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Soundings

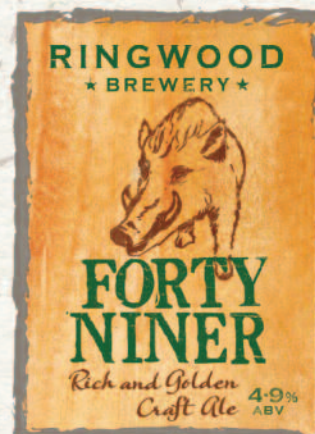
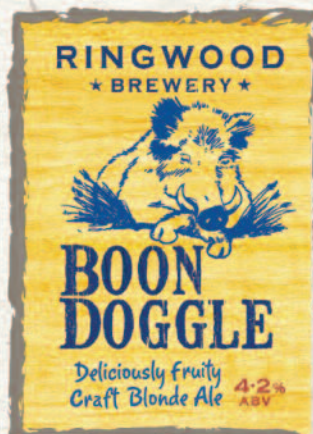
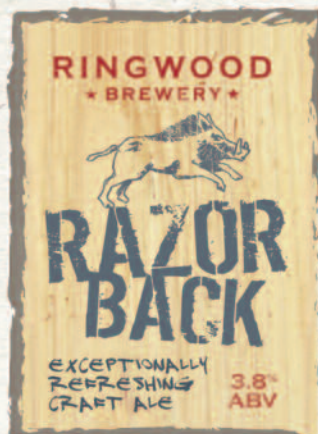
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Welcome to this online edition of Soundings. For obvious reasons a printed version is not available this year. Will it ever be again? I sincerely hope so! Time will tell and the responses from you, the members, on how you feel this online version has worked, or otherwise, is extremely important. Please let us know how you feel about it this year and how you feel the Club should take Soundings in the future – printed: Yes or No?

The odd situation that we are in at the moment is something none of us ever thought we'd be experiencing, but imagine being elected to Commodore and having this to deal with it, I feel for John, the Flag Officers and Committee members. We can just see a flicker of light at the end of the tunnel for some of our normal life to return, however Social Distancing will remain for some time. So situations where crew gather in a cockpit to race together? Who knows! So our Club may never be the same again, at least until an immunisation programme anyway. Gatherings may be allowed, fingers crossed on that. No doubt there will be strange consequences though – dining tables capable of taking 12 with four members spread around the edge? I hope not.

Thanks are due to the members whose businesses grace these pages. Without whom *Soundings* would not exist.

Please support those that support us - Thank You!

That brings me to Mike Millard's retirement. Please someone tell me it isn't so! Mike has been awarded the Lilla Trophy, see P60.

Thank you very much Mike, not only for this year, thank you for being there throughout my editorship. Soundings is, once again, full of your 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. **Thank You** to all the contributors to this 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. When we can 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: johnwitherspooles@gmail.com



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Picture by Mike Millard



Dear Fellow Members

First off.....My sincere thanks go to our John, Editor of Soundings, for all the hours of work he puts into designing the finished article. Whilst it has not been possible to print Soundings this year, it is still the same fantastic journal and it is available on-line, on the Club website. What a show case to present to potential new members!

When I have written articles for Soundings over the years, I have tried to write them sitting in the clubhouse or the terrace...it is about *"drinking in the atmosphere"* (and a lovely pint of Razor Back) to help me in the drafting....do I miss that now, as I write this piece!

One year I was part of the Safety Team involved in the running of a large inter-club event and my shift was in the Harbour Control room....such a fantastic view of the harbour and the comings and goings. During quiet moments, I wrote a piece then, I recall – me and Audrey Gill doing volunteering duties for 25 years in the Race Hut together (pure joy).

But we are now "where we are...."

Soundings has always been a truly wonderful journal and recently (what with some extra time on my hands), I have been looking through the copies in my collection – all those smiling faces, happy stories, the parties, the teams running all the events. The latest edition is no exception – members doing what members do and enjoying it! Those events are in our Club DNA and will ever be so.

We also need to note that there are some "winds of change" blowing our way and we need to be studying these and the resulting opportunities that may open up for the Club, so that we continue to be "one of the leading clubs in Poole" for the generations to come.

We will always keep you in the picture with these debates and seek the views (or permissions, as appropriate) from you when a major issue needs to be debated or decided upon. We only hold the "baton of office" for as long we have your vote – it is as simple as that!

Recently, we have formed two further sub-committees (Mem-

bership and IT), both groups chaired by a member of General Committee. This decision is an example of how we wish to bring expertise together, in vibrant teams, to look not only at the day to day matters, but also "over the horizon" and put forward policy suggestions. These will help us grow and remain a strong and vibrant Club within the local community, still remain true to our core objectives and be a place where people will want to work, as staff members and feel part of our Club community,

The Flag Officers, Sub Committee Chairs and Mark, with Lorna, are the Leads in their respective areas of Club life and, as such, hold responsible, accountable positions. I thank them for taking on these challenging roles on our behalf.

The articles following, written by the Vice and Rear Commodores, go into more detail with regard to Sailing & On the Water Activities, House, Bar & Catering and Yard & Haven.

Here's to our hopefully opening up again soon (even-though that may be on a gradual step by step process, when the time comes).

In the meantime, wishing you every good fortune and when we do eventually get back on the water, I hope you have "fair winds and favourable tides...."

Thank you for electing me as your Commodore. It is a real honour and I look forward to having my ear bent from time to time on all aspects of Club life...if I can not answer your question, I will find someone that can!

I always welcome your suggestions and comments (whether things are going well, or not so well or you just feel the urge to have a chat.)

Regards, John Yonwin
Commodore

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Our Vice Commodore

Adam Deary

Tracy and Adam Deary pictured by Mike Millard

Pipefish! came the call from my nightwatch buddy Stevie at 0115 on Monday morning mid-way through the Covid-19 shutdown. This was after we had checked the sea wall to see if the swallows had made it back from their long journey back from Africa, and we had given up trying to estimate how many mullet where in the marina (400 berths, 10 fish per berth...). Fortunately, there were no human intruders in the Haven (our reason for being there) but unfortunately, no members either due to the shutdown. All water-lines checked, mooring lines tightened as appropriate, boats bailed as requested, and every foot of perimeter fence checked. Much fat chewed and breeze shot.

As the Commodore has mentioned in his Soundings articles, 'over the horizon' issues are something to keep a weather eye out for, but nobody could have anticipated an issue such as Covid-19 arriving and with such an impact. I will not forget either the energy and commitment shown by my fellow committee members in managing this issue, or the manner in which the membership responded, with such support and good will (to date, anyhow!)...

Sat writing this piece, I know the storm will eventually pass, I hope that all our members make it safely through and can come down to enjoy our fantastic Club once again. I do wonder what the next 'over the horizon' event will be that we have to deal with.

At a Club level, from a Yard and Haven viewpoint, my greatest concern is with emerging legislation. SHE (Safety, Health and Environment) continues to expand into all walks of life, and this will undoubtedly have an impact on activities and infrastructure at the club. Like other clubs in the area, we are investigating scrub-off facilities, as the time will come when the current practise of scrubbing-off and sanding down of boats in the yard will have to change. The mast hoist, after many years of good service, is skirting with the annual inspector's disapproval, and the sea wall sheet metal piling has a design life of approximately 50 years so possibly will need replacing in the next 15 to 20 years. The bottom of the slipway is gradually eroding (as any dinghy sailor who launches at low springs will tell you).

We will continue to investigate and where required, progress these and other issues as appropriate, keeping the membership informed all the way through, as you would expect us to do.

I am so pleased to be able to represent you on the General Committee. We have another superb Commodore, who only has the best interests of the Club at heart, and my fellow Flag Officers have a passion for sailing and Club life that will benefit the members immensely.

Kevin Cross and John Waters continue to give me great support on the Yard and Haven Committee, their extensive and varied knowledge in all things sailing and engineering are a real plus for us, and I'm very lucky to have them on my team.

Although not strictly part of Yard and Haven's remit, 'Nightwatch' is such an important part of Club security. The cameras and camera software have been upgraded to the point where remote observation is as good (if not better) than being on site, but there's nothing better than a couple of hi-viz jackets and super-bright LED torches letting people know we have a security presence on site too. It's a great deterrent against theft of, and from, boats berthed in the Haven and on the swinging moorings. I encourage all members, whether they have a boat or not, to volunteer for Nightwatch. It can be a very pleasant way to spend an evening and the things you see can be quite memorable. If every boat owner did just one duty a year, there wouldn't be enough duties to go around. A big thank you to Keith Askew for looking after Nightwatch for so long, he's done a great job and we should all be very grateful. Mike Jones has picked the baton up from Keith and those of you that know Mike will know that he will do a great job too.

I look forward so much to seeing you all again at the Club and out on the water as soon as possible. It will have been a long wait and I hope we can make the best of the 2020 sailing season when it does get underway.

And if you see a Pipefish at the head of A Pontoon – I saw him first! (Well, Stevie did actually.)



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Simon Philbrick



A welcome note from House Bar and Catering and here's looking forward to a different rest of 2020!

It's been two years since I joined the Flags team at the Club and we've been working hard behind the scenes to make small and steady changes working towards our goal to ensure you all receive a better service and outlook.

I'm sure you agree with me that we have a great team looking after us and applaud the team we have: Jack, Tom, Donna, Molly, Brad and Dan working together as a group have shown great improvements and they're supported by a solid team of other staff, part time and agency, where required behind the bar and kitchen. The whole team deserve credit for their work and the efforts to constantly make improvements.

The HBC committee have dedicated considerable time to clubhouse design and improvements, the team are working hard on new ideas to tidy, improve and optimise the clubhouse so that it complements the beautiful constantly changing view from the windows. Co-opting some members with design and interiors knowledge, this is invaluable to us to ensure we deliver a structured plan of works. With new ideas being tabled and analysed on their own merits.

Summer 2019 saw some fabulous weather and the view from the balcony was enjoyed by all, fingers crossed for some of that lovely weather again and the opportunity to enjoy it.

The Club hosted some great sailing events last season and they were accompanied by some memorable social events. With the current sailing season on hold events are going virtual, with a new online E-sailing series on Thursday nights, Tom Coombes doing a great job of Race Officer. Check the FB social and sailing for details and links to live streaming of these events. The Hobie nationals are also investigating running their event as an e sailing series. E-sailing is easier to learn than you may think and can aid you with your rules in advance of a virtual incident. Please let us know if you want a tester or some help with setup.

It was great to see the Club being supported in the winter with the ever-popular Quiz Night continuing to use all the space available on a Thursday night.

Friday Night Meal Deal continues to be popular. With the great addition of the monthly theme nights, which started with a bang at the Ribs and Wings night. The theme night took a little break but will return the first Friday of every month when the clubhouse reopens. Look out for the theme announcements for this new regular addition.

We encourage all members to support our very own Michael, to keep the Club and surrounding areas tidy and free from loose rubbish by using the appropriate bins. This includes taking your own bulky or contaminated rubbish home, his involvement in and around the Club should not go unapplauded.

Going forward the plans for future works looks good with the HBC Committee signing off on multiple small projects and adding to the big picture over the next few years. Whilst we're unable to complete some projects during this spring we have spent many hours working on an enhanced work schedule to maximise the available time to during the current situation, When we are able to reopen we can ensure the clubhouse is fresh and ready to be used 100%.

New members:

Some will notice under this heading that the Club's members have been busy during 2019 and 2020 bringing along a number of potential junior sailors to the Club, myself included, it's great that as a Club we offer a friendly safe environment where we are able to bring along our little ones and introduce them to the world of sailing and the extended family that goes with it. We thank you all in advance before they really start screaming too much.

We also have lots of new members applying to join our Club or have already enjoyed. I'm sure it goes without saying, if you see newer names and faces please help them steer their way to enjoying the Club as we all have for so many years.

Simon Philbrick

Rear Commodore House, Bar and Catering

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Picture by Mike Millard

Tracey Lee

Hello everyone



Thank you for electing me to the position of Rear Commodore Sailing and On the Water Activities. Having been a member all my life, I am honoured to be taking up this role and I am committed to helping everyone play an active part in Club life.

Looking beyond the current “lockdown” I want to share some of my thinking about where we have come from and then how we might move forward in the sailing side of PYC life.

The first article in our Club’s constitution sets out that Poole YC exists “to promote the sport of amateur boat sailing” and my over-arching aim as Rear Commodore is to grow participation. The “On the Water Activity” addition to this role may not be something that our founders would have recognised, as recent years have brought all sorts of developments in how people can get out on the water. However, as the Club was established specifically for working men in Poole, I like to think that they would approve of extensions to Club activities which make it easier for people to join a sailing club, contribute as active members and enjoy our wonderful harbour and surroundings.

As the most recently appointed Flag Officer within the Club, I am very aware, and appreciative, of the work and care that has been put into all aspects of Club life by many members and the Club committees, across the years. I think this gives the current Flag Officer team a really strong foundation in terms of practical aspects like our amazing facilities, and also in the less tangible aspects like the strength of our identity and traditions as a sailing club.

I have been paying close attention over the last couple of years to the trends in sailing activity across the UK and talking with other

sailing clubs in the southwest, and our local RYA colleagues, about what these mean for us in practice. Changing demographics, changing lifestyles and now renewed financial pressures across the UK mean we will have to be nimble and creative in moving with the times. For example, by taking time to understand how we can increase the numbers of females who sail and race, what we can do to keep teenagers actively involved in club sailing, and making everyone’s experience of volunteering as welcoming and friendly as possible.

People tell me that Poole YC is a friendly club and I think it is too; visiting sailors tell me the same thing. Members – both new and more established – also tell me that sometimes it appears everyone else (apart from them) knows what they are doing, and everyone else (apart from them) knows each other! So apparently small things like swapping names at the start of a safety boat duty, helping people with trolleys on the slipway, a quick “*hello how was your sail/race/duty?*” chat in the bar, make all the difference.

One of the best parts for me about being involved in the organisation of our on the water activities, is talking and listening to members about their own sailing or volunteering, what works, ideas for the future, what gets in the way and how I can help them get more involved. I also really love a good Committee meeting with some robust discussion and problem solving!

