8th, a good set of results in a good quality fleet. The final evening saw the Championship Dinner featuring the 'compulsory dessert without cutlery' and surprise Chilli Vodka shots courtesy of the MYC Commodore. The *Exposition* crew were presented with the National Champion's Trophy and *Wasp* were presented with the trophy for the first visiting boat outside the top three.

Saturday morning saw some dull heads and the lift-out of the boats. With *Exposition* being sold on the Friday evening the crew wheeled it into a corner of the Medway Yacht Club yard ready for its new owner to enjoy on the East Coast.



All action pictures are of Exposition
Far left: The Poole crews enjoy an evening out
Near Left: Matt Hitt, Chris Matthews, Jack Sharland
and Joe Cross with Medway YC's Commodore

Let's go Cruising!

hen I suggested cruising as our next year's holiday adventure to my sister and brother-in-law it seemed a good idea at the time. Little did they know I wasn't talking about cruise liner cruising along with 3000 other people! "I know a chap at the Club who runs a charter company," I continued. "We can move from port to port with breaks at anchor in glorious calas – swimming, snorkelling, fishing, etc." I embellished. Mmmmm, OK they said with (keen?) anticipation.

So that was the start of it all, we booked the boat, *Celtus*, a Jeanneau Sun Odyssey 36i based in Alcudia, one of the best in the fleet and, with a year to wait, took some time to study the pilot book and map of Mallorca.

In the meantime my wife Elaine damaged her knee cycling. A crisis crew meeting was called with just one month to go before we set-off. "She'll be OK by then." I said, fingers crossed behind my back. "We'll take a wheelchair." I said: we didn't though.

But before we knew it we were off on a Tui flight from Bournemouth. Don't you just love to fly in and out of Bournemouth? Half an hour and you're home! At Palma we are met by a transfer taxi – nice.

In Alcudia we were to be greeted by a company representative in a lovely bar/restaurant but he was very busy with five handovers that day. Nothing for it but to have some lunch and a beer.....or two. Eventually we're shown to *Celtus*, she's berthed just 100 metres away.

It was soon after this that the worst downpour ever tested the canvas cover to the limit. 32 degrees with torrential rain, mmm. Sadly the thunderstorms returned the next day too but didn't last for long.

Eventually we set-off from Alcudia. Now you need to know that my sister and brother-in-law have very little sailing experience and Elaine's knee was worse, not better. So I'm thinking we'd better not be too ambitious, maybe just Alcudia and Pollensa Bays. No issues, there are plenty of calas, beaches and marinas.

First stop Pollensa, after an afternoon swim. That's what we'd hoped for anyway but those pesky black clouds bubbled up again, so straight to Pollensa we went with a swim off the beach there later. Again troubled by strong winds and thunderstorms we holed-up in Pollensa for three days. There are worse places though. In fact Pollensa is one place we visited I'd most like to return to, a base for a holiday home I reckon. Lovely bars and restaurants there, we had a superb meal of the day with several



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course choices too.

Thursday and we're off to Cala Formentor. No sooner had we anchored than a RIB came along at a fair speed. We're in trouble here I thought, but no, they were just checking to see if our anchor and chain were likely to damage the Seagrass beds. Fortunately I'd told B-I-L, anchor-man John, to let go the anchor when we were above sand and he had. It strikes me that this sort of approach is what is needed in Studland Bay: patrols that educate yachtsmen, not outright bans.

Swimming, snorkelling, eating, drinking and lazing about in the sun, that's what I sold this holiday on, and that's what we did. Later in the day we motored across to Bonaire, a tidy private marina with lovely staff and a nice restaurant with a friendly parrot too. At Bonaire there are two restaurants (see Paella pic) and a well-stocked shop – all within easy walking of the visitors' berths.

We liked it there and booked in for two nights but, the next day, left our berth to anchor at Cala del Pinar, in the SE corner of Polensa Bay. So, as with the law of the sod, a northerly gathered momentum. "I don't want to stay here," I said, "can we up-anchor and go across to Cala Murta?" This cala makes for a lovely stop, just what you imagine Spanish calas to be like: high sided, deep clear water and fish galore. We swam and counted species. Chris and John had taken a slightly different route for their snorkel ashore, when I told them I must have seen ten different varieties they were surprised as they'd seen many more, "more like 20," Chris said. So back I went, closer to the rocks this time and, sure enough, I saw many more too.

We liked Cala Murta so much so that we stocked-up our fridge and went back the next day for an overnight 'wild camp'. How nice to wake up at anchor in four metres of clear water in total shelter just 30 metres from the beach! We made the most of the



Meet my new friend: Concretia



day, swimming, eating, drinking and even managed a walk out to the headland. All as perfect as I'd planned – luckily!

It was back into Alcudia Bay later that day, sailing all the way. We stuck our nose into Playa de Coll Baix, didn't anchor, but continued to C'an Picafort. The forecast gave two days of more breeze, not too much for sailing though. However we hit the bottom (at 1.6m) in the entrance. The pilot book showed 3m! The wind picked-up sure enough and I wasn't happy leaving port when the entrance was choppy, so we stayed put. Shame really, as C'an Picafort is a fairly nice place – but the marina has the worst visitor facilities and at the highest prices too! We'd been paying around 30 Euros a night elsewhere, even at the privately run Bonaire. At C'an Picafort it was 64 Euros a night - for virtually nothing! The distance it was to walk from the boat to town made the issue worse. Elaine, by this time, was only up to walking 100 metres max. How I wish I'd insisted on taking a wheelchair. So Chris and John went off swimming: there are beaches either side of the marina. That is they went swimming on the days they were allowed to by the Red Flag jobsworths. Chris and John have been members of Poole Swimming Club for years and could have outswam the lifeguards.

So after what became four days of being wind-bound in C'an Picafort (at 64 Euros a night!!) we escaped. We had hoped to visit Colonia de San Pedro for the last couple of days before heading back to Alcudia but C'an Picafort had stolen those days (and 64 Euros etc.!). All evidence points to San Pedro being a great place for the final stopover, maybe next time?

We headed east for our final cala in a ENE breeze, close-hauled

at over 6 knots in glorious sunshine. Cala Es Calo, a perfect anchorage in winds from NE through east to SSW. We swam, had lunch and swam again, reluctantly weighing anchor late afternoon for a screaming – over seven knot – beam reach across the bay back to Alcudia.

Alcudia is a nice holiday resort too and again the marina is right in the middle of it. We could easily walk to six or so restaurants and swim in calm clear water within 150 metres of our berth. No need to move the boat really but, then again, that was what we came for, any old landlubber can rent a room!