You can contact me via email traceyjlee1305@gmail.com, or phone call **07758 673067** – best to text first if you can. I look forward to being back at the Club with everyone before too long,

Tracey Lee, Rear Commodore Sailing and On the Water Activity



Richard and Mary Davis visit

No Man's Fort

It all started with a surprise Christmas present from our son and daughter-in-law. We were given a voucher for dinner at No Man's Fort (also known as No Man's Land Fort) in the Solent. We were familiar with seeing the Solent Forts when sailing East of Cowes and had often wondered what state they were in and what they were like inside. We were going to find out first hand.

No Man's Fort is one of four forts built between 1865 and 1880 as protection for Portsmouth from a perceived threat of a seaborne invasion from France. The other three are Spitbank Fort, Horse Sands Fort and St Helen's Fort. By the time the forts were completed the threat of invasion had passed and they became known as Palmerston's Follies, along with some land-based forts in the area (some historians say the term should only be applied to

the land-based forts). No Man's Fort was identical to Horse Sands Fort at 200ft in diameter with 15ft thick granite walls and fully armour plated. It cost £462,500 to build. Over the years the forts were armed and re-armed as technology progressed but never saw the kind of 'action' for which they were designed.

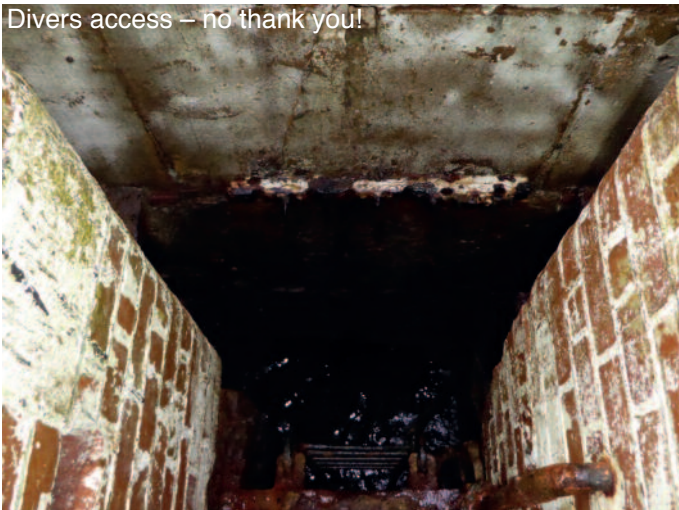
In 1963 the Forts were put up for sale but it was not until the 1980's that any were sold. Spitbank was bought by a couple who

The Lounge at night

restored the fort, which was then sold in 2009, along with Horse Sands Fort and No-Mans Fort, to a company headed by the man who had created the 'Dreams' bedding business. Spitbank and No-Mans Forts were converted into luxury hotels whilst Horse Sands Fort became a 'living museum'. At the time we visited (summer 2019) the forts were again for sale!

We decided to arrange our meal to be during the sailing season so left the Haven and had a gentle sail up to Lymington before sailing on the next day to Gosport marina, where we berthed in hot sun. The pick-up point for the forts is in Gunwharf Quays and, having checked the ferry times, we caught the early evening ferry over and hoped to be able to get the last one back, though if we did miss it there was a 'night service' that would get us back. The trip out to the fort was smooth, in pleasant sunshine and it was interesting to see the boarding platform, which was a large area of grating which could be raised or lowered to make it level with the boat. Some of the passengers were a bit unnerved by the sight of the sea swirling beneath their feet. Inside the fort is amazing and feels much bigger than you'd imagine. The main level has the restaurant, a function room, 22 luxury bedrooms – all with sea views, and several quiet areas. Up a level there is a beautiful large lounge with a glazed roof and bar and access to the roof where the artificial grass had sun loungers. There was a sauna and

Divers access – no thank you!



plunge pool and a tower structure (the 'lighthouse') which could be a private suite. As you can imagine the views of The Solent and entrance to Portsmouth Harbour were beautiful. The lower level of the fort was equally interesting, though a bit of a maze – the instructions, if you got lost, were to keep going in the same direction then you would return to your starting point as the layout was a series of concentric circular corridors. It is largely unrestored with some historical artefacts and can be set up as a laser gaming zone for group bookings. We were also shown the access point in the wall where a diver could enter or leave without being seen from the surface!

The meal is a set menu (with variations for dietary needs) with one sitting and a seating plan was displayed outside the restaurant – a bit like a wedding. There were 95 guests when we visited, close to their capacity of 98.

After the meal we could roam around the fort exploring or just relaxing with a drink watching the lights along the shore and moving vessels – there was even a firework display ashore over near Seaview.

The pick-up for the return trip was 'interesting'. Although the conditions were benign there was a noticeable swell and the boat

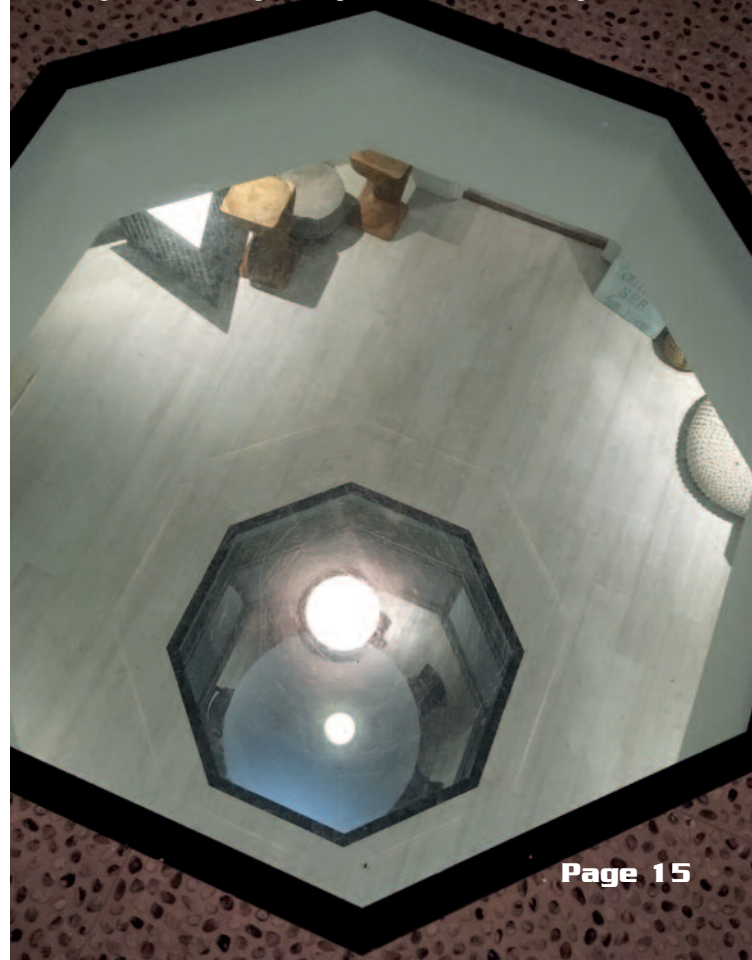


Looking down from the centre of the lounge

was moving quite a bit on the boarding platform. It was no problem for us but several of the guests found getting on the boat difficult. I had a chat to the skipper and asked him what were the factors that would make them cancel a trip. He said that they had to be certain they could get people off the fort before they would take them out and the deciding factor was whether it was considered safe for the transfer to/from the boat.

We arrived back in time to get the last ferry back to Gosport and a peaceful night. A great experience.

Looking down through the glass floors in the 'Lighthouse'



Singlehanded from Sweden?

Well here we are again after a little sabbatical from front line brickbats but nonetheless things move on and a life after committee is a reality for all those zealots who think to the contrary

It was a windless day in August halfway between Cherbourg and Poole that the question was asked: *'If we are going to use this much diesel we ought to buy a power boat.'* The seed was sown.

After winter lay up and the prospect of the engine going on the blink, new mainsail pending and luxuries aboard being somewhat questioned by the staff I started looking at the possibilities without too much commitment. Then it caught my eye.

A Windy Bora 40. A fast sport boat made in Norway/Sweden with great sea keeping and a luxurious interior – plus 40 knots, blimey. Avalanche has topped 20 knots in a blow with Chicken kite and a reef (confirmed by Malcolm and Babs who thought I was B..... Mad) but 40, what's not to like.

After an enquiry with the oracle (office) it was established that, seeing as the flag has been at half-mast more than often lately, there was an opportunity for someone to take advantage of the

10% rule and yes I qualified. Dread set in, as I now had to decide.

Not wishing to buy new, as that was a commitment too far, I soon learnt that the Bora was well sorted but also well sort after vessel. My options were therefore limited. First stab was a flight to Nice to see what I thought or rather hoped would be ideal but in reality turned out to be a sun bleached and well used party platform. Nothing ventured etc., at least I spent the rest of the day on a hired cycle enjoying the delights of Nice.

On my return I was notified by these magical if what somewhat creepy search engines that a Bora had just come on the market in Sweden, previously owned by the chairman of Stenna Line. Well in for a penny again.

I flew out to Copenhagen, met by the broker, and whisked across the Malmo bridge to Helsingborg in the cold and bracing embrace of coastal Sweden but no boat on view. The broker assured me it would arrive soon and lo and behold an enormous articulated lorry arrived with Bora aboard followed by a 50-ton crane. Apparently I had aroused the Bora from its winter slumber in a cosy building some distance away. No problem I was assured.

Duly launched off we set at 30 knots to Copenhagen in what can best described as a feisty sea. On our return the deal was sealed, albeit after a bit of argy-bargy resulting in both parties delighted with the outcome. It was at this point I dropped the bombshell – I'll collect it in two weeks and skipper it back myself – 950 miles none the less.

The bombshell being immediately diffused by being told: 'You cannot go through the Kiel Ship Canal single handed.' Well, I asked 'is anyone up for the trip to the Canal?' To which the broker (70 year old, Lennart, with advanced prostate problems) said 'why not, what can go wrong?'

Apart from his copious appetite for beer and boiled frankfurters he was a great asset helping navigate the shallows of the Baltic. On arriving at Kiel after fuelling we entered the lock and made good progress to our first stop, a cosy little haven yacht club with enormous steak and chips as the reward for finding them.

The Baltic was remarkably calm and keeping up 30 knots enabled good progress plus offered an opportunity for me to familiarise myself with the beast beneath.

The morning dawned a glorious vista of sun and container ships until arriving at Brunsbüttele, the western end of the canal. The locks are formidable and the wash from super tankers and container ships is something to behold but after much sweat and



Barrie with every reason to smile!



tears we are out in the North Sea. Goodness, that's different.

Chocolate coloured water coming from all angles and wind farms everywhere. At this point Lennart informed me he would be jumping ship at the next stop if that was OK. No problem I said, to which he thought more beer would be good.

Passing Cuxhaven the sea got violent and speed dropped to 20 knots. Inshore of Heligoland and among the sand dunes of the *Riddle of the Sands* fame we decided to shelter in a small harbour no more than two miles away but the tortuous course in, avoiding the sand banks turned out to be seven miles in less than 10 feet of water. We passed 'Englishman's Island' and in my mind re-lived the Micheal York moment of walking ashore. 30-knot winds and a tricky entrance concentrated the mind and the relief at entering the shelter of the harbour allowed me to unclench my bottom.

The morning dawned with a grey overcast light easterly wind and Lennart all bags packed waiting for a taxi to the airstrip somewhere inshore. Needing fuel I headed for Imboden the entrance to the North Sea Ship Canal. No problem getting there but it's a dump. Oil refineries one side, cement works the other and the pervading smell of industry. We often forget how lucky we are.

After fuelling and a good night's kip I arose at five to set off to Dover, 185 miles approximately, following the coast about five miles off. No problems really apart from the tanker dodging around Rotterdam in the light fog and the extremely confused seas on the bank off Ostend. Five miles offshore and still in shallow water, what's to love about the North Sea?

On my arrival at Dover, after fuelling, I moored in the marina and made my way to the Dover YC. In the bar one of the regulars

asked where I was headed. Poole I told him. Long way to come for a drink isn't it? He replied. I explained I had just come from Sweden and en-route to Poole.....well from that moment on all the drinks and food were free. I bet Knox Johnson didn't get that.

A bright and early start, plus Paracetamol, saw me on my way home to Poole arriving at around lunchtime. To me an epic voyage, to others just another boat tying up.



We love it. Would it suit you?

It started with a canal boat: 60ft long for just £2000. OK we shared it with 11 others but it was our boat for two weeks every summer and only cost £720 a year to run. We also get a couple of winter weeks to use it.

We then wanted a yacht in the Mediterranean, well who would not? 36ft long for just £2250. OK we share it with seven others but it is our boat for three weeks every summer and only costs £1100 a year to run. It is based in Nidri on the Island of Lefkas, Greece, in the Adriatic.

As you can see the figures really add up and so they should. Our boats are being constantly used by their owners. They are both 18 years old and they are either out cruising or being fixed.

A yacht in Greece does cost £9,000 a year to run and a canal boat costs £8,500 a year to run. These things are not cheap and constantly need money pouring into them to keep everything working properly. Neither boat would be that expensive to buy out right if it came on the market, about £30-40,000 but the running costs would be almost the same if they were owned by an individual.

When you buy a share like this, it is like buying into a business partnership agreement. You need faith that your business partners will treat you and your boat well. The partners or syndicate members need to work together to manage, maintain and enjoy the boat. This requires time, effort and compromise. Our boats are totally managed by the syndicate members.

There are boat shares available where the boats are run by a management company. The fees charged are about twice as much and it is a very different relationship with the other owners.

The details vary for every shared boat. For instance with the canal boat your share relates to the same two summer weeks each year. The winter weeks are on a bid basis. The yacht has a fixed rotating calendar on an eight year cycle. The canal boat has a strict committee management structure while the yacht is a deliciously chaotic system. The shares are sold on for whatever you can get from the market and on both boats the chairman and insurance companies have the final veto on the new members.

The other big advantage of sharing the boat is the other syndicate members can become friends. You can arrange fly away





handovers so you can explore much more than your local area.

At times syndicate members do not completely agree on how the boat should be run. We have found that solutions and compromises are agreed and the good ships sail on. We are all different but are all wanting the boat to work.

Everybody needs to give their skills to the syndicates. Some have obvious practical skills like Ian the diesel fitter on the canal boat or Ade the boat surveyor on the yacht but we can all have some skills like bookkeeping, running meetings, networking with contractors, sewing cushion covers or painting the decks. Like

any business partnership we all think we put in more than our share but that is how it works.

Shares in our boats do turn over and we would love members of Poole Yacht Club to join us with both boats in the future. Please let me know if either of these two syndicates could suit you for when the next share arises.

We got our yacht share from yacht-fractions.co.uk
The canal boat from www.boatshare.co.uk

Nelson

*To all you sailors hearty and hale
I'm going to tell a very sad tale
Of the fine ship the Victory
And what befell her while at sea
I know, you too have tales to tell
Of crashing waves and awesome swell
But, how much worse off would you be
If hunted by your enemy
If in your nostrils sat the stench
Not of British blood, but French
If seeking out your evil foe
You get your telescope from below
You see no ships, you wonder why
Then realise, it's the other eye
Yet Bonaparte cannot be seen
Tonight's the night for Josephine!
But there's no time for feeling fruity
Must tell the lads to do their duty
Nelson expects you to pack your bags
And, dammit, I've run out of flags
England expects, yes that'll do
Now Hardy, where the hell are you?*

*Whoosh, bang, phew! That was a near miss?
Hardy, how about a kiss?
Poor Nelson, he was misconstrued
Some people thought he was rude
While waiting for the pain to pass
What he really said was kiss my -----hand
Whatever was his final quip
The great man died upon his ship
A ship that was far from these shores
They'd have to bung him in the stores
Of course, there was no coffin handy
Just a barrel of fine brandy
The crew that under Nelson served
Decided he must be preserved
So in he went to end his days
Dead, but in a drunken haze
Don't you think it was ironic
The brandy was Napoleonic
The "first" sailor he may be
To have got pickled while at sea
But not the last, as we all know, to like a spot of
..... yo ho ho!*

Home of the brave

What started out as a short Scottish holiday with a quest to find my great grand parents fisherman's cottage, turned into a revelation of previously unknown ancestral lives, stories of bravery, love, loss and adventure. Stretching from the small Scottish fishing villages of Gourdon and Johnshaven, to the far reaches of our Earth. Here is a snapshot of some surprising family history, most of which, until now I knew nothing of.

It starts with a fisherman by the name of George Souter. On Friday 11th April 1862 George and his crew, comprising Alexander Trail and 74-year-old Charles Blues, set sail with a group of other Johnshaven boats to fish for crabs. After a time, on that day, the wind increased to a point where the boats began to return to the safety of the harbour. The weather conditions continued to deteriorate until these small sailing boats were battling against a severe gale. It was a struggle for all the boats, but George's was in a worse position than the rest. George feared for his boat and the lives of its crew. He now knew it was too dangerous to risk passing the rocky shoreline back to Johnshaven. He had no alternative but to make for the sheltered safety of a sandy shore at the mouth of the river North Esk, at St Cyrus. Their boat beat against the wind to within a few hundred metres of the beach, before torrents of water swamped the boat and it disappeared below the surface. Blues and Trail managed to grab two wooden oars and a creel buoy, which had floated to the surface. The unfolding drama was witnessed by a group of salmon fishermen who, in an attempt to save the men, made the brave decision to launch their coble into the breaking waves. Alex and Charles were pulled to safety, but there was no sign of George, he had gone down with his boat, drowned at the untimely age of 42.

George's wife Catherine and his seven children were left penniless, with no means of support. Four years later in 1866, the children were dealt a further blow when their mother Catherine died from cholera, leaving them orphaned and alone.

Despite this difficult start the children survived to adulthood. One by the name of John Souter had a daughter Catherine; she was a stunning young woman. Not surprisingly she attracted the attentions of the local Laird's youngest son, Osbert Clare Forsyth

Grant. Osbert lived with his family in the splendid gothic Ecclesgreig Castle, located at St. Cyrus, a favourite haunt of Bram Stoker who drew inspiration from such places to write *Dracula*.

The laird at this time was Peer of the Realm, Frederick Forsyth-Grant. He had three sons, all had different characters, the eldest and future laird William was a captain in the army and future heir to the Ecclesgreig estate, a harsh fact he no doubt emphasised to his siblings. Middle son Maurice was known to be difficult and hot-headed. Osbert the youngest had an adventurer spirit, he loved the outdoor life, in particular sailing and fishing.

The Forsyths had business interests in the Arctic region, where they had established a base on the Hall Peninsular at Cape Haven, known as Signia. To make the most of the Arctic's rich natural resources a 63 tonne whaling ketch, the *Snowdrop*, was purchased for Osbert to seek his fortune.

Middle son Maurice must have felt left out, Osbert was making his way with an adventurous life at sea and William was sole heir to the family estate. While Osbert was away whaling in the Arctic, the maid at the castle heard angry shouting and a scuffle one evening. The commotion was coming from the bedroom of the eldest son William. The maid found Maurice dashing out of his brother's bedroom holding a knife dripping with blood. The father Fredrick was called to the dreadful scene, William died on the bedroom floor, in the arms of his father.

Fredrick happened to be Chairman of the Police Committee. He assembled all the castle staff and insisted if they wished to keep their jobs, no word should be spoken of the incident. It was thereafter hushed up as 'an accident'. A few days later William was buried with full ceremony in the private burial ground of the castle. – Maurice had got away with murder.



My great grand parents, Alexander and Elizebeth (nee Souter) Fotheringham. Their son Alec had his arm chopped off and Elizebeth's sister had a child by the brother of the murderer.

The Snowdrop



The splendid gothic Ecclesgreig Castle, located at St. Cyrus, a favourite haunt of Bram Stoker



When Osbert arrived back from the Arctic he spent many hours talking tales of the sea and fishing with the likes of John Souter who had been an experienced whaler himself. For generations various branches of the Souter family had occupied a line of three cottages on Fore Street overlooking the small harbour in Johnshaven. Osbert's ship, the *Snowdrop*, was often seen moored opposite them. The relationship between Catherine and Osbert was rekindled which resulted in a pregnancy; the baby girl named Clare Forsyth Grant Souter was born on 3rd May 1901. Catherine sadly died aged just 29 in February 1908. Clare was taken in and cared for by her grand parents John and Jane Souter.

Three months after the death of Catherine, the *Snowdrop* left Dundee once again bound for the Arctic. The captain was James Brown; Osbert took the role of harpooner. There were eight other crewmembers on board that day, one of whom was Alexander Ritchie. It took them thirteen days to cross the Atlantic, once there, they took on board 65 Inuit men women and children from a settlement on the Davis Straits; their role was to assist with the hunting and fishing. They fished until September of that year; the mission had broadly been a success with 650 walrus, 600 seals and a great many bears on board. With the cargo hold full they anchored in the Countess of Warwick's Sound off Baffin Island. Their intension was to sail down to the base at Signia to disembark the local Inuits, prior to returning to Scotland. However a fierce gale sprung up. The Inuit women and children were put below deck to prevent them being washed overboard. With the ship potentially being forced onto a lee shore, they knew they were in trouble. Heavy snow and high seas put a great strain on the anchor line, the constant pounding of the ship in the heavy seas resulted in the windlass being destroyed. Knowing they needed to raise the anchor to move the ship to safer waters, the engine was started and the sails hoisted, but the line remained taught. None of the crew's efforts had proved enough to match the ferocity of the gale; the *Snowdrop* was driven on to submerged rocks. She was badly damaged and began to break up. The ship was about 300 metres from the shore, the only chance they had was to get a lifeline ashore. The captain asked for a volunteer to

make the treacherous swim from the boat through the ice-laden water to the shore. Alec gave it a thought for a few moments before agreeing to try. If he made it ashore he was to return to the ship to assist with the evacuation. Alec Ritchie made that swim



Alexander and Elizebeth Fotheringham outside their Gourdon cottage, as seen on page 23 >>



Alec Ritchie on his fishing boat Happy Ending

broken up. The ships crew and the Eskimos had gone, they were on the move home to Signia, around 90 miles away. Alec then embarked on another five-day mission on foot to find them. *"When we arrived, all the Eskimos were glad to see us,"* he recalled. Despite seven tonnes of meat and blubber earlier deposited at the whaling station Alec said: *"Our owner would not give us any, so we had to depend on what the Eskimo could give us. It was very hard at first to get used to eating raw seal flesh, but we just had to do as they did and be thankful."* While out alone hunting for seals one day, in fading light, he plunged through soft snow, down a 9ft crevasse into the icy water. After thinking it was the end of him, he managed to fight his way back to the surface of the ice. In this frozen state he had to make a lengthy trek to reach the safety of the encampment. *"When the Eskimos saw me and heard my story, they were amazed. They took off my frozen clothes and rubbed all my body to get warmth and circulation"*.

In November 1908 Alec and five crewmates were on the move again trying to reach Hudson Bay in an attempt to find the *Active*. They took the opportunity to move with the Eskimos, who were migrating back home for winter. After three months of travelling, Alec decided to leave behind his companions and venture forth with two new families of natives who offered to take him to Hudson Bay. But he records how his adventure starts to take its toll. Weary and tired, he falls behind the convoy. He knew he was a burden; they had to get off the ice sheet to safety and construct a shelter. He insisted they leave him to die. Having no option the Eskimos left him there on the ice. *"I lay down thinking it was all over. I thought what a struggle I have had, and how I was going to die, to be frozen to death. Well, I prayed I might be saved."* The Eskimos went on to reach safety and construct their shelter, later two of them with seven dogs and a sledge returned to collect Alec's body, but to their great surprise they found him still alive. He had survived once again, but he fell unconscious, the Eskimos telling how he *"lay for 21 sleeps and did not know anything."* In June, having lived only on walrus and sealskin, Alec finally met the *Active*. With great effort he climbed on board, when the crew realised who he was they lifted him onto a weigh scale, with all his fur clothing, his total weight was seven stone.

Alec returned to Scotland in November 1909, nineteen months

ashore through the icy water and back to the ship, unscathed apart from being frozen to the bone. He later said; *"We got everybody, old and young ashore, and did not lose nor hurt anyone. We lost everything we had"*. The storm lasted four days and they had no shelter until some sails were washed ashore, once it had passed they managed to retrieve from the sea one of the *Snowdrop's* smaller vessels, this they repaired with fragments of sail. In this small patched-up boat they embarked on a voyage north to the Frobisher Straits, with four Scots and a native guide, in the hope of intercepting another Dundee whaling ship – the *Active*, which was known to be in the area. After seven days on the move, sailing by day and resting by night, the guide refused to go any further due to the weather. They had no option but to returned to the site of the *Snowdrop* where they found she had completely



John Cargill.

The BBC's Antiques Road Show military expert, Mark Smith, said: *"In all my years on the Antiques Roadshow, these are the finest set of medals I have ever seen"*

Johnshaven Harbour



Left: Alexander and Elizebeth Fotheringham's Gourdon cottage (with solar panels). Right: By coincidence the B&B where Alec and his wife Sharon stayed



after first setting sail on the *Snowdrop's* ill-fated journey. The following year he was asked by Osbert to return to the Arctic hunting grounds, in his new ship, the *Seduisante*. The offer was turned down and he resumed fishing in Gourdon on his boat *Happy Ending*. As for Osbert, his trips to the Arctic resulted in the birth of an Inuit child, and a branch of Forsyth Grants live in that part of the world today. Alec's decision not to accompany Osbert turned out to be wise, the *Seduisante* was lost with all hands while navigating the Baffin Straights. Osbert and Catherine's daughter Clare emigrated to America with her grand parents, she went on to live her life in Ohio and spent most of her retirement happily with her grandson, captain Pat Thompson. Pat, also now retired, has piloted many ships safely to and from the Canadian Arctic down the St. Lawrence Seaway to the Great Lakes.

Osbert's brother Maurice inherited Ecclesgreig Castle and the estate; he would sleep in a room full of weapons known as 'The Knife Room'. He enjoyed his ill-gotten gains until his death in 1953. His son, also called Maurice, struggled to maintain the castle after payment of death duties. The magnificent internal features were stripped out and sold, prior to the roof collapsing. The castle remains a ruin to this day.

One of Alec Ritchie's friends was John Cargill. John was 18 years old and worked on a number of fishing boats, but the fishing industry was in decline. He decided to seek regular employment as a steam ship quartermaster. He served on a number of steam ships and in February 1912 he signed up to the Cunard Line. On the night of 14th April 1912 John was at the wheel of the S.S. *Carpathia*, on route to the Mediterranean from New York, when they received an SOS from the liner *Titanic*. The *Carpathia's* captain, Arthur H Rostron, gave the order to immediately alter course for the Grand Banks off Newfoundland. Lifeboats were swung out, all gangway doors were opened, the heating, hot water and steam supply to passenger cabins were cut to increase the ship's speed. Captain Rostron's quick thinking saw the vessel's top speed move from 14.5 to 18 knots – helping the *Carpathia* shave an hour of the journey. The *Carpathia* passed six large icebergs and a number of other smaller ones, noisily scraping down the sides of the vessel on its way to the *Titanic*. Captain Rostron said he whispered a quiet prayer during the high-speed, high-risk journey. Thinking back on the daring rescue, Rostron, who was a religious man, reflected: "*I can only conclude another hand was on the helm.*" In the four hours it took to get to the scene they



Gourdon Harbour, the cottages can be seen centre of picture



Gourdon Harbour, the narrow S-shaped entrance had to be negotiated under sail in all weathers

devised systems for rescuing survivors and made preparations for their care. Once at the scene John recounted, *"the sea was like glass with the iceberg being a terrible size, but no sign of the Titanic"*. There were half-full lifeboats, passengers desperately trying to survive in the icy conditions, bodies, including those of children in the sea. it was a pathetic sight. People were dressed in everything from fur coats to pyjamas. We saw a man in the water who was clutching two children – a boy and a girl, they had frozen to death". But he and his crewmates saved many lives that night. The survivors were taken to New York, with the bodies being buried at sea.