I'd recommend this part of Mallorca, for the more experienced there are many options for ports and calas. You could even make it all the way around the island or visit Menorca, but that would require two weeks of fair weather and fair crew too.





Toby Lewis the story so far......



oby's first sail was in a Fireball when he was very young, he was not overly impressed as he fell asleep in the bottom of the boat. I wanted him to start sailing in an AB but they were like gold dust so we bought an Optimist which he sailed at Spinnaker Sailing Club. Later he joined the youth training scheme at Poole in a Mirror. He loved the sailing but had absolutely no interest in racing. That was until he was persuaded to enter a race at the Regatta with his sister. They won the race which was sponsored by the Bournemouth Echo so had to pose for photographs which were published in the paper's sailing page. He was 13 and it was a turning point in his attitude to racing. In the next few years he crewed in a Cadet and raced a Topper at Parkstone, and helmed a 420 at Poole. Youth week and later Poole Week was an annual highlight. In 1999 he joined Mike Riley's J92 as bowman and they were first in class in the Round the Island race, it was his first experience of winning a major event. Jon Gorringe knew Toby from sailing Ospreys and teamed up with him initially in a RS400 and later in a Merlin. It was a successful partnership with consistent results rarely out of the first three and, but for a shackle breaking on the penultimate leg of the last race, would have won the Merlin National Championship in 2013.

For many years Toby took every opportunity to race a variety of dinghies in open meetings, National Championships and team

racing events and if not competing would be out practising. 2012 was a particularly good year, he won the RS200 Nationals with Ben Saxton, the RS400 and the Endeavour Trophy with Nick Craig, second in the Merlin Inlands with Jon Gorringe and won the team racing Wilson Trophy. Although he has won many championships he is best known for winning the Endeavour.

The Endeavour Trophy is a unique event in the UK dinghy sailing world. Held on the tidal waters of the rivers Crouch and Roach at the end of every year, it's an invitation only three day event, with the guest-list hand-picked from National Champions of selected recognised fleets. The RYA recognises the Endeavour as the pinnacle of that year's dinghy sailing achievements which will hail a 'Champion of Champions'. Toby has won the event a record eight times with four different helmsmen in three different boats.

Toby has team raced for many years and won the International Wilson Trophy twice and the Team Racing Nationals three times. Steve Tylecote chose him to represent the country in America for the World Championships in 2007 and later in Australia.

I took that picture of Toby and his sister when the won The Echo Trophy – JW Ed.

Common Misunderstandings

by Greg Ansell

The Second RRS incident common misunderstanding concerns

You are racing in your yacht *Steady* again, approaching the windward mark to be rounded to port, close hauled on the starboard lay line. The yacht *Flash* is approaching the same mark on Port tack, on probable collision course with *Steady*.

the 'Tacking at a Port Rounding Windward Mark' rule.

Since Tiggy and I have been racing our R19 in Poole we have come across three particular racing rules situations, both as incidents on the water and as questions in the bar afterwards, which have revealed a complete misunderstanding of the rule(s) that apply, by really quite experienced and successful sailors and not by any means just in the R19 fleet!

So it's worth having a look at these situations. Are you rule savvy enough to explain where and how the RRS apply.

The first concerns the 'Proper Course' rule.

Imagine you (in your yacht *Steady*) have started a race and are on starboard tack, sailing a straight to your next mark of the course, which is about half a mile away. You judge that the course you are sailing will take you there quickest, in the absence of any other boats, so you must be sailing your proper course.

Then another racing boat, we'll call her *Flash*, (she might be of any class), also on starboard tack, from clear astern and within 2 of her hull lengths establishes an overlap to leeward of *Steady*.

Her course has been and continues to be convergent with yours and the windward/leeward gap between herself and Steady closes. Flash hails: "Windward boat keep clear." Your response, since you are convinced you are sailing a proper course, is to state this and maintain your course, even though Flash has given you time and room to respond to the gap closure.

Scenario 1

Flash bears away to a parallel course to avoid hull contact with Steady and hails: "Protest!"

Question 1: What additional facts might a Protest Committee (PC) require to determine which boat if any is at fault?

Answer: What is a proper course for Flash? – (1 point)

Question 2: Which Racing Rule(s) will the PC be considering before they make their decision?

Answer: Definition of Proper Course and RRS 17: Both boats can be on a proper course even if their courses converge as described above. RRS 11: *Steady* is keep clear boat (windward) as soon as the overlap is established and must continue to keep clear even if she thinks *Flash* is infringing. RRS 15: *Flash* must give room initially when she establishes her overlap, giving her right of way (as leeward boat). RRS 16: The PC must establish whether *Flash*, as soon as she became right of way, altered course in any way that limited *Steady*'s ability to keep clear. – (5 points)

Scenario 2

In an exactly similar situation, Flash having established her overlap in the same way, closes the windward/leeward gap, giving room and time for Steady to keep clear as the gap closed, but before she bears away to a parallel course contact is made between Flash's bow and the lee gunwale of Steady. Flash and Steady then hail: "Protest!"

Question 3: Would the PC require additional information (assuming other facts found are identical to those in Scenario 1) before deciding the protests?

Answer: Yes: Was there damage or injury resulting from the collision? See RRS 14 – (1 point)

Scenario 1:

Flash tacks from port to starboard close to Steady, Steady has to alter course to windward of Flash to avoid a collision, and hails: "Protest". Both yachts then passed the windward mark on its required side, Steady overlapped to windward of Flash, but Flash touched the mark with her lee gunwale. Flash then hailed: "Protest". Neither yacht took a penalty.

The PC decides to hold both protests in a single hearing. **Question 4**: Was the PC entitled to hear both protests together?

Answer: Yes – (1point)

Tacking at a port rounding windward mark –continued Scenario 1 continued...

Question 5: The PC needs more facts about *Flash*'s tack from port to starboard; what are they and which rules are relevant to those facts?

Answer:

A/ Was the tack completed before *Steady* altered course to avoid? RRS 13 – (2 points)

B/ When her tack was complete was *Flash* fetching the mark? RRS 18.3 – (2 points)

C/ Where in relation to the zone was *Flash* during her tack? RRS 18.3 – (2 points)

D/ Did Steady have to sail above close hauled to avoid Flash after Flash tacked to starboard? RRS 18.3 – (2 points)

Question 6: After *Flash* tacked to starboard was *Flash* entitled to mark room? Which rule applies?