After the tragedy, John and the rest of the crew received a medal for their part in the rescue, known as the Titanic Medal. Two years after the Titanic disaster, John was coming home on leave when he met an army-recruiting sergeant, the officer persuaded him to join the army. He joined the Black Watch Regiment and was subsequently transported to the trenches of France to serve during the First World War. He fought at Vimy Ridge, Ypres and La Chappelle, and was wounded twice. His exploits led him to be awarded the Military Medal. At the end of hostilities he went back to Gourdon and fishing. When the Second World War broke out in 1939, at the age of 47, he volunteered as a leading seaman with the Royal Navy. He was based at Dover on the minesweeper *HMS Clythness*, and was awarded the Distinguished Service Medal for his part in helping to clear the way for explosive ships to be sent in to block the canal at Zeebrugge in Belgium. John was also involved in the evacuation of troops from Dunkirk. At the end of the war he returned again to his occupation as a fisherman, he died in 1980 at the age of 87.

In December 2015 John's medals were shown on the BBC's Antiques Road Show. Mark Smith, the shows military expert said, *"In all his years on the Antiques Road Show, these were the finest set of medals he had ever seen"*.

In 1893 Catherine's sister married my great grand father, they lived in the now found fisherman's cottage. Their son Alexander (Alec) Fotheringham served with the Black Watch during the Second World War. He was captured in Singapore when it fell into the hands of the Japanese. He was subsequently

interred in the notorious Changi prisoner of war camp. Alec was known to be an outspoken character in the defence of the underdog. After witnessing the brutal treatment of a fellow camp-mate, he struck the Japanese soldier. His punishment was for his arm to be chopped off, this act of barbarism lead to Alec's death. At this time my father-in-law, Eugene Huntingdon, was serving with the 14th. Army fighting the Japanese in the jungles of Burma, he later recounted many harrowing experiences, none more so than what he witnessed as he entered the camp at the liberation of Changi jail. Alec's body now lies in a, well-tended, British military war grave in Singapore.

This voyage of mainly nautical discovery has weaved its way through just a small section of our ancestor's lives. The story began with George Souter risking his life at sea, battling the elements in his sailing boat, driven by the need to feed his family. It continues to this day with his five times great grandson, Alister Richardson, also risking his life at sea, battling those same elements but in the very different world of international yacht racing. Alister has always had an inner determination to be the fastest on water, he is now widely respected for his skill in sailing the fastest foiling sailing boats in the World. The newly found clan crest bears witness to his character with its motto:

Be it Fast!



Open Weekend

Saturday's Racing

As part of the Annual GP14 and Dayboat Open Weekend, the Round the Islands Team Races attracted an 18 boat entry making 6 Teams in all.

With the weather sunny and winds of 4-6, Race Officer Adam Deary in the Race Hut got Race 1 away on time on a windward beat followed by a course of anticlockwise around the island of Green, Furzey and Brownsea. With the wind increasing all the time, multiple capsizes were keeping the rescue boats busy.

Saturday Race 1

The first race counter-clockwise in the morning race saw GP14 14253 win the race sailed by two young bucks being James Goodfellow and Richard Cornes.

Following Lunch at the Club with the wind just as strong, the second race got away starting on time again.

Saturday Race 2

Once again, a windward start got the fleet away but a course of clockwise this time around the three islands. The winds of force 5-6 with gusts of the odd 7 once again took it's toll but with the team of boats 14128, 14151 and 13551 turning in the best results, they claimed the overall Saturday event.

Congratulations then go to the winning team of : Steve Thompson/Martin Boobyer – Steven Cooper and crew – Ollie Hale/Josh Duvalle. Following Tea and Cakes the rest of the day focussed on the evening carvery dinner in the Club restaurant for over 50.

Sunday

For Sunday's three race GP14 Open, with Race Office Adam Deary in charge, the entry of 22 boats got underway on time from a committee boat start on a laid course of four laps of triangles and sausages.

Sunday Race 1

With the wind still up at F4/5 with occasional gusts of F6 the four laps were completed with Steve Thompson and Martin Boobyer from Poole ahead of Richard Ham and Charlie Cotter



Sunday Race 2

In a welcome reduction in breeze not exceeding a F5, the young bucks in boat 14253 (James Goodfellow and Richard Comes) sailed the four laps well to secure the win ahead of Richard and Charlie. Crucial results in Race 3 would now decide it all.

Sunday Race 3

On the same course of four laps with the wind slightly down a notch, Richard and Charlie crossed first with Colin Rainback and Barry Southam coming good as runners-up with the young bucks earning a third.

With the racing over by 2pm it was now back to the Club for the chance to relax with some drinks plus, courtesy of Emily, it was 'Burger Time' with all the profits going to Poole Africa Link Charity.

FINAL RESULTS

- 1st: Richard Ham and Charlie Cotter
- 2nd: James Goodfellow and Richard Comes
- 3rd: Steve Thompson and Martin Boobyer



Best Lady Helm: Mel Brown (above)



Best Youth Helm/Boat: Josh Duvalle and Ollie Hale (above with Steve Thompson)

Best Poole Bronze Silver Fleet: James Stafford and Carol Bendinelli

What is Marine Blasting?

The term 'Marine Blasting' refers to any media blast method or system that is geared towards the marine industry. With respect to leisure boating it is most often used to remove antifoul, it can also be used to prepare any substrate for subsequent coating systems such as antifoul primers or non-ablative coatings e.g. Coppercoat or silicone treatments but also to prepare for epoxy coatings.

In my experience of 22 years I will now endeavour to explain the methods and what one can realistically expect. I will base this upon GRP hulls as they are most common.

The method of blasting is not new technology at all, the use of a compressor to provide a flow of pressurised air mixed with an abrasive to remove coatings has been around for many years, over recent years it has been marketed as 'dustless' by various companies such as the Farrow System and various others, all

claiming new technology in order to attract custom.

The first, most important and indeed expensive item is the compressor itself, this must provide a high volume of air at 100psi. The operator must then use the correct size of blast nozzle to effectively utilise the airflow. The nozzle size allows the air and abrasive mix to be effective in preparing a surface, too small a nozzle means a small cone of blast that will take longer and will result in overblasting of the surface where the overlap on each pass of the cone overlaps the previous pass. An overlarge nozzle will result in a compressor working too hard and unable to provide sufficient airflow and pressure required to work effectively. Therefore a large compressor with a carefully matched nozzle and manageable cone of blasting with less overlap will achieve a quicker and better job....provided the operator is skilled in its use.

The second thing that can be confused is the pressure. With blasting, the pressure is set by the compressor (100psi) and the use of the correct nozzle as described above. As pressure to the nozzle is fixed by the compressor and the nozzle itself is not an adjustable device, the speed of the media decelerates as it leaves the nozzle in proportion to the distance travelled similar to a domestic pressure washer. We can therefore conclude that with any system it is the distance from the job that affects the abrasion rate in conjunction with the media selected.

The next important thing is the abrasive used, there are many abrasives available and they vary in grain size and hardness. For antifoul removal (which is a relatively soft coating) the hardness of the abrasive used is largely irrelevant, more important is its grain size. A heavy weight but fine abrasive (we use 0.2mm to 0.5mm aluminium silicate) will provide a high particle density to the airflow which will 'crack' the antifoul and release it from the substrate, a larger grain size (lets say 3mm) will not be as effective and due to its weight and kinetic energy at impact does not remove the antifoul so effectively and will damage a GRP hull. Softer abrasives such as SODA do not have the weight and are usually too fine to 'crack' the antifoul and will instead 'wear' the antifoul away. I have seen vessels that have taken literally days to do and the underlying gelcoat has been worn badly – defeating the object of using this media. Generally, SODA is used wet and as it sticks to the surface you often cannot see what you are doing as your face visor quickly becomes obscured with wet clag!

So, to recap, we need a large compressor, the correct weight and size of particle and a skilled operator to effectively carry out the job. Simple!



A recently blasted yacht.

Note: waterline scraped and the ground left clean

.....and completed with Coppercoat



So what about 'dustless' blasting?

Dustless blasting is usually the introduction of water to the airflow, it creates a wet mist that binds to the dust and can reduce the amount of airborne debris, unfortunately it also sticks to the sheeting that we have to use to contain the blast area and this will then form an extremely abrasive wet film that can grind and stain its way into your gelcoat topsides. It also sticks to the operator's visor restricting his ability to see what he's doing!

Dry blasting doesn't do this and if properly tented in only a minimal amount of dust will escape the tent. This dry debris will not stain and is easily washed off upon completion.

A dry blast is also a lot lighter and easier to clear up afterwards, wet sludge is heavy and where debris has to be removed from site this weight can quickly overload the operators vans weight limit which would add an extra charge to the job as a skip or Hippo bag would be required.

It was recently written that the company carrying out the process of blasting should give a written guarantee of the surface finish they intend to achieve. This is impossible to do and it is not always possible to preserve epoxy coatings due to their structure and age degradation.

When removing 10 plus years of antifoul there is no way of knowing the underlying substrate or hull condition or previous coatings. It may be a GRP hull with many voids which occurred during the manufacturing process, it may have an epoxy coating perhaps from new; this epoxy was only ever a solvent based primer to aid the adhesion of the antifoul and will be the thinnest coat possible (economics), there is no way on earth anyone can guarantee that it will withstand any form of blasting or meet a surface required for new coatings.

There are epoxy systems that may have been applied previously and under stringent conditions? Their resistance to blasting will depend on their age, type of epoxy, such as Gelshield 200 which requires seven coats with a day or so between coats. Can you guarantee that each coat was applied upon a truly uncontaminated surface, especially if you weren't there? In any case after ten years its effectiveness is seriously depleted and it may therefore be better for your hull to remove it completely and start again.

There are better solvent free epoxies such as Blakes SFE

(SOLVENT FREE EPOXY), this is thicker and is more resistant than other epoxies to blasting but again over time this will become brittle and through experience the coating may need to be removed.

So what can you expect?

You have the right to expect that a competent blaster will have the skill and intelligence to effectively remove the antifoul and the epoxy if it is too weak or thin to be useful for further service, though they will probably need to charge extra if this is the case due to extra time and materials required. A competent blaster will know where to stop blasting, as in a lot of cases the surface (once the antifoul is removed) will often be better prepared by sanding prior to coating. Sometimes the antifoul will blast off wonderfully and leave a surface that can be coated, but it also depends on what the coating will be. A good blasting company knows what is required, what is achievable and be knowledgeable of the intended coating system and what the likely surface preparation that will be required.

In summary, you should discuss your requirements with the blasting company, understand the risks and agree the best outcome for your hull in a partnership that will best prepare your hull for the coating system that has been selected.

I hope this explains the process clearly and helps you to decide whether blasting is for you. The alternatives at present are labour intensive, expensive or potentially hazardous!

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Doreen

During the 1990s, the R19 fleet would occasionally choose a course to 77 buoy (now WH5), which would entail passing the fleet of 1938 Redwings moored off Lake Pier. The Redwings were then used for corporate entertainment events, and moored amongst them was their committee boat, an attractive vintage launch with fore and aft cockpits and a central fully-glazed saloon. I often used to think that should I ever contemplate owning a motorboat (heaven forbid), then this would be the type of vessel that I would look for.

About three years ago, I came across the aforementioned boat in a corner of Lake Yard. The vessel was in a sorry state – the rain which was falling was emerging through the bottom planking with no apparent loss of velocity – but nevertheless I asked the late Robin Culpin to find out from the owner whether he was willing to sell the boat. Robin duly reported that the owner would indeed be willing to sell her, but a friend of his had asked for first refusal some years previously, and now wished to go ahead with the purchase. Although disappointed, I thought no more about it until about a year later, when I happened to be at Wareham Quay when the same boat cruised in and moored on the Quay. The new owner, a member of Parkstone YC, had carried out a magnificent restoration with glittering varnish, polished bronze fittings and teak gratings, and I immediately resolved to find a similar vessel.

A little research established that this type of boat is normally described as an 'Edwardian Gentleman's Saloon Launch,' one of the design criteria being that a gentleman may enter the saloon still wearing his top hat! One or two examples are still operating on Lake Windemere, but a few more are to be found on the Thames, particularly in the Henley area. It soon became apparent that if any of them were to be for sale, the broker would be Henley Sales and Charter, and I soon found myself at their Beale Park storage facility, viewing four launches. One was far too large, with separate areas for guests, skipper and cook! Another had been renovated to such a high standard that the price was prohibitive. Of the remaining two, *Doreen* had more beam and freeboard, a cambered foredeck and substantial coamings and therefore seemed the most suited to harbour conditions. After a cursory inspection I made an offer which, rather worryingly, was accepted immediately. I subsequently met the owner, Fred Carr, who had owned the boat since 1991, and was selling her due to declining health and a house move to the Cotswolds.

Doreen had been built of mahogany and pitch pine on oak at Brooke Marine in Lowestoft in 1913, but little was known of her early history until she appeared at an auction of 'River Craft and Ephemeræ' in 1991. Fred attended the auction and used the technique of "sticking my hand up until everyone else had stopped". He soon discovered that an unreliable engine and a bizarre twin shaft arrangement gave the boat a turning circle of "about 100 yards," but after fitting a new engine (Watermota Sea Tiger) with a single shaft, and 200ft of new planking to replace areas of wet rot, he embarked on a 27-year love affair with *Doreen*.

More surprising than the survival of this boat for 107 years is the



survival of the crockery that Fred passed on to me – a complete set of tableware made by the Fenton Pottery Company in 1913, each item inscribed with the name of the boat.

When a berth became available in the Haven in May 2019, *Doreen* was transported to PYC and installed in the boat park for a more detailed inspection. This revealed a hand-sized area of wet rot and open seams in the bottom planking through which the surface of the boat park could be clearly viewed! A bit of carpentry, lots of Sikaflex and two coats of antifouling later and it was time to risk launching *Doreen*. With two electric pumps and a bucket ready for action, the hoist lowered her slowly into the water, which soon appeared in some quantity in the bilge. An all-night vigil followed before the ingress slowed to a less alarming rate and it was safe to move *Doreen* to berth B66.

I spent much of 2019 working on *Doreen*, adding a galley with a spirit stove, a saloon table, a 'Henry Browne' brass compass (which is probably older than the boat), a vintage brass bilge pump and numerous other refinements. Whilst the maintenance aspects of the boat are demanding, there is a great deal of pleasure to be had from working on a piece of history, rather than a modern fibre-glass product, and there has still been time for trips to Shipstal, Brownsea Island and Wareham Quay with family and friends. The boat has been a great social success, popular even with people who normally dislike being on the water. There are limitations, of course, as *Doreen* is essentially a river boat, so days in the harbour have to be selective. Manoeuvring in and out of the berth is a challenge, which I hope to mitigate with a larger, balanced rudder. In the Wareham River, she is in her element, the beaver stern virtually eliminating any bank-damaging wash.

Overall, I concur with the sentiments expressed by Fred Carr about ten years ago, in an article for *The Spectator* – "If you're mad enough to buy one, you'll never regret owning an old launch.

Apparently there are two happy days for boat owners – one when you buy it and the other when you sell it – and I'm happy to say that I've yet to reach the second one."



Photos by Nick Churchill

PYRA On Tour

Day One: Quality over Quantity

A gale was whistling through the marina when we had our first briefing on Friday, 9 August at Poole Yacht Club. The fleet of fourteen yachts were supposed to start the next day toward Brixham, beating into howling winds from the west. Deciding to postpone the start by at least 24 hours, we all agreed to meet again on Saturday evening to form a plan. It was still brutally windy at the Saturday briefing, but there was confidence in the forecasted drop in wind strength and the skippers agreed to head up to the Solent on Sunday.

Only four brave (foolhardy?) crews of the original line-up made it to the start: *Addiction*, a Beneteau 40.7 (Rob, Kate, Matt, Cat, Claire and Carl), *Vento Novo*, a Dehler 29 (Brendan, Charlotte, and Geoff), *Shebeen*, an Albin Ballad 30 (Ken, Roger, and Jane) and *The Shed*, a Mini-Transat Pogo 2 (Rod).

Sailing across Poole Bay was very lively. We all finished in just over three hours. Rod's three horsepower engine on *The Shed* proved no match for the tide as he struggled up the river to our destination, Buckler's Hard. *Shebeen* came to his rescue and gave him a tow.

The Beaulieu River Harbour Master gave us five star accommodation on the events pontoon, strategically placed

close to the Master Builder Hotel and the Yachtsman Bar. We voted their showers the best on the south coast...if not in the world. Tonight was the first of the Royal Navy Tot Club of Antigua and Barbuda rum tot, a regular fixture when Ken and Roger come sailing. Roger gave us a (mercifully) brief precis of Royal Navy battles that took place over the years on 12 August after which we were allowed to down our tot of rum. After dinner the bar stayed open for several increasingly unruly games of Bananagrams and the card game Spoons.

Day Two: Fiddling with Spinnakers

The weather was unpredictable on Monday – heavy dark rain clouds scudded overhead releasing a lot of the wet stuff at the start, but the sun shone through later on, when the wind settled to a F2/3. Our fleet motored to Osborne Bay and assembled for a downwind start at 14:00. Most of the race involved tweaking the spinnakers with varying degrees of success. We stayed close together in the light winds and the three smaller boats regularly changed first position in the race. Our destination was Northney Marina on Hayling Island. On *Addiction*, we ran aground just outside the marina, not once by twice, much to everyone's amusement as they motored on by (but we got line honours!).

The day's rum tot was accompanied by some very delicious chocolate cake courtesy of Jane. At the Rum Tot, Roger delivered part one of the Operation Pedestal Trilogy, leaving us in suspense as to whether the plucky ships attempting to bring fuel and supplies to Malta in 1942 achieved their goal. Most of the crews trogged in the dark for twenty minutes across unlit roads and marshes to the local pub – the lengths sailors will go to get alcohol!

Day Three: Seals, Moths and Dodging Dinghies

Tuesday gave us a bright and sunny morning with another light breeze, which made motoring down Chichester Harbour such a pleasure. Seals were fishing and scores of dinghy sailors were racing in the sunshine. A foiling Moth sailor was trying out a new boat in front of the stunning Hayling Island Sailing Club, which Ken had designed when he was an architect. We teased him on channel 8 for creating such terrible portacabins (NOTE: which were not part of the building...).

Our race was a beat from the entrance to Chichester Harbour to the pier at Hythe Marina. Most of the rain clouds passed us by and we enjoyed beautiful views of Cowes Week boats racing and did our best not to scupper any of the races.

We had to negotiate Hythe Lock to enter the marina. This involved clinging onto slimy green ropes at the top off the walls as water flooded through the sluice gates. Downing of the Rum Tot was held on *Addiction* in the sunshine, during which we heard the next instalment in the harrowing history of Operation Pedestal. The tanker *Ohio*, on loan to the British Navy, was attacked multiple times, including with a direct hit by a Stucker. Once more, Roger

Playing Banagrams



left us hanging overnight, wondering how the story would end. After a short reprieve at the Lord Nelson in Hythe village we found a delicious dinner at The Thai Corner Restaurant where the waiter was clearly missing his vocation as a salesman.

Day Four: Rain, Rain and Yet More Rain

Wednesday brought bleak weather: there were 35-knot winds and persistent rain from dawn to dusk. Not surprisingly the fleet stayed tucked up in Hythe Marina for the day and barely felt a breeze. After a lazy morning, we wiled away several hours in the pub playing Bananagrams and being challenged by Roger's fiendishly hard quiz. The difference in the final scores was a mere 2.5 marks, with the victorious team winning on the basis of Rod's witty repartee rather than superior general knowledge.

After the rain cleared, the rum tot was held on *The Shed*

where we heard the finale of 1942's Operation Pedestal. Much to our relief it was a happy outcome: the *Ohio* and all the supplies were safely delivered to save Malta from the siege. To celebrate the happy ending, we played '*How many sailors can we pack into the cabin of The Shed?*' (ten). Dinner for all was onboard *Addiction* for a smorgasbord of delicacies purchased from the local Waitrose.

Day Five: Dodging Container Ships & Missing Marks

Thursday morning was bright and calm in the marina. Weather reports showed much more serious weather in the Solent. While sailing, *Addiction's* wind instruments showed a high of 33 knots true wind, although we more consistently had 20-24 knots. The run out of Southampton Water was eventful. Rod, on *The Shed*,



PYRA boats at Bucklers Hard. Left: Ken Morgan



was multitasking, simultaneously peeling his Code Zero, taking snaps of other boats and trying to avoid a massive container ship that we frantically pointed out to him via the radio.

Meanwhile, *Vento Novo* was storming ahead with its spinnaker beautifully trimmed. Unfortunately, they failed to round the mark and had to turn back losing much of the ground they had made.

Even with the high winds, Cowes Week racing continued in the Solent. Several racing fleets cut across us with their spinnakers up, which made for exciting fleet dodging. The journey did not take long, and within 2½ hours all four boats were together in sun drenched Lymington on the Dan Bran pontoon. *Addiction* was the location for the rum tot, during which we learned about the little-known Operation Dragoon in 1944, the successful landing of American and French forces in the south of France, involving dozens of allied warships.

Jane secured a group booking at The Kings Head, including spaces for the crews of *Smithy* and *Samphire*, who drove over from Poole for the evening. The hours passed quickly and stragglers stayed in the pub past midnight. Some had to be guided back by Jane as they were incapable of negotiating the town in pitch dark, remembering the code for the gate or walking unaided down the narrow pontoon. Ken was heard to say "I can only walk in a straight line if I go fast"

Day Six: Another Day for the Ducks

Friday was another lay day as once more the weather forecast

Soundings 2020

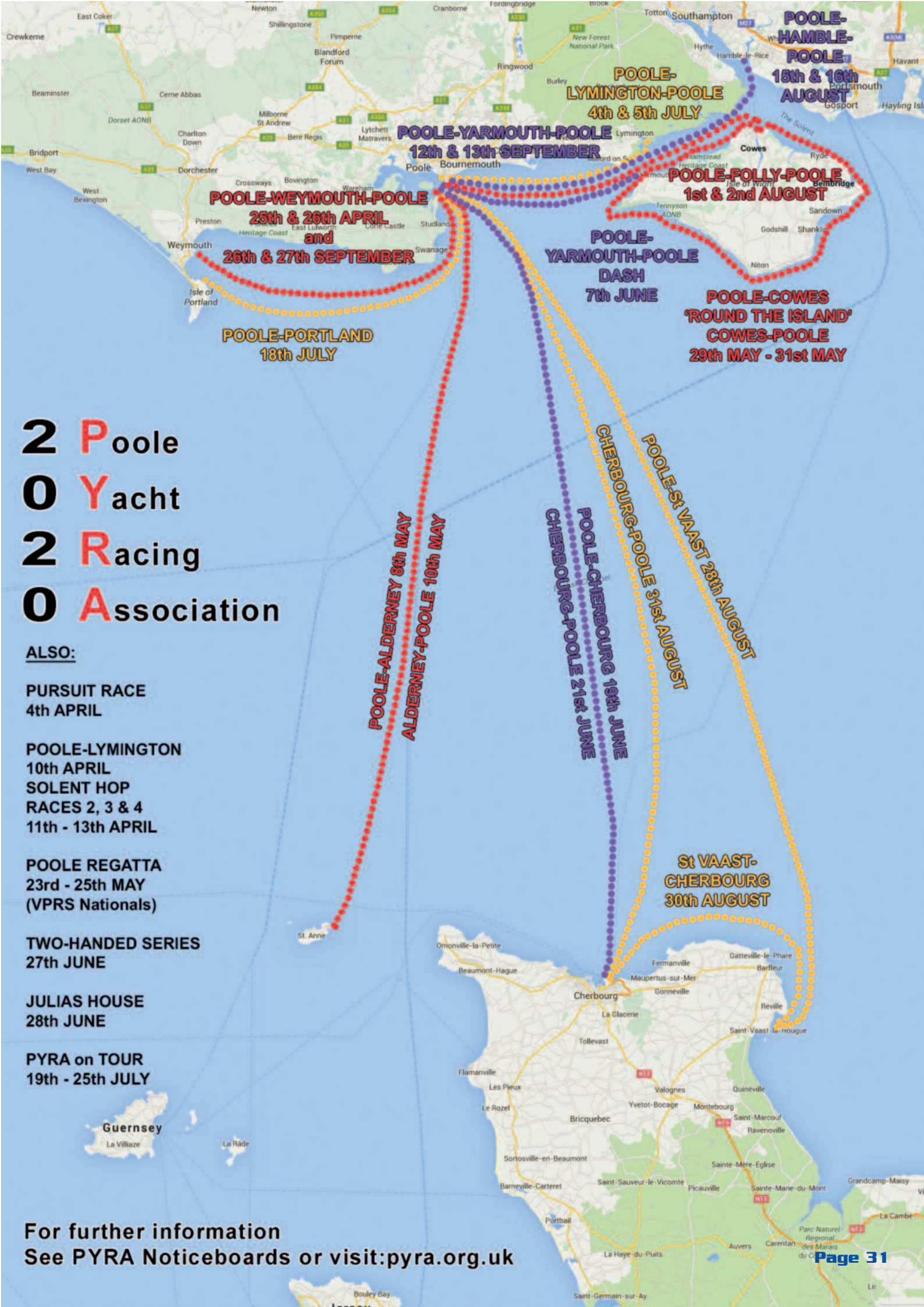
was appalling with strong winds and, later, rain. Hoping to make the most of the day, several of the crew started out early for the long walk to Hurst Castle via Keyhaven, finishing at the Smugglers Inn just as the heavens opened.

On *Addiction*, we spent the afternoon reading and playing more bananagrams and rummy until it was time to head to the Royal Lymington Yacht Club for the rum tot, this time with their best Pussars rum. The Royal Lymington very graciously welcomed us for the evening and delivered a delicious three course dinner. Afterward, we had our final rounds of bananagrams of the tour. No one ever kept score, so we could not award an all around prize. Eventually, we had to leave the comfort of the yacht club and battle the rain back down the long pontoons to the boats.

Day Seven: Tired and Happy

Our race start was at 12:pm. The start time was chosen to coincide with the tide, but unfortunately we also knew that meant we would have considerable wind over tide on the passage to Poole. Coming from WSW, the wind was a consistent 20-24 knots, with occasional breaks down to 18 knots. Even so, it was still warm and sometimes sunny, so when we got wet, we dried quickly.

Five hours later, we had our final Tour Rendezvous at Poole YC. Windswept and tired, but we were all very happy. It was a terrific week with good sailing, lovely people and great conversations.



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For further information
See PYRA Noticeboards or visit: pyra.org.uk

Caroline!

Charlie had lived in Brighton marina since his mistress bought him as a present for her husband Chris. Life was good for a few years for the little Snapdragon 21, Chris took loving care of Charlie and only went to sea in fine weather with a steady breeze. The marina was friendly too, plenty of other boats to share stories of past adventures out on the English Channel, North Sea and Thames estuary.

Charlie had been conceived on a drawing board in the offices of Thames Marine UK in 1970 and it wasn't until 1973 that Charlie popped out of the mould as child number 124; a bouncing baby of 998kg displacement and 6.4m long. Of course, he wasn't always called Charlie only being given that name when Chris adopted him.

As a bilge keeler, he had lived an interesting life and ventured up many creeks with and without paddles, powered by a 6hp outboard motor when the wind wasn't blowing. But in 2010, things took a turn for the worse for Charlie. His mistress had found a new lover, Chris found out about the ensuing affair and divorce proceedings were started.

Chris had paid Brighton marina fees through to March 2011 but because Charlie had been a gift from his wife, the memories he evoked were too much for Chris to bear so in October

Charlie was put up for sale. He was advertised on eBay at no reserve. Bidding started reasonably well but stalled at £900, with four days still to go on the auction.

It happened that Geoff, a sailor since he was taught how to sail as part of the activities provided at agricultural engineering college in 1969, was intending to buy his first yacht as part of his retirement plans and was browsing the boats on offer on eBay. Geoff had sailed dinghies for all of his adult life and his two children had enjoyed the water too. The children had grown up and were leading their own lives and more importantly, Geoff had got tired of swimming after dinghies which had decided that he was too slow on the gybes for their high performance and had thrown Geoff out once too often. So, he had qualified as a Yachtmaster in 1998 and had taken to chartering bigger boats with friends.