Answer: Yes. RRS 18.2a - (2 points)

Scenario 2:

As above in Scenario 1 but in this case Flash crosses ahead of Steady before tacking to port. Steady alters course by bearing away and establishes a leeward overlap on Flash and hails for "Room at the mark". Flash hails: "Protest", both boats round the mark on the required side but Steady makes contact with the mark with her lee gunwale, then she hails: "Protest"

Question 7: In both Scenario 1 and 2 the PC decided to hold both protests in a single protest meeting. Was that correct? Answer: Yes – (1 point)

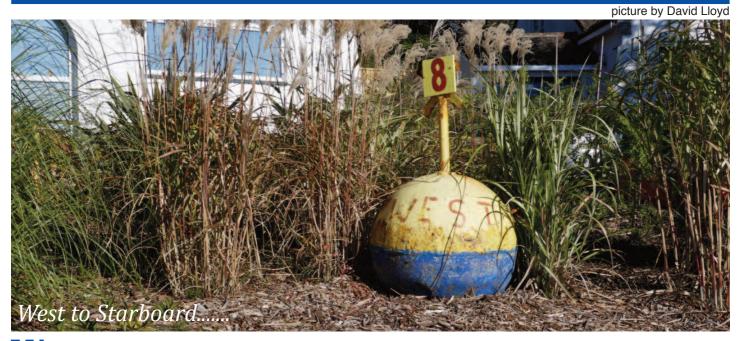
Question 8: What information additional to the above account might the PC need to determine which boat or boats broke a rule? Answer: Did Steady hit the mark because Flash was too close the windward gunwale of Steady to allow mark room? – (1 point)

Question 9: Was Steady entitled to mark room?

Answer: Yes – (1point)

Which rule(s) do they need to consider when making their judgment.

Answer: RRS 18.2(a) and RRS 18.3 – (2 points)



hen the flying boats were 'evacuated' from Hythe during the war they came to Poole and most of you will be aware that many of the steel yellow race marks were runway markers left behind from the period that these planes were based here. So they have a lot of history.

Last year a decision was made to replace some of the old race marks and a sub-committee was formed to look into mark sponsorship to help with the costs involved. Companies were

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contacted and some success had. Rod Brown's Quay Sails took 'ownership' of Will's and Simon Philbrick's company, The First Floor, sponsored the replacement for West.

The old original marks were advertised for sale too, the Club don't miss a trick. One has been seen 'washed-up' on a 'beach' near Christchurch, whatever you do don't try to round it to starboard!

West's new owners were asked if they were concerned that it might be 'nicked', "I'd like to see them try, it weighs a ton!" They said.

So if you, or your company, would like to sponsor one of our race marks please get in touch with the Office. Or even if you'd like an old one on your 'beach', again contact the Office.

Cakes Mark

Cake's Mark came about when I was in discussion with the then Harbour Master Bill Allison, I would guess in the 1980's.

The Club incorporated Stakes buoy in many of its courses in those days and with the increase of commercial traffic the use of such channel marks was discouraged. As a result the Harbour Commissioners agreed, as a gesture of goodwill to the club, to provide and lay a race mark at their expense. I was Rear Commodore at the time and Bill and I talked about where the mark should go and what we would like to call it. Bill suggested the name Cakes Mark due to his long friendship with my father Eric, who was Commodore in 1973/76 and naturally I agreed.

and Aunt Betty?

People have often wondered how on earth Aunt Betty got her name. Richard Cake provides an answer:

In the 1947 there was a regular paddle steamer service from Poole Quay to Bournemouth Pier and Swanage. These ships regularly used the Middle Channel (now Main Channel) and this required a tight turn around bouy 54. On one occasion the paddle steamer Bournemouth Queen failed to complete the turn and ended up having to be hauled off the shallows then known as Middle Ground. At the subsequent enquiry in the harbour office the captain of the the Bournemouth Queen was heard to remark, "That turn is as tight as my Aunty Betty's corsets". The name stuck.



oëlle was thought to be the oldest vessel at PYC when she departed for the East Coast last September. Although Reg Booth's 'Scotch Mist' looked much senior, she was built in 1949 by Anderson, Rigden & Perkins at Whitstable, two years after Joëlle, a Philips of Dartmouth build. My Father bought Joëlle in 1962 and she was kept at Brixham, where I first sailed in her with my brothers.

One of my early recollections was of being towed out of Dartmouth to a BRNC Race, by a Naval College Pinnace in the early 60s. We were late for the start and when we were cast adrift, after an alarmingly fast tow, we opened up the throttle and the boat just stayed where she was. A mystery, until I opened up the engine hatch to see a lack of prop' shaft, and seawater pouring in through the stern tube! How the prop and shaft had wound their way past the rudder, we never found out. We bunged up the hole and sailed for home. I was still at school then.

She was next moored in the River Medina, IW, for about five years off the Folly, while I completed my apprenticeship at Saunders Roe and got married to Ann.

With others, such as: the Cundalls (Alan was the upper Medina Harbour Master), the Menhinicks (good sailing neighbours), the Dixon family (Murray was the landlord of the Folly Inn for many years) and Cowes Harbour Master Henry Wrigley, we co-opted others and formed the Folly Yacht Squadron. This was a local sailing club with a strong sailing and social element, which many years later was succeeded by the MMA (Medina Mariners Association). This was all well



before the pontoons were set up in the river.

One strong westerly gale blew *Joëlle* and her sinker plus chain over to the Folly pier without any damage! Murray had only to make her fast with one line and she was secure for the rest of the day. In 1968 one of my brothers, who was then at Warsash Nautical College, borrowed *Joëlle*, sailed her with some of his fellow students, and then ordered a brand new tan mainsail from sailmaker, Mrs Williams. That main is still in use today after nearly 50 years of use. Being a Cutter, there are two tan foresails: a Crusader stays'l and a Kemp yankee. Both are around eight years old.

With the arrival of our three children, Jo, Tim, and Nick, sailing became even more of a family affair. A YW5 tonner only provides four berths, so an extra mini pipe cot was installed forward beside the heads to accommodate the youngest. Solent-hopping at the weekends became the norm, with a quiet anchorage at Clamerkin, Newtown Creek, becoming a favourite spot. Rowing, fishing, maintenance or wandering up the path to



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The New Inn at Shalfleet for refreshment were the options.

Our offspring remember lying snuggly in their bunks and listening to plays on the radio (apparently there was precious little else to do). Much later, witnessing the near 100ft spray from breakers smashing over Braye Harbour wall in Alderney, also made a lasting impression. Another outstanding memory was the booms Concorde made accelerating down the channel while we were on our passages back home.