With retirement looming and a move from Kent to Poole Harbour being actively pursued because of the many happy hours spent on the water at weekends and during caravan holidays in the area, Geoff intended to buy a yacht.

That weekend, he arranged to travel to Brighton and view Charlie at his mooring in the marina. Geoff was stunned by what he saw. Charlie was being sold as a fully equipped, ready to



Leaving Brighton Marina

sail vessel. The engine was only a year old and probably worth £900 on its own. Everything was included in the deal.

The auction was to end on the following Wednesday evening. Those that know eBay auctions will know that all the action takes place in the last few minutes. The strategy seems to be to decide the maximum you are prepared to pay then input that with about two minutes to go. Ten years ago, the success of that depended on how your internet connection held up. In November 2010, Geoff's WiFi connection was good and a maximum bid of £1500 was put in. With 60 seconds to go, the bidding climbed to around £1200 then, as the seconds ticked away, it went up again. But Geoff's competitor wasn't quick enough and at the close, the sale was clinched at £1332.20. The yacht Charlie had been purchased.

Arrangements were made for the handover the following weekend. Chris left everything, he even donated the first aid kit comprising some plasters and an unopened bottle of French brandy, so essential for dealing with emergencies at sea.

The next four months flew by. There were exploratory voyages out of Brighton marina so Geoff could get acquainted with Charlie's equipment and to get confidence that Charlie would not let him down in the battle with the ocean's power. Charlie was strongly built and designed to be able to shrug off the waves which broke over his foredecks, without filling his open cockpit with water. In those few months, a firm bond was created between vessel and skipper.

On the morning of Friday 25th March 2011 Geoff arrived at Brighton with daughter Katherine for the voyage to Poole. Charlie had been provisioned for the odyssey, charts had been purchased, a passage plan drawn up for a three-day transit and the Coastguard informed. However, Mother Nature had other ideas. Who was this impudent mariner out for adventure? She'd show him; the weather was foul and the waves beyond the breakwater were treacherous.

It calmed down by early afternoon and the intrepid adventurers cast off. There was a strong sea running but once they got a few hundred yards offshore, the going got easier. But the corkscrew motion of making way up one side of the waves and

sliding down the other, running parallel to the beach got the better of Katherine and she threw up. Fixing her vision on the horizon and the old relic of Brighton Pier didn't help, so after several more stomach-emptying events for the poor soul, Geoff decided to make for Shoreham harbour. They got into the quiet waters through the lock and tied up for the night, having sailed for three ghastly hours.

The following morning the weather relented somewhat but it was foggy. Charlie and crew came out through the lock and back to the open sea, heading west. The going was much easier than the previous day, but the first mate was not comfortable. Ginger biscuits helped and she held it together until lunchtime. Despite the fog clearing and the coastline at Worthing becoming visible, there was no way that she could continue; she had to get off.

Littlehampton loomed but the tide was falling. The river Arun did its best to impede progress into the harbour with a three-knot outgoing flow, but Charlie's six horsepower motor purred strongly giving four knots in the opposite direction. Judicious use of the shallower water away from the main channel and Charlie's bilge keels allowed the welcoming visitors berth at Littlehampton Yacht Club to be reached without grief. After an overnight stay, Katherine abandoned ship on Sunday morning; Geoff would carry on alone.

Some helpful sailors in Littlehampton Yacht Club explained the best way to get around Selsey Bill towards the Solent. The local tidal flows are right to left sweeping round Pagham Bay and left to right sweeping round from Bracklesham Bay. These flows meet at Selsey Bill in the area known as The Looe, where vicious swirls and eddies erupt, and a lot of sand gets deposited. Channels are created through the ensuing sandbanks by the scouring effect of the dominant tides.

A mile off of the end of Selsey Bill there is a dog-legged channel where the sand has long gone on the land-ward side and rocks are exposed and sandbanks are created on the seaward side. The main marked channel where the Mixen light stands sentinel, is approximately a mile long and water flows through it in excess of five knots right to left on a rising tide and





Caroline being moved to the water, 2019

left to right on a falling tide. So, the trick is to get to that channel, which is some five hours sailing from Littlehampton, when the tide is rising and the flow towards the Isle of Wight is approaching its maximum. On Sunday 27th March 2011, that optimum time was 12 noon and Geoff left the sanctuary of the Arun river at 7am alone in Charlie.

There was a light wind and some early morning fog, but Charlie was able to make good progress. Clouds were building from the south east and the flashing light of the buoy marking the dangerous rocks and the start of the channel was spotted around 11.30.

Two other yachts were approaching the channel from the Outer Owers in the south east but the boiling water of the maelstrom around the sandbanks was between them and the southerly channel marker. The wind seemed to pick up and Charlie surged forward. Geoff had the engine running but steerage way was lost as the driving force of the water gushing westward through the narrow ravine that was the channel, gripped Charlie and carried him like a dervish at a terrifying rate of knots. The two yachts behind them were rapidly receding, still in the clutches of the sand banks maelstrom. Geoff was in the hands of the great sea gods, his life flashed before him and he shouted a prayer beseeching them to spare him from inevitable watery death, drowned in the deep of The Looe.

Through squinting eyes, stung by the salty spray from the bow waves, he could make out the Street and Boulder light buoys marking the end of the channel and where the lurking danger of the rocks disappeared beneath the waves. In the

distance another yacht was nearing the channel trying to head east. The crazy fool had not studied the tides; he'd be lucky to get very far any time soon. Geoff waved as he hurtled past westward and the flume spewed Charlie out into the Solent approaches.

The adrenaline rush of the last ten minutes took its toll and Geoff went below to make a cup of tea. The entrance to Chichester harbour looked inviting but the objective was to get up into the Hamble before nightfall. With work to go to the following day, he would have to moor up in one of the marinas until Saturday.

Hayling Island glided past to starboard as the Isle of Wight loomed up to port. Then the long haul west to the big deposit of sand, which is Bramble Bank, before turning north to Southampton Water. The sun was low in the west as the markers for the Hamble River entrance became visible. Charlie had done a brilliant job and was tied up securely before being left for the week.

Friday was a long time coming but it eventually did come, and Geoff made his way to Hamble that evening. High tide was at 6am on Saturday morning so the plan was to catch the flow out of the river and down into the Solent at daybreak. This would mean that the narrow channel between the end of the Isle of Wight and Hurst Castle would probably be reached with an incoming tide but that would have to be dealt with. It surely couldn't be as bad as getting around Selsey Bill running with the tide. The voyage to Poole was uneventful and Charlie was finally berthed in his new home at Rockley Marina.

Many happy hours were spent on the water with Charlie in the summer of 2011. He was fitted out with a new suit of sails. The main was adorned with a terrific green dragon, the emblem for the Thames Marine Snapdragon range. At the end of the season, Charlie was lifted out to have his bottom jet washed and his barnacles removed before being laid up for the winter.

Charlie's coat above his waterline was a faded green colour. That winter, Oxford blue paint and new transfers were procured. And so it was that the sex change occurred. Charlie became Caroline and emerged from the boatyard in the spring of 2012 resplendent in a new dark blue coat and bright red boot line.

Despite becoming a lady, she has lost none of her in-bred sturdy and reliable characteristics. She lived at Rockley until 2019 giving pleasure to Geoff, his family and friends on many exciting adventures. She has now moved to Poole Yacht Club with Geoff to begin a new chapter in her seafaring life.



Geoff's arrival at Rockley, 2011

Henio and Maggie



Henio and Maggie Firley sailed to Portugal and continued on to explore the Azores before heading back to northern Spain. It was a brilliant trip and they enjoyed most of it although they told Soundings that they had a few rough bits!

They saw a lot and said that the Azores were amazing. The wildlife seen was exceptional: whales, sharks, flying fish, shearwaters, terns, hundreds of dolphins and feeding frenzies, a whole different sailing experience. They enjoyed Spain and Portugal so much going back this year, fingers crossed!

Whilst at the Azores they painted a wall to show everyone:

"We were here!"

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Mirror Nationals

With a steadily growing fleet of Mirrors at the Club we were delighted to welcome the Mirror Class Association for the 2019 National Championships.

In preparation for the event the usual Wednesday evening training for the season included a Mirror National's Group, run by Sarah Agnew and Jackie Hale.

We were pleased to have nine Poole boats enter the competition with a total of 33 boats, including the reigning National Champions Chris and Daisy Fuller, ex-World champion Chris Balding and a two times ex-National Champion Dave Wade. There was even an international presence from Alle and Floris Roodbergen (NED) with their World Championship winning boat, equipped with a very Dutch orange spinnaker.



Final Leeward mark of Race six (last race of the championship) and the racing was very close.

Sunday was registration/measuring day and following Sunday lunch at the club Andrew Tate kindly organised a trip around the RNLI which was very popular, both with our own sailors and the visitors too.

On a bright and breezy registration day our team of dedicated volunteers valiantly cleared a section of the beach of an unusually large build up of weed to give the sailors clear access to the water the following morning. Monday and the wind had dropped but the beach was full of deep weed, again!

The first attempt at Race 1 was incident packed – it started in light, shifty conditions and following a left shift, the windward mark was moved to keep the beat true. However a further left shift as the leaders turned the leeward mark meant it was now a reach to the 'windward' mark, so the race was abandoned.

In the end all starts were made under a 'P' preparatory signal with one general and a few Individual recalls. The atmospheric conditions were very unstable, resulting in shifty, variable strength winds and a heavy shower during racing on both Monday and Tuesday. However with some great race management, Steve Thompson and his team worked hard to move marks to keep true beats, races the correct length, and minimal delays between the races.

After each days racing, everyone was changed and re-fuelled, followed by a post-racing debrief/masterclass by Chris Balding with input from Chris Fuller and Dave Wade in The Academy training room.

For the more adventurous younger sailors, Carlo Consolos and Katie Hooper organised 'Waterwars' with paddleboard racing, water polo and other games which were a great success.

In the evening there was a BBQ, live entertainment from singer, Grace Bland, and one of Emma Griffen's ever popular Junior Discos.

Six races followed over two days as the conditions picked up. The Predicted storm closed-in on the final race on Tuesday. Due to the extreme conditions racing was cancelled for the Wednesday to the relief of many of the sailors.



Our team of dedicated volunteers valiantly cleared a section of the beach of an unusually large build up of weed to give the sailors clear access to the water



The results;

- In the Gold Fleet, Chris and Daisy Fuller (Hayling Island SC) won the Rooster Mirror Nationals.
- Silver Fleet (U15) winners were Oliver Rayner and Imogen Wade (Yorkshire Dales SC) in 9th.
- Best local boat (U18) was River and Devon Green in 20th.
- Youngest crew was six year-old Gabriel Nichols (Chew Valley Lake SC).
- Youngest helm was 10 year-old George Lenney (Restronguet SC) in 21st place.

Adult helms with child crews dominated the top end of the fleet and racing was close.

The biggest fleet were Restronguet SC Pirates who brought ten boats to the Championship.

Prizes, were kindly provided by Rooster and Pinnell & Bax, were presented by Vice-Commodore (now Commodore) John Yonwin.

I am delighted to report the feedback from our visitors was:
"Great racing in the sheltered waters of Poole Harbour's 'Top Triangle' and the club were very welcoming and accommodating."

Well done to All those who entered and special thanks to our wonderful volunteers!



Best local boat U18 was River and Devon Green



Bronze fleet winners, Josh Du Valle and Leo Burnet

The continuing successes of Lucy

and Triple Mac

Lucy is an Olympian and four-time World Champion in Women's Match Racing – in the USA in 2010, Finland in 2017, Russia in 2018 and 2019 in Lysekil, Sweden. In 2018 and 2019 Lucy and her crew finished fourth at the Argo Group Gold Cup in Bermuda – a Grade 1 (Open) match-racing event sailing against the World's top male match racers. They are the only team for two years running in the event's 68-year history to make the semi-finals with a female helm and crew.

At Cowes Week Lucy was awarded the Slingsby Ladies Day Trophy.

Lucy was awarded the Yachting Journalists' Association MS Amlin Yachtsman of the Year award in 2019. She was named winner of the coveted title at a ceremony in Southampton.

At the British Yachting awards 2019 Lucy and Team Mac were awarded The Outstanding Achievement of the Year.

Lucy spent her early years either in the bottom of a YW Dayboat or over her father's shoulder when racing in Flair II, an MG335. She joined in with the Youth training as soon as her age permitted being pushed out from the beach in an Oppy. Lucy then moved onto the Mirror dinghy, initially crewing with Jamie Thompson then helming with other Poole Yacht Club members crewing, these included Nerissa Booth and Kate, Lucy's

younger sister. She was selected for the South Zone Squad and then the RYA National Sailing Squad. This involved a great deal of traveling to training events, Open meetings, National and World Championships. After becoming too old for the Junior Squad a change to the 420 dinghy was made and she, along with Nicky, her older sister, were selected to sail with the RYA 420 Youth Squad, which cumulated in the pair coming second in the 2004 420 World Championship in Australia.

The Melbourne 420 result triggered an invitation for Nicky and Lucy to join the GBR Olympic squad so Nicky decided to further her education at university whilst Lucy finished her A levels and started her Olympic journey, initially sailing a 470 with Julia Scott, a member of Parkstone YC.

Jim Macgregor told Soundings that the family's proudest moment was when all three girls won the 2018 Worlds together

Honorary Lucy

Wow, I'm delighted to have been awarded Honorary Membership at Poole Yacht Club. It's been such a surprise and a really special moment for me. Poole Yacht Club has been a huge influence on my sailing career and I feel very lucky to have such special memories of messing around on boats in Poole Harbour! The opportunity to sail with so many different people on so many different types of boat certainly helped the learning curve over the years and still does. From learning to sail on a Wednesday night to racing at international events with some extremely talented other club members, I've loved every minute and am looking forward to many more good times! Rosie and Amy, thank you for putting up with me and telling me where to go at the Worlds! Nicky, Kate it's been incredible sharing success with you and I can't wait for our next triple Mac R19 race on a Tuesday night. Mum, Dad, couldn't have done it without you, thank you for guiding me along the way and driving me round Poole to go sailing for so many years....sorry it turned into driving me around England then overseas! Finally, huge thank you to everyone at the Club for your support over the years. So many people have helped in so many ways including Wednesday night training as a kid, Commodores' Challenge training in Youth, support throughout events and tight racing against you in the harbour. Your help and support really does mean a lot, thank you. Lucy



Lucy and Kate on duty during the Commodores' Challenge. Pictured by Mike Millard

The YJA MS Amlin Yachtsman of the Year Awards Gala Dinner



Lucy Macgregor with MS Amlin's Keith Lovett at the YJA presentation evening

Yachtsman of the Year!