Being constructed of carvel, pine on oak frames, *Joëlle* was laid up at the end of nearly every season. For a few winters she was run up on a spring tide into J.S. White's old 'Submarine Shed' (next to the Cowes Floating Bridge). One spring, nearing re-launch, she was Neaped, requiring a Heath Robinson arrangement of slings and spreaders attached to an electrically defunct Morris travelling crane. The mechanical emergency hand gear I eventually used to refloat her, required hundreds of turns up, down and out!

With my career move to Poole in the early seventies, *Joëlle* found a new berth in Holes Bay, off the RNLI's new depot, next to a YW 6 Tonner! Summers were spent exploring the South



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Coast and a couple of cross channel voyages were made to Alderney and Guernsey. Many trips took us back to the Solent ports, Chichester Harbour and even Selsey once, where the children complained the land was overtaking us (Tide)! On another occasion back to the IW we had an embarrassing encounter with the wrong side of Gurnard Ledge (above). All three children were there, but no-one was seriously concerned



and the boat re-floated safely, without taking on water.

In the mid 80s, with my homebuilt Mirror sold, the foredeck had to make way for an early incarnation of a windsurfer, all 12' of it. We even took this board to Norway (by car)!

When laying up and in the absence of an appropriate 'hoist', we hired a road crane which, after lifting us out, had to drive carefully over 150 metres of rough ground to the Sailing Circle compound, with various family members holding ropes to ensure she didn't swing too far. In later years a converted prototype Atlantic 21 ILB trailer was employed, though by then the RNLI had a boat hoist.

In 1992, a few seasons after joining PYC, we got a phone call saying a berth in the Haven had come free. Within hours we had steamed from Holes Bay, under the Poole lifting bridge for the last time to Pontoon C, where she remained for 22 years. Being able to board her from a stable pontoon rather than a cantilevered scaffolding plank was a welcome luxury to us all.

As a 'Classic' boat, the time we enjoyed sailing was more than eclipsed by the maintenance hours. Although she was never a completely dry boat below, the rate at which the bilges were filling one weekend in 2005, resulted in an immediate haul out and inspection of the keel. Releasing keel bolts that had been in place for over 20 years, holding a one and a half ton chunk of steel was not a straightforward job. Luckily it was greatly helped by the ILB trolley. The process was written up in PBO 476, Aug 2006 and illustrated by Dick Everitt.

The old petrol Morris Vedette had been replaced a few years earlier (2000) with a diesel Perkins Perama. At first the fitting of the new engine did not go smoothly. Some time was taken rigging 'sheerlegs', lifting and lowering the engine carefully in place, ending up with the gearbox facing forward! It took virtually no time to rectify the error. Thanks to two assisting Royal Marines, one a son, Tim, another his friend, Higgy, and the third was Nick – all doing it by hand!

The deck covering was replaced twice with Trakmark, once in 1980 and more thoroughly, over Christmas 1995. This requiring over 100 items to be removed, many re-galvanised and reseated. The mast was removed most seasons, stripped of fittings and re-varnished when necessary, until we discovered Coelan. It was very costly but some items of brightwork Coelan'd have lasted without maintenance for nearly 13 years (Boom, Cockpit, Toe rails and Gratings,)

As active members of the Old Gaffers Association, we attended over two decades of Yarmouth OGA rallies, three Festivals of the Sea at Portsmouth and Classic Rallies at Cowes. Over the years we have found out *Joëlle* wasn't the only YW5T in existence, thanks to Lloyds Register. At least 27 were built and to our knowledge at least a dozen are still afloat. As recorded in PBO 393 in Sept 1999, attempts were made to form a YW5 or 6T Association, but sadly twenty years later, only three are still in touch with us.

In recent years, passages to the IW became less frequent, replaced with shorter local outings such as Arne, Goathorn or Studland. Less intrepid, but no less enjoyable and staying close to home, allowed children, grandchildren and friends to join in the fun, arriving on a variety of craft, including: windsurfer, paddle board, kayak, rowing sculls or their own boats.

After a period of self-denial, we came to the realisation that our ownership of *Joëlle* had come to its logical conclusion. She was advertised locally over a year ago and with several national yacht brokers. However a buyer was finally found through word of mouth last summer. A contact at the last Festival of the Sea, also a YW5T owner, met the new owner, who works abroad, at an East Coast meeting.

Joëlle is temporarily berthed at Cobb's Quay until he can relocate her to Malden, Essex, where they say there are still many wooden boats and boatyards. We wish him fair winds, and interesting passages to and around the East Coast. After 54 years enjoyed together, the Family owe Joëlle a lot.

Pictures from top to bottom:
• Stuart with the 'new' Joëlle • Deck fittings
• The bare decks • Engine replacement









Thanks Old Girl!

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50 years of Building Boats

or much of my five years Uni at Bangor, N. Wales, I was lodging and working (being on a half-grant) for Emlyn Oliver, local sailor, boatman and moorings provider on the Menai Straits, thus building up time in his boat work and with Enterprise/Firefly yachts from the Uni fleet. The Straits separate Anglesey from Caernarvonshire, being benign at the opening ends yet terrorising between the bridges in the Swellies, running at nine knots over a rough bed, providing a very chastening experience in the overfalls and whirlpools. It provided a deep appreciation of sea-kindly hulls!

Moving to Poole I worked alongside Grahame Lee and was soon pressganged into joining PYC and crewing his YW Dayboat. My first crewing was a DB race to Studland and the owner was Richard Cake. Noting that we'd passed about eight boats and were in the lead after the Haven, I asked why his boat was going so fast. He Replied "I don't know, it always does". A naturally-gifted helmsman. My years with Grahame in the DB, wiring his Fireball and campaigning a Class Three 'Prim Vent' for George Stead were very enjoyable and we were always near, or at, the front. Another good helmsman and great company!

1967-71 a succession of navigation and sailing/coaching instructor courses, Poole-based and at the National Sailing Centre, Cowes. Two-Three years or so with other coach/centre leaders developing the RYA teaching manual with Bob Bond, RYA Senior Coach. Lots of visiting experts, e.g. Hull /Rig dynamics and hydrodynamics by Dr Tony Markaj, Soton Uni and world Finn sailor. All deep stuff.

After all this I bought the first hull/deck of a Pandora 22, Rydgeway Marine at Earls Court show. I made a trailer with integral acrow struts and collected it. I fitted it out, rather slowly, in the front garden, installing a little Vire 6HP inboard and made the spars and rigging. However, at this time, around 1971/2, I had joined the crew of a Dufour Arpege, for weekend PYRA

races, owned by Arthur Bailey of Parkstone. Late summer '72 he invited me to take the family for a picnic in Swanage Bay, where Judy asked me why I hadn't built a boat with such 'lovely headroom'.