In 2005 Lucy applied and was successful to become a crew member with Shirley Robertson two times Olympic Champion and Parkstone YC's Annie Lush, sailing in a Yngling. The Olympics was not to be at this stage and then the Yngling was dropped from the Olympic programme.

As soon as she was able to Lucy started participating in match racing. Initially joining in the Commodores' Challenge at Poole and then attending national regattas, the first being in Plymouth with Nicky and Karen Greenland crewing. Lucy kept up with her match racing as much as she could and was delighted when match racing became an Olympic discipline.

She formed a team with Kate and Annie and they went on to represent Team GBR at the 2012 Olympics. The discipline was not continued after 2012 but Lucy continued to participate in match racing on the International Circuit. She was delighted to be World Champion with other Poole Yacht Club members alongside her including Kate, who has been a three-time World

Champion, Nicky, Rosie Watkins and Amy Sparks have also contributed to and shared in the success.

After a further Olympic campaign in the Nacra 17 catamaran Lucy was headhunted by a construction company and for the past four years has fitted her sailing, including World Championships, into annual leave and weekends.

Nicky, Lucy and Kate (known as Triple Mac) are all integral to an all female team on a Cowes-based quarter tonner, which is always at or near the front of the fleet and has won the Quarter Ton Cup more than once.

Lucy has sailed at Poole YC throughout her life and continues with sharing R19, Rubber Duck, with her sisters and cruising on Flair V with mum and Dad, Chris and Jim. She has been as proud of representing Poole Yacht Club as we, the members, have been proud of her and her team in showing our burgee around the yachting world.

Hobie 16 Sailing



at Poole Yacht Club

By Hazel Beard. Pictures by Mike Millard

Ever since the Hobie 16s were welcomed into Poole Yacht Club two years ago there has been a steadily growing enthusiasm for Hobie 16 racing. Due to requests from various Hobie sailors around the country we decided to organise a Hobie 16 National Championships at the Club in 2019. It seemed fitting as the very first Hobie 16 Nationals ever held in the UK was held at Poole Yacht Club 42 years ago!

The Hobie Nationals 2019 was a fantastic sailing event thanks to a combination of perfect twin trapeze sailing weather and the fantastic team of volunteers from Poole Yacht Club who helped to deliver a great regatta.

18 crews attended with some travelling from as far as Aberdeen, other talented Hobie sailors joined the regatta from the Royal Channel Islands Yacht Club fleet in Jersey and there were also five boats from the local Hobie fleet at Poole Yacht Club. The regatta attracted a variety of ages of both crew and boats, with some of the senior crews and boats scoring some of the top places in races throughout the regatta. Proving that a well maintained and well sailed Hobie 16 of any age can perform in this International One Design class. After three days of almost constant wind (blowing between a force 3 and a force 5), the event ended with Andrew Boyd and Kim Troll, from Aberdeen, as the winners, second place went to Mark Farrow and his son Johnny and 3rd to Poole sailors Jacobo Miquel and Thomas Clayton.

Sailors from the event and Club members really enjoyed the

live music from the Andy Lewis Band. Thanks to the event sponsor Wildwind Holidays for suggesting (and paying for) such a fantastic band. Simon Morgan who runs Wildwind Holidays recommended Andy as he plays regularly over the summer months at their live music nights out in Vassiliki, Greece, and he is really popular with the Wildwind regulars. The same band were booked to return for this year's event and all Poole Yacht Club members were invited to join in however the universe had other plans!

Unfortunately, the COVID crisis has meant that the regatta for May 2020 has been postponed, we plan to reschedule this event as soon as possible.

The Hobie 16 catamaran

The Hobie 16 has been available for 30 + years so there are plenty of Hobie 16s out there, which means that they can be bought for a very affordable price. The International One Design class ensures that it's all about the sailing and not about whether you have the latest boat or some expensive tweak. Aspiring youth sailors who would like to develop through to Olympic multihull sailing need a realistic starting point without spending £25k+ on a foiling catamaran. Many of the World's top competitive multihull sailors learned their trade on the Hobie 16 and more recently some started out even earlier on the Hobie Dragoon which was designed to start youth cat sailing from eight years old. Hobie sailors get the chance to join in with a number of well attended International events including the Hobie Europeans and Worlds. In the UK the British Hobie Cat Class Association has reformed and is planning regular events around the country to support the class.

At Poole we would love to copy the example of the fantastic Hobie Cat fleet based in Jersey at the Royal Channel Island Yacht Club. The success of this fleet is largely due to the enthusiasm of Gordon Burgis, who organises regular racing and training events for the Hobie 16 and the youth training fleet of Hobie Dragoons. The fleet in Jersey numbers over 50 Hobie Cats, which is mainly made up of Hobie 16s but there are also about 10 Dragoons and some Formula 18 Hobie Tigers and Wildcats. According to Gordon his success out in Jersey can be attributed to getting the youth sailors involved in the excitement of catamarans right from the start. *"Youth is the answer! Get them interested and train them up."*





Hobie Sailing in the UK will also be strengthened by the formation of a new and enthusiastic Class Association. In March, at their first meeting at the Poole Yacht Club, the Class Association nominated their new president, last year's Nationals winner Andrew Boyd. The rest of the committee are made up of Poole Yacht Club Members: Hazel Beard (Hobie Cat Class Association Secretary), Aaron Agnew (Class Captain at Poole Yacht Club) and Simon Keen. Other members include Gavin Luxton and Alex Reilly (Weston SC and Netley SC respectively). Plans for the future include setting up training and racing events at other clubs as well as putting in place incentives to get more youth sailors involved.

Hobie Open Day at PYC

In March we invited interested Club members to come and try out a Hobie, the event was a big success with around 16 sailors from the Club getting out on the water to try Hobie Dragoons and Hobie 16s

If you would like to get involved in Hobie Cat sailing at the Club, Hobie racing events or you would just like to try a boat, get in touch with Class Captain Aaron Agnew or Association Secretary Hazel Beard.

Contact Details

Hazel:
hazel@shorething.co.uk
Aaron: aaron.agnew@live.co.uk



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Owning a Boat!

In 2008 Debbie (my Wife) and I decided to part exchange our Aquador 23' hard top powerboat, for something larger and – slower. We purchased a Jeanneau 32'i, new from Sea Ventures at the 2008 Southampton Boat Show. We collected her from Hythe Marina. in December, 2008. Now I just had to remember how to sail! I passed my Day Skipper/Watch Leader in 1979. With a steady north wind, we had a great sail to Lymington Yacht Haven.

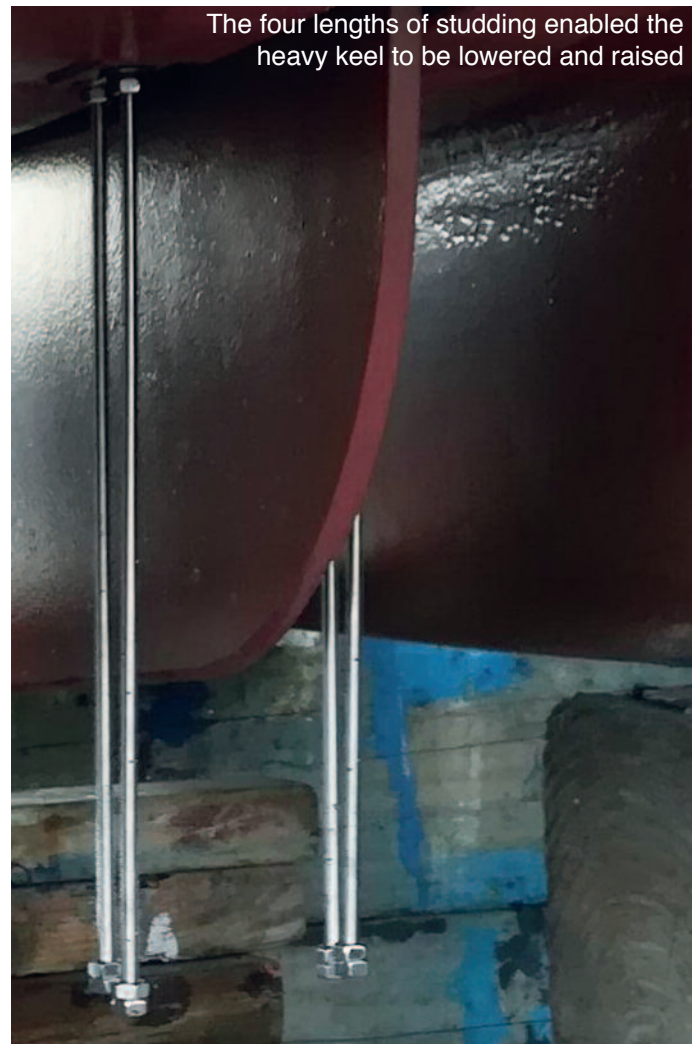
The following day was not so kind and, with the need to get back to Poole, the engine was given a good run in. It was so cold after being used to an enclosed motorboat with heating from the engine and 2kw of diesel heating as well. The following week was spent getting to grips with our new vessel. She is one of the few with the triple keel configuration, the centre one being a lifting swing plate. I knew that ten years down the line that this would need to be removed and all the parts inspected, repaired and/or replaced.

Jump forward 10 years and here is the tale of such a large and heavy task starting with the list of jobs to be done:

- Have 20 layers of antifoul removed.
- Fit a new 2" seacock to the holding tank.
- Take the 70-kilo swinging keel out.
- Clean and polish the propeller and shaft.
- Change 3 anodes.
- Copper Coat the boat.
- Go up the mast and re fit the Raymarine wind speed indicator, after being repaired.
- Fit the sails, lazy jacks etc.
- Anti-foul removal.

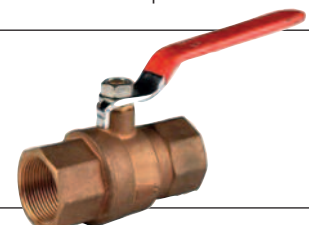
The thought of having the hull shot blasted worried me so I had it scraped and sanded ready for Interprotect and copper coating. Thanks to Josh for all the scraping, sanding and applying the Interprotect. The seacock was in a cupboard under the heads sink so off with the door. After failing to undo the seacock with a spanner, it was out with the multitool. This enabled me to cut a slot in both ends of the pipe and, remove it. Now I could cut through the majority of the seacock but, I still could not unscrew it. It was obvious that it was held in place with thread lock so, I called Mike from Purbeck Marine who, with the application of heat, soon had it removed. He then fitted the new one, again using thread lock. Thanks, Mike, for such a speedy response. (see below for correct orientation when fitting your seacock). Leaving me to fit a metre of 2" pipe. Out with the wife's hairdryer to get enough heat to enable the pipe to bend. I still have the scars from the pipe fighting back but, I won.

When fitting a seacock, it is good practise to fit the ball valve side to the through hull/skin fitting. There is a join on the other end which could work loose and leave you with a big hole. You can tell which is the wrong end by the join on the large diameter section. Thank to Mike at Purbeck Marine for the information.



The four lengths of studding enabled the heavy keel to be lowered and raised

Next: time to remove the swing keel and lifting gear. As the keel weighs in at 70 kilos and the bolts holding it only 75mm long, I needed a way to lower it and raise it back into place. The answer was to take one bolt out at a time and replace it with a 500mm length of 10mm studding with a nut and washer to 'wind down' the keel. Once this was accomplished, I could then open the watertight hatch in the main cabin to get at the pulleys and shackles. Once the shackles were removed, I could then remove the pulley under the boat, which enables the Dynema line to raise or lower the keel. All that was left was for Debbie and myself to wriggle the keel out from under the boat. The shackles needed replacing but the pulley and hinge pin were all in good condition. Not so the swing keel, this needed to be replaced. I contacted Sam





The splendid new keel all ready to go

at Sea Ventures, who was very helpful. Within a few days I received a PDF of the keels and their associated parts from Jeanneau.

Debbie and I then had to lift the keel into my trailer and, take it to Martin at Hayeswood Technical Services, Hamworthy. A week later we collected the new one which Martin had waterjet cut for me. Next was a 110-mile drive back to Regal Engineering in Witney, West Oxfordshire, to have the corners ground round. Then back on to the trailer and off to Cassington for shot blasting.

At home we wiped it clean with thinners and applied four coats of Interprotect on one side allowing 48 hours to pass before turning it over and repeating the painting.

Poundstretcher proved to be the best place for measuring jugs – four for £2. Two days later and on with the Copper Coat, five coats are recommended. We weighed the copper on the kitchen digital scales and divided it into 10 equal amounts. We found that the measuring balls that we get with the Fairy non-bio washing liquid have the right scale on them 50ml, for the hardener and resin. The measuring cup you get with cough mixture etc., has a 5ml measure for the thinners.

After completing one side we then had to wait four days before turning over and, repeating the exercise.

Whilst this was going on Harry Copper Coated our boat. After five days the boat was lifted and the wooden blocks moved so that the remainder of the boat could be completed. Now the tricky bit. Debbie and I had to lift the new keel back into the trailer. 14mm mild steel plate is not available in the UK so Martin had it made from 15 mm – now the keel is even heavier! I wrapped the keel in new carpet and luckily my son Craig turned up. With his help we got it on to the trailer. As an aside when towing a trailer, if the car breaks down and you have breakdown cover, no problem but if the trailer fails then this is not covered by your policy. I took out a horsebox, break down policy. £55 per year. Just as good as the RAC etc., but solely for trailers.