So, I prepared to finish and sell the Pandora, then set about the task of how to accomplish this larger boat. Now skippering Arpege, we had discussed the changes in the MK2 model. Arthur's was a Mk1 with a plane form keel web/bulb and the Mk2 had a foil to its web and we thought this was progress. I offered to 'mod' his and got appropriate NASA curves, made steel moulds and cast lead cheeks for the keel web. Bolted on, faired and glassed, measured and antifouled, we were ready for the season. Plotting wind/cloth and boat speed supported our feelings of slightly enhanced stiffness, weather angle and perceived leeway. Relief that it worked to 0.2k overall bs.

My bigger boat instincts were now focussed on the Seeker 30, Angus Primrose design, being built by Derek Shaw and Graham Richardson of PYC, Gardas Marine on the Nuffield estate. Cheekily I asked to hire their moulds to knock out a hull and deck, willingly paying all royalties, insurance etc. Very surprisingly they agreed. Trailered the moulds to the old Fire Station, New Quay Road and readied for Easter lamination. Tim Farwig, PYC, who'd also crewed Arpege, came to laminate, provide humour and excellent company. Moulding done, bulkheads in, deck on and joined, she was to be left in a corner of the fire station whilst we got on with the job of running the Poole Marine Activities Base, funded by Poole Education Committee, where we taught sailing and canoeing to hundreds of Poole school pupils and youth club members. Respect and thanks here, again, for the many willing volunteer instructors, such as Joan Redmond, Tim Farwig, Gerry Philbrick, Roger Potter, Reg Meelings (then Headmaster, Henry Harbin Sec., School) and Jim Mitchison (Royal Marines/SBS canoe instructor) whilst I was unpaid teacher/leader/secretary, later doing it full

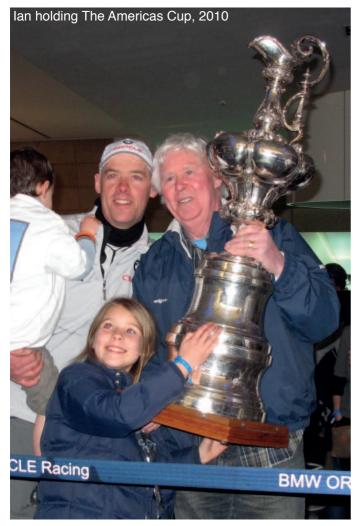


time in the summer when the Education Committee appointed a locum teacher to do my physics. These were full-on 16-18 hour days!

Did the '73 Fastnet with Tony Smith, Excalibur 36, Avilion, navigation and crewing. Good weather generally. No GPS then, navigation all chart work, dit-dah-dah-dit VHF and consol radio. Only 600 yards out from the Rock. Pleasing for us all. Becalmed in fog off the Scillies, 5 am, Nick Stone (Parkstone YC) and I were 'fishing', handlines with bacon and cheese bait, tryng to be quiet because Tony was a serious racer and would have thrown us off the boat had he caught us fishing. We heard this series of whoosh noises and alongside came a pod of Orca. Obviously we woke the others, took some pics, and chatted about this phenomenon. Then uproar. The breeze was coming in and Tony noticed the handlines we'd found. Was he cross! Later, I was helming when he shouted from the foredeck "For God's sake, Ian, you're 5 degrees off the wind". I was using the B&G wind gear, so I teased it up and yes, about five degrees to weather before the luff said too much. Brilliant skipper and racer, Tony.

Got home to a buyer for the Pandora. Towed it to Pwllheli, backed it down a 20% sea-weeded slip to launch it, only just avoiding the Borgward estate going in too. Great little sailer, so I was a little sorry to see it go, but waiting was the Seeker! I'd had a positive chat with George Stead (surely one of the World's best sailors) about the rig and the ability of the hull to carry more sail, then gone to Richard Roscoe, PYC, (engineer, naval architect and real sailor) to amend/firm up ideas. His plans went to Angus Primrose who issued a Mk 2 rig plan. Such was/is the wealth of talent in Poole Yacht Club.

Chatted to friend Stan Hickson, PYC, and to Bruce McKay (father of Neil, PYC) about a hydraulic drive. Magically some bits were collected from the 'scrap' at Hamworhy Hydraulics. I marinised a Ford Anglia petrol engine, strapped on a hydraulic pump and put this, in a mesh anti-flame cage, beneath the











Pictures from top:

- · Secret's mast
- Secret hull layup
- · Harry Evans, Alistair on right
- · Nearly ready for the crane

thwartships saloon navigation table, with counterbalancing portside seawater cooled oil tank.

The conventional prop-shaft was driven by a small hydraulic motor, leaving all of the deadrise space for dinghy and sail stowage. Tim, yet again, came to help, lifting the boat up to drill the fin, then to lower the hull onto the studded iron keel. Only the rest of the fit, measure for and make the standing rigging using 19:1 stainless and Norseman terminals. Launch 16 months after laminating. 'Secret' was a good sea boat in all weathers, with slight weather helm and neutral handling. So much so that the Alderney Race, the Swinge and Ortac Channels could all be taken confidently, even in a seaway. Come to think of it, I've no recall of meeting any other sailor in Poole who's taken the Ortac down to St Peter Port! The gannets and guano on the rock were spectacular.

After some years doing the south coast, the islands, St Malo, etc., with the family, the mind kept drifting to bigger, faster boats, not helped by doing the navigation for other owners on bigger RORC stuff. So, one day, talking with Harry Evans about these dreams, we considered a design we knew or getting one, plugging up and making two for us. His deliberations with his work partners eventually led to buying and fitting four Sadler 32's - one each to fit . Within a short while, their business pressures indicated that I would fit all four with Harry and Gerry Robinson helping with the engineering and electrics. Having looked at the Sadler-build/linings/fit specifications and doing the righting moments, I suspected that when the first one hit the water it would be port quarter down. I ripped out the GRP water tanks and put stainless ones in, further forward and inboard, moved batteries etc., altered discreetly the dimensions of joinery, getting friend Tim Parker, woodwork machining specialist, to make four solid teak focsl door posts to

accommodate the awkward angles of the hull so that I could fit solid folding doors in a forecabin, instead of a curtain/fabric door. All helping the bespoke nature of these boats and alter the float lines and sailing qualities. Harry helped me lift the hulls to put the keels on. Two of the skegs needed surgery because mould-release tensions had skewed their verticality. David Sadler saw to this. Gerry Robinson did a good job with the electrics; I put the rudders on and installed the shafts with four cylinder Watermota Sea Panther 30HP engines instead of 20HP two cylinders in the yard boats, although slightly more forward fitting. Much more robust rigging and superior teak joinery and finishing all helped to create good yachts.

Since I had not wished to keep mine and was being persuaded to part with Secret to a sailing friend I prepared to part with both. Sadler's had launched their first 32, a chocolate hull for Tom Coombs if I remember correctly. It was moored off Hamworthy beach and yes, slightly down by the port quarter. I was asked to take Secret from Fowey to Roscoff with its new owner. En route this extended further west until it concluded in the then brand new marina up the river from Brest, in the dark and no charts, in at 03.30. 8.00 French time brought thunderous banging on the coachroof – the marina master, customs and gendarme. Trouble? NO – a welcoming committee for us Brits, in respect for the navy/marines who used to do this kind of thing for the Bretons in the war. So no fees and for me a free taxi to their airport for a Brymon Airways Twin Otter to Plymouth.

Got home too late for the Fastnet, which was a very bad race, with 18 dead. The RYA report outlined many yacht and crewing weaknesses but found strengths in the seaworthiness of some smaller yachts, for instance the Swan 38 S&S designs; Alain Catarineau in a S.H.E 36 S&S and the rescue services. Martin Sadler in his Sissy, 32, came through safely too. Being





well prepared in seaworthy boat is vital when we venture offshore. The weather and the sea are never our friends. We always exist in a state of 'armed neutrality'.

John O'Leary from Cork came to see my 32 on a flying visit for a day, before launch, visited the Sadler yard between visits to see our four. He paid a handsome premium and asked that I deliver it to Cork for/with him. On launching, our four floated to lines with crew aboard. John brought his navigator and because he'd phoned to say he was none-too well, I found two crew to help, Bob Alexander, who crewed for Harry, and a guy I knew. We were to go via the Russell and St Peter Port because Cork had a race there the next week, but crossing the channel John and navigator were down with sickness and viral flu. Called at Alderney, tanked and victualed, then off toward the Lizard. Health deteriorating, paused a few hours St Mary's then out across Tresco-Bryer flats, Round Island Light and up the Celtic in worsening weather, my pal in his berth and Bob left to help. Last 100 miles was solo, on a mean course, Force 6 now, puffs well into the 7. Slimmed down rig and pleased to find very little slamming. With a hull also meant to take bilge/fin/plate, David had drawn some nice lines and she went well to weather. Huge sigh of relief as the Rig flares south of Kinsale-Cobh shone through the night. I dragged the crew into the cockpit for me to be piloted in. A day spent cleaning up below, she was handed over and I was on Trident to Heathrow.

Now without a boat and 1980 closing down, times were changing again. I was going to change career and also needed a boat of sorts. The R19 had figured, I'd been doing Frostbite Series with Harry out of Lymington so looked at the possibility of doing a 19. Friend Carol had been doing the series with Gerry and had been co-owning and racing DB 441 Bizz'm for some years. Co-owning a 19 was on. The class was stagnant but it was a great little sailer. Its cockpit did not appeal with its mini benches, drainage and flat floor adding to poor deadrise/aft berth clearance. Got approval from the mould owners and arranged space in John Lewis' barn. On New Year's morning I phoned around re the cockpit, by afternoon it was cut out. The new floor was raised to the level of the old bench tops and a centre channel introduced to help centreboard wire routing: it allowed the helmsman to place heels in the channel and provide a foothold when hard on the wind: also it collected all the rain and wave water to drain out of a large, central vent in the transom. Lastly, we gave it a rigid grp bridge for the mainsheet and an extra two pads for the feet when sitting out. Foam filled buoyancy fore and aft was incorporated. So R19 no.16, Risque was freed from its mould, some work done in Eric Whapples' garage—a friendly, likeable member, then off to Harry and Gerry's warehouse for its centreplate etc. We were asked to lay up another R19, for a young navigation cadet, so that was hull no.17.

Domestic health was a serious issue so it was a while, into









Pictures from top:

- R19 No.17 with Harry's Blue Alvine
- Risque under Condor
- •R19 No.15 Mk1 cockpit
- · R19 No.16 Mk2 cockpit



1982, before I struck out again. The 1979 RYA report had imprinted equation factors into the mind and these surfaced when I found an S&S Condor 37 dormant in Grampound, Cornwall. As a Tartan 37 in the states, it had formidable reputation: all weathers, 200 mile days, dry, stable and predictable. A later version of the South Hants Engineering S&S 36 and a few steps on from Ted Heath's boats, it had all of the pedigree and sat on three tons of lead. When home, It was tented, post-cured, epoxy coated, teak-decked and slowly fitted. A BUKH 36-40 engine was fitted to a Scatra constant velocity thrust assembly to transfer prop thrust to the hull rather than through the engine/gearbox and mounts, so allowing softer



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mounts and absorbing any and all shaft alignment issues. A Deep-Sea seal allows the shaft stern tube to be isolated in case of a seal/water ingress problem. I knew it would be sailed short-handed, so again approached Richard Roscoe to help evaluate a sloop-cutter conversion. Yankee and staysail are on Harken roller-reefers.

Twenty something years ago, this brought us home when a duff forecast yielded 65+ knots in the gusts and six metre waves. Setting up the transom for each wave in nearly zero vis, surfing down to steer my course before the trough at 10 -11 k hull speed on the blade stays! All showed me a true thoroughbred of a boat.

It is now, almost certainly, the end of my boat-build ventures, but it has been fun. In 1982 I was in Penryn, talking to Killian Bush building a flyer designed by Tony Castro. The hull was a lightweight shell fastened onto a full-hull aluminium space-frame, which would carry the mast/keel/winching/steering loads. A new order was emerging!

2007 saw my son Jonathan, still in Valencia with Oracle and me sitting, as guest, in the back of USA76, competing against Prada in an AC match. The noise of the strains in the 75-foot carbon hull were very loud, the G force in tight tacks surprisingly large, but the crew expertise was breath-taking. Gods on the water!

2010 saw me up close and personal with the huge (90 foot waterline) trimaran contesting the Deed of Gift Challenge. Jonathan had done the manual engineering for the winch package when Alinghi changed the rule for powered winches, so he made an aluminium plate copy of the after hull to develop the fitting of a BMW race diesel engine to drive the winch gear-box/shaft tubes and three tier hydraulics (3,6 and 9000 lbs/sq in). This winged monster was impressive –130 tonnes on each shroud, wing larger than a jumbo wing-body-wing plan, Jimmy helming when about 30 feet in the air, head-up instrument display in his goggles, speeds up towards fifty knots if needed. They thrashed Alinghi's cat without needing the foresail or the secret speed-enhancing manifolds squirting out a monomer, like Teflon, under each hull in tight cross-tacking. Watching it trial and race was a life memory.

Three years ago I was on Comanche for a day with Jonathan. who had done the winch package. This is an open 100 footer, built to exploit speed potential, not to a rule, meant to take ocean records, sail plan powered entirely by the crew, so Pacific, Atlantic, Fastnet, Hobart records were all up for



grabs by this warhorse. A world first, being a multi-composite carbon, cured-in-the-oven in Maine. Drawing about 6.5metres, canting by one huge Cariboni ram, with six pedestals and all 12 grinders able to link to one shaft to drive one winch, their power is enormous - the final shaft had to be tested to 9,000 Newton metres, or, roughly, 23 Land Rover Defenders. Jonathan did the engineering/winch package. Kenny Read, North Sails President and regatta/Volvo legend is driving. Stan Honey doing the nav., and distance/time plotting; another legend among navigators. It's light airs, Ken checks the ram. The Cariboni moans a little. The keel cants and the transom starts to lift under you until you are flying, looking down on the other transom corner 6+ metres across the flat cockpit floor. The speedo rises from 8 knots to 14 and not a sail has been touched or a crewman moved. This modern, diagonal, boating world is vastly different these days. The Holy Grail of no negative translation (i.e. no leeway) was achieved in 2005 with the help of vertical foils, Wild Oats, I think. The latest Moths, foiling through the tacks: the last and next Vendee foiling all of their forebody out of the water; the 70 and 50 foot cats of the last two AC's, the radical next AC 75's. What a world now, for young sailors of keelboats. I've had my day.

Footnote

The wing of AC17 tri was 224 feet long/high and was hugely impressive to walk around and under it in the shed in Valencia Feb 2010. It was fully sensed with electronic strain gauges so that Jimmy Spithill could call up the percentage of wing breaking strain info into his goggle display, so he'd know how much extra power he could have access to on the wind. Jimmy could be 30 feet in the air when close on the wind and he had to run a very narrow after beam when tacking. It was a very high-tech boat - the main shrouds pulled 130 tonnes! My son Jonathan designed, made and fitted all of the deck engineering for the winch package; most of the hydraulic sail controls and the secret powered cylinder on the transom which could squirt out a slip agent under the leeward float/floats to give instant acceleration in close tacks. Totally fascinating.



Wing Walking, USA17, Americas Cup 2010

To the End of the World

By Tiggy and Greg Ansell,

When Mike and Jenny Greenland were away on holiday their friends, Tiggy and Greg Ansell, thought it would be nice to let them know what a lovely evening they'd just had racing at Poole



can imagine that Mike looked up the weather for yesterday and thought what a lovely evening I've missed at Poole, oh bother, perfect wind and sunshine. I might just give you a little resume of how the evening went:

It was perfect sunny force three type of evening with a rather fierce incoming tide till about 8pm. Much discussion on shore about where to go and as down harbour was favoured, Greg suggested a nice beat down to Glover, right hand over a bit to Nat West and back. OK says Peter, I'll check the shipping movements and if all OK why not? Whilst our backs were turned pressure was applied and it was decided by some to nip out of the harbour and go round No.8 and back. Front end of Rebel not keen but never mind, it was nice evening.

Just a few minutes before we started we were all reminded of the ferry coming in, at Bar at 8 with Pelican in hot pursuit. Front end of boat remarked that perhaps it might be a bit crowded at the chain ferry, had Peter overlooked something?

We had a very nice tight beat until Glover, R19s able to stay on bank and mostly out of way of Class 1, who were also going around Glover and, guess what? All the other cruisers too, so Glover very difficult and Rebel goes from 1 to 5 in a heartbeat.

Fleet splits – some to right, shorter but more tide, some to left – back eddy but further, and all come together again plus lots of cruisers and – wait for it, about 20 paddle boards on an outing and a windsurfer or two and the odd motor boat too, you get the picture Mike?

Chain ferry very busy, lovely evening, lots of cars waiting, so it is

stopping for no one and we are all just making over the tide by short tacking up the shore under ferry jetty – along with 20 paddle boards which are hugging inside edge – so we can't get very near shore and keep out of tide with any degree of ease. Back end of boat not impressed, front end worn out with all the tacking.

Back end of boat now rather irritated and we do squeeze past ferry (I'm sure they could see white of my knuckles) and make a dash inshore to try and get to No.8. Much tacking in amongst many jolly swimmers who stand about with no doubt in their minds that we have seen them and will miss them.

Round 8 we go and up with Spinnaker. This was followed by a bit of gybing as now dead downwind. Front end of boat remarks she can hear chain ferry, can't see it 'cos back to mast leaning on boom to keep from gybing in the gentle swell. Back end of boat finally notices so it is emergency down spinnaker, harden up, miss ferry and chain and off we go again – spinnaker up. Front end breathless with all the exertion!

Front end remarks that she can see ferry approaching and would back end like to take note and get out of Main Channel, back end feigns deafness but eventually moves over and ferry comes past us all just before Glovers again. Long run up harbour peaceful enough, just Pelican and another large tanker to contend with and it's home, thank goodness, front end grateful to be alive. Oh yes and we got into clubhouse at gone nine!

Front end has told back end that, alas, she is never going past chain ferry again and she does not go out of the harbour full stop! Back end remained silent.



Another year on and somehow for the second time I find myself back at the helm of the R19'ers – I really must learn to step backwards more quickly! Only joking – you know I love it really!

The racing exploits of the R19s are well known, so this time round I thought I would focus on another activity that the Class gets involved with, which supports and promotes Poole Yacht Club to a wider audience. For several years now, R19's have supported the Poole Harbour Boat Show by offering free taster sails to show visitors. R19s are an ideal boat for this, being small and manoeuvrable, yet large enough to comfortably take several passengers. Our presence at the Show is very popular and much appreciated by the Poole Harbour Commissioners and the Yacht Clubs of Poole organising committee. There is also no doubt that our attendance not only raises the profile of the R19s, but also attracts new members to our Club. This year we took two R19s to the show on the Saturday and on the Sunday, and in total must have introduced more than 40 people to sailing. Thanks go to Martin and Jan Clemance (the crew of Rapscallion), Peter White and Mel Brown (the crew of Rampant), Mark Walker and Mel Brown (the crew of R'Mikey) and Chris Newman who crewed for me on Ragamuffin, all of whom worked tirelessly throughout their time at the show. Without question, all involved were outstanding ambassadors for Poole Yacht Club.

I must also thank Mrs C (she will kill me if I don't!) for working diligently shore-side, looking after our customers on the pontoon, and flying the flag for Poole Yacht Club (as seen right >>). Needless to say, our support has already been requested for the 2019 Show, and we will be there!





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Ian Wall

"Throughout life we make choices, whether to turn left or right, whether to go out or stay in, what activities to try, and so on. Those choices determine what you do and whom you meet along the way. With some of those people we make friends and our lives are changed for the better for that meeting.

A huge smile is what I can remember about the first time I met Ian Wall: a round face and wide grin, a nice welcoming face and smile, the type that says "I'm friendly".

I was thinking about how I should compile my tribute to Ian and I thought about the film Sliding Doors. The film is about two parallel universes, it's based on the two paths the central character's life could take depending on whether she catches a train, and causing different outcomes in her life. Well in my scenario I wondered how life for Ian would have been different had he not chosen to have a go at sailing and how very different most of our lives would have been too! Thankfully Ian caught our train and all of our lives are the better for it!"

The above is an extract from a tribute I made at lan's service of thanksgiving for lan's life. There were many tributes from his crew, fellow sailors and, of course, friends. Like the one from his ex-colleague who told of a time when, after a nice lunch out with a client, lan was found dozing on a desk. "Don't worry" said lan's colleague to the client, "he's more use asleep than many are awake." There was a tribute from Roger Bond, PYRA Captain, and from Brian Snelgrove, 1A Class Captain. There were many tributes, but none so heartfelt as the one by lan's friend and fellow Mojito crew Andy Welch, there was not a dry

What was so very different about this service is that it was held in our very own clubroom. Alongside lan's coffin we gathered to say our tributes and goodbyes, whilst tied-up on to the quay wall between C and D pontoons was Mojito, dressed overall as befits the occasion. Ensign flying proudy too saying: My skipper is ashore nearby!

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Inside the Skylight Lounge were lan's family: wife Lynne and their three daughters. There were skippers and crews from PYRA and Poole Cruiser Racing, ex-colleagues and friends. This was the first time that the clubroom had been used for this purpose, but it won't be the last. One member was heard to say, "This is exactly what I want when I go."

he Ian Wall Memorial Trophy is a new addition to the PYC/PYRA collection of awards and for the 2018 season it has been awarded to Matt Hitt.

For those of you who knew lan, you will know that he greatly enjoyed participating in both club sailing and PYRA events. Like most people he enjoyed winning races and he did have a reasonable amount of success with Mojito and his crew. However, for him it wasn't all about the winning – he very much appreciated the camaraderie, the sportsmanship and having a good race whether he won or not.

lan's family thought it would be nice to award this trophy to someone who may not have won a race but has in some way enhanced everyone else's experience of racing.

For that reason, it was decided to award it this year to Matt, who has been PYRA Records Secretary for several years. Matt was with us on the races but whilst we enjoy ourselves with a bevy or two he works out the results on his laptop and announces them then and there.

Matt has been Poole YC Cruiser Racing Captain for a number of years too, and his enthusiasm for PYRA and Poole Cruiser Racing is second to none. He is one of Poole YC's bank of OODs and he is also a valued member of the Commodores' Challenge team of coaches, always willing and knowledgeable.

Lastly, he was a member of Mojito's crew in the early days of lan's ownership. It was Matt's sailing knowledge and enthusiasm, willingly passed on to lan and his crew that helped make their success possible.



Lynne Wall presents the trophy to Matt Hitt

With much sadness, but happy memories, that I write of the passing of Brian on 13th Oct., '18. He was an active member of our club from 1965, he raced, cruised and socialised.

A big man who enjoyed a very healthy life, until fairly recently when heart and other debilitating problems required both hospital and nursing home care. On almost daily visits, with Brian's wife Anne, during these past months I witnessed his sense of humour shine through right to the end. He and Anne have been our closest friends since 1971.

Before moving to Poole in the early 1960's Brian was a topclass swimmer, (he had an Olympic selection trial), he was a water-polo player and he also enjoyed canoeing. After a holiday when a sailing dinghy was included he and a group of friends decided to build Fireballs from kits and from then on his love of sailing grew.



Social Sec. Maggie Atha 'locks' Brian into his costume

Farewell to our dear friend

Brian, you told us: "Please don't shed a tear" were the very words you spoke.

But knowing your sense of humour even that could have been a joke.

It so easy to suggest such things, but very hard to do.

For your family and so many friends as they say goodbye to you.

Yes we smile as we look back on the fun that we all have shared.

Your life so full of good times. 'Lady luck' showed she too cared.

Since it's your wish we should not grieve we'll try not to shed that tear.

But trust me Brian it is so hard, now you're no longer here.

Not just a dad and husband but a friend to all you knew.

Our hearts will find it very tough, filling the void that's left by you.

Of course we hope there's another place where friends will all unite.

Till then dear friend, rest easy, till once more your smile shines bright.



It says much for their marriage of almost 60 years that Anne crewed when their first few seasons were spent learning capsize recovery! Making friends with some Poole Fireball enthusiasts they decided this was the place to live so moved from Staffordshire in 1964, joining the PYC at the old club. He was soon involved in all activities both on and off the water. Racing his Fireball in our 20+ fleet and crewing with other members in PYRA or Cruiser Racing around the cans. He became great crew as his sailing skills improved. Win or lose Brian's sense of humour was infectious, making for very happy crew members.

The Sadgroves were known for their creativity when attending any fancy dress parties or club functions so, when our first Revue was being discussed, Brian was approached to be compare. Kept a closely guarded secret he appeared on the night dressed as a fairy complete with wings displaying RAF roundels. Hosting the next few revues he came as a Viking, a giant chicken and a Sumo wrestler. Brian's scripts were always hilarious, he probably missed a vocation as a comedian!

For many years Brian and Anne cruised with us on several of our yachts – they were such easy company. When we bought *Dragonfly* in Puerto Rico in 1998 they flew to Trinidad for a month's holiday and stayed for five months. Vera and Anne flew home from Antigua and Brian crewed for me across the Atlantic to Azores, Falmouth thence to Poole. We recall those many months with much happiness. That four friends could spend so long on a 33' yacht with never a cross word says much for the kind of people Brian and Anne were to be close to.

Now he has gone their many friends will need to give Anne every support. Please don't forget her as her loss is greater than ours and our love and support will be needed in the days to come. With Brian being such a character, a pleasure to have been with or known, our grieving process will be replaced with our happy thoughts and memories of him as our friend.