Now my lovely new Copper Coated keel had to be put back into the boat and not be damaged. I asked my good friend Steve Lacey, if he would help us and he did. With blocks either side to stop it

WindRush proudly shows off her new bottom



falling over, we slid it under the boat. Next we fitted the new Dynema and, shackles. Then the hinge pin and retaining plate to the keel. Put in the studding, screwed this into the boat and then started the long and arm-aching task of winding up the keel. Oh I just remembered now that the keel is 15mm thick and another 1mm of paint and Copper Coat. I had to file the faces of the 30mm diameter anti twist bushes to fit the new keel. After an hour and a half of winding the keel was now in place, just got to change the studding for new bolts. The keel is 2134mm long, 457 mm wide, 16 mm thick and – HEAVY!

Now the scary bit – THE COST:	
New keel including, cutting, welding on two bushes, turning and fitting the nylon bush.....	£465
Grinding the radii	£60
Shot blasting.....	£100
Shackles x 3	£12
Dynema	£65
2" Seacock	£65
Fitting of seacock.....	£10
2" diameter pipe x 1000mm long	£11
Interprotect: 750ml x 3.....	£111
Rollers, handles and trays, for the Interprotect	£15
Measuring Jugs	£5
Tack Cloths.....	£12
Copper Coat including rollers, handles and, trays	£875
Boat. Scrape and sand	£730
Painting of the Interprotect to the bilge keels.....	£150
Applying the Copper Coat ...	£500
10mm studding: 500mm long x 4, nuts & washers.....	£12
Crane out, Jet wash, lift and reposition to complete the Copper Coating, relaunch....	£400
Wind speed indicator repair...	£80
Total.....	£3,613
Plus the travel to and from Witney, our time, petrol,etc. etc.	

Such are the joys of boat owning! Does it ever stop?

On Sunday 2nd June, after fitting the sails, we thought let's go for a sail. Debbie reminded me that the GPS needed a software update. Turn on the GPS and check all is working, oh dear the GPS does not recognise the radar. Let's do what all computer technicians do, turn it off. Turn on, upload the new software, restart the GPS and, bingo, all is good.

Now let's go sailing. After 45 minutes sailing, I called *Moondance* who were making their way back from the Solent. The GPS alarm came on with a low voltage warning 11.2 volts. On with the engine, which has its own battery. On return to PYC out with the multi meter and toolkit. I have 2 x 70-amp hour batteries in parallel, disconnect one at a time and see what we get. It looks like the five-year-old Halfords leisure battery is discharging at an alarming rate. Off to Halfords in Oxford. They could find no fault on the machine but, with just the LCD screen on the voltage was dropping. £69 pounds later I now have a new leisure battery. I hope that this will be the answer to the problem.

One week later and back to Poole. Fit the new battery, test the system under load, Yes! We now have a 10-year-old boat that's a good as new!

Bikes on Board?



Richard on the Pont Albert-Louppe above Brest

What are the items that add the most to cruising? A question that will generate a lot of discussion amongst sailors. For many years now we have regarded our bikes as a great asset. Having bikes on board has given us a much bigger area to explore as well as providing a useful means of transporting provisions! When we originally purchased our bikes, we had looked at many different options and having tried out both sizes decided we much preferred bikes with 20" wheels rather than 16". The larger wheels seemed better at coping with unmade roads and gravel tracks.

During our summer cruise of 2017 we visited the North Brittany port of Trebeurden. In common with several marinas they have bikes available for visitors to use free of charge (some harbours require a security deposit). The big difference was that Trebeurden had some electric bikes. They were not of a design that would be useful on a boat as they were large, heavy and cumbersome but were a revelation.

Anyone who has visited Trebeurden will know that it is an uphill trek to the supermarket. The electric bikes handled the hill with ease and we then headed out to cycle round Ille Grande – all before lunch. So the decision was made to investigate the possibility of getting boat friendly electric bikes when we got home.

The e-bike market was already taking off though there were few folding models available. As we had experienced the difference in riding of similar ones when we bought our original bikes we wanted to be able to ride the bikes before committing. That proved to be quite difficult as although we found people who were happy to supply the bikes to order, they didn't have them in stock. We resorted to phoning every bike shop in the area and the only ones which we could try were at Halfords. Not only did they let us try one out in the car park they told us to take it home and give it a proper trial (on hills). I had taken a small magnet with me to check how much of the bike was likely to rust. To my surprise not only was the frame aluminium but the wheel spokes were stainless

To be compliant with UK law e-bikes can only have motor assistance whilst pedalling, have a maximum speed of 15.5mph and maximum power of 250w. There are some bikes that exceed some or all of these but technically they should not be ridden on designated cycle paths and should be registered for use on the road! The same rules apply when riding in Europe.

We have now had two seasons with our bikes and they are brilliant. We had got to the point (age!!) where we were limiting our rides to relatively flat routes. Now we are able to go where we want though this has led to some interesting moments as we get low on battery because we have gone too far. The useful range is about 25 miles but if you do run the battery down you still have a conventional bike. Some of the rides we have done that we wouldn't have attempted before are from Yarmouth to Niton or out to the Needles Battery, from Portland Marina out to the lighthouse, to Ryde from Cowes, to Cancale from St Malo and out to ilot Sainte-Anne from Roscoff. So for us the bikes are an important part of our cruising.



Welcomes You

In 2019 we welcomed 109 new members and on behalf of PYC and the Membership Committee can I firstly take the opportunity to say hello, welcome and thank you for choosing Poole Yacht Club.

I can remember only too well, as if it was yesterday, my initial few months at the club. My family had just relocated from Kent and none of us had any idea how to sail, even less about rigging a boat, but it seemed a good thing to do now we lived by the sea! ... Yes, we were the stereotypical *'all the gear no idea'* family... that was 10 years ago

I can honestly say it was, as a family, the best thing we could have done. As I reflect on those early membership years what could I have done differently and what would be my top tips for a new member?

1. Volunteer

This I am aware this is a recurring theme, but it is so true, and is my Top Tip. I have a husband who basically put our names down for everything... bless him!!! I can remember my first duty in the Race Hut with our now Commodore, John Yonwin, and crikey it was a true case of how NOT to win friends and influence people. I didn't know any of the dinghy classes and as I am terribly short-sighted reading the sail numbers was a bit tricky, a disaster as you would imagine. Miraculously, I had a fab afternoon and learnt so much about the dinghy classes, racing and most importantly people's names and faces.

Meanwhile my husband was getting involved with Night Watches and RIB duties. He used to be buzzing when he got home or off the water, desperate to share with me a new bit of info he had found out from his RIB or Night Watch buddy.

2. If you don't know Ask

We all remember what it is like to be new in a Club and how many things there are to learn. The Membership Committee have been working hard to improve the information pack that you should have received and if you have any feedback about the joining process please let us know. We do organise several new member events to answer questions and allow you to meet fellow new members and these seem to be well received.

However, please don't think you have to wait until these events, just ask. The Office staff can point you in the right direction or, if the Office is closed, Jack and his team behind the bar are great and will know who to introduce you to.

3. Keep in touch

We appreciate that everyone has their own personal choice of how they prefer to communicate. We are working hard to ensure that the Club has enough consistent information available about 'What's On' across its Facebook page, the website, via emails and on the Club notice boards. Again, there is a team of volunteers behind the Club's communication so please be patient with us and please take time to read these notices, there is so much going on you wouldn't want to miss something.

4. Buy a boat

I don't mean a cruiser; I mean a dinghy. We as a Club are incredibly fortunate to have several boats that members can hire. This is a great facility and enables you to ensure you like

sailing. However, once you have the bug buy your own dinghy. It means you know you always have a boat to use, how it is rigged and where all the 'bits' are! Yes, it can be a big investment, although it doesn't have to be. Over the years we have owned a selection of dinghies and, as the children have changed classes, the boats have been sold on, usually within the Club. Each time we have got our money back – before reinvesting in the next boat! Again, if you don't know what to buy or what to look for when buying a boat there are heaps of people around that can advise and help you – they are generally known as your Class Captains.

5. Be Social

The club have a fab team of people organising events throughout the year. If you are worried about not knowing anyone then bring along a friend, they too might like to join the Club or mention when you buy your tickets so that this can be considered when organising any table plans.

Even better come along on 'Friendly Fridays', the clue is in the name! If you don't have a boat don't worry, we haven't left anyone behind yet. It is the most eclectic group of sailing boats out on the water and the age range spans the whole spectrum of the Club. After a sail we gather around the BBQ to chat and exchange stories. Please come along and join in even if it is just for the obligatory burger and pint. If you see a group of women in grey sweatshirts with 'Laser Ladies' written on our backs, we are NOT a clique, please come and join us ... We love to talk!!!

What would I do differently? There is only one thing I can think of and bizarrely that is:

Go Sailing!!

I have been a member for 10 years but have only really been sailing for the past four years. I was the typical mum that stood on the slipway, knew the theory, could rig and launch a boat and was even able crew BUT I couldn't actually sail. The Club then started to introduce training courses to encourage members to learn, gain confidence and get out on the water... the rest is history. Who would have thought 10 years ago that I would be able to sail my boat across to Lymington with my daughter and a fellow Club girlfriend, thanks Jacky!

If I can do it then anyone can but it does help to do the appropriate courses. Completing both my Practical and Theory Day Skipper courses with Poole Sailing all helped to boost my confidence and knowledge of sailing, plus some fab sailing weekends away in the process.

I hope that this will help you and once again Welcome, you have joined a fantastic and very friendly club!

See over for more info on
Volunteering >>>>

By Brian Snelgrove

Volunteering Makes Our Club

We are very fortunate at Poole, we have a great Club and we run a lot of activities. This is all possible because of our volunteering members and teams.

There are multiple sailing activities between March and December.

- Mondays and Thursdays are our long established dinghy racing evenings.
- Spring and autumn offers Saturdays adult dinghy racing and during the summer there are the club trophy races.
- Wednesday evening is Youth Training, this is a great evening for the youngsters and it is very sociable for the volunteers too.
- To these we are adding Thursday Youth Racing to encourage the transition from Youth Training to adult racing. On Saturdays we are also trialling on-the-water starts for the Laser and Aero fleets.
- There is of course the Annual Regatta and we also organise open events for our own, and other, national classes.
- Cruisers race on Tuesday evenings in the summer and Sundays in the spring and autumn/winter
- There is also regular social sailing for dinghies on a Friday for those who do not necessarily want to race.



In the middle of the season we have activities seven days a week. This takes a lot of volunteers and in the most part we achieve this without having compulsory volunteering.

Shore-based Night Watch and on-the-water security also requires a lot of volunteers. These activities are very much to be seen as a deterrent. We have communication channels to the authorities and if a member observes any suspicious activities they call the appropriate number. We do not want members to intervene. It is really quite easy, you, and your duty partner, occupy the Haven Office and walk around the property, at random times, with high-vis jackets and torches. Your duty can be for a couple of hours or as long as you wish.

We are just about covered for volunteers, but this is often by a few people that are doing a lot of duties, many more are required to share the burden. Remember, if you have a berth or a dinghy in the yard, it is your property that is being protected so please volunteer. We really want to avoid having to introduce some degree of compulsion.

Add to this the extensive social activities with Quiz nights, talks, Films Nights, Dinners, Dances and much more. There are many individual section, class-run and PYRA events. Too many to list here, but all need volunteer assistance.

We have full time staff that organise all the professional and administrative tasks. However all the rest are run by our wonderful volunteers – they make it happen. It makes our great Club what it is. The racing needs in the order of 250 volunteers, security needs nominally 700.

So a big *Thank You* to all of you that do volunteer, but we need more. Many of our volunteers are getting older, some do multiple

duties, there are holiday slots to fill too. Adult racing is progressing well this year but we still need more reserves to cover a few duties and holidays. You can sign up to volunteer on-line at our website and, if you feel you can help, please sign up now:

www.pooleyc.co.uk/volunteering

There is also a link to DutyMan, the package that we use for rosters. There are guides on how to volunteer and some of the processes including a DutyMan Guide.

The main sailing recruiting season is November and December for the following year. Volunteering via the online form greatly helps the volunteer organisers do their work. Perhaps I should explain, there is a seven strong volunteer organising team. Each year we organise the volunteers into working teams. This takes a great deal of time. It saves us a lot of time and greatly simplifies our task if you fill the online form each year

We do appreciate that our processes have some shortcomings and the Club is working to improve our IT to help.

If you need training we can help. We run RIB Assist Courses so that you can crew on the RIB. PB2 Courses to learn the driving skills and Safety Boat Course for learning rescue skills.

For the Race Hut we offer Race Hut Assistant Course and Club Race Officer training. This is in addition to the other training offered by the Cruising Section.

In conclusion, volunteering is more than just doing a duty, it is a great way to meet new people. It is a big part of what turns our Club into a community.

Please visit the website for more information or contact: volunteerteam@pooleyc.co.uk or nightwatch@pooleyc.co.uk



Commodores' Challenge

Pictures by Mike Millard and SailingScenes.c.uk

The whole event started back in October for me and the rest of the youth team at the Wednesday night Youth and Junior prize-giving, this is when we met the new faces that were going to take the place of the past members who left us the year before.

Since October the guys on both Beluga and Tarka worked relentlessly so that the boat was sailing at its best. I was fortunate to be able to dip in and out, therefore giving me time to sail my Laser at the World Championship qualifiers, squad training and Christmas regatta in Palamos Spain. Due to the hard work and determination from the coaches to the sailors it allowed us to be in the best possible place going into race day with the best chance of retaining the challenge victory.

The day was here and it started with some coffee and Danish pastries provided by Poole Yacht Club before the main briefing, which was run by the umpires. During the briefing the starting boat and end were selected by the toss, which we won. We selected the starboard end (the favoured end) leaving Parkstone the choice of boat: they chose Energy.

On the way out to the race area to watch the alumni event it gave me and the rest of the team a chance to look at the boat speeds of Beluga and Energy which, this year, was very similar thanks to the new set of sails from Kemp Sails, these were provided so that the boats were equally matched on speed leaving the racing as close as possible and to leave it down to the teams to make the boats go fast and to perfect their boat handling to make the difference. The alumni finished the best of three, with team Poole taking two wins with Joe Cross at the helm giving them the win overall.

Soundings 2020

Race 1

The nerves disappeared as the prestart horn went and race mode kicked in, off the line both teams were equal with Poole to windward and Parkstone to leeward but slightly bow forward. Once we wound the boat speed up we slowly edged ahead giving us control of the whole race and never looking back. First blood and a confidence boosting buzz throughout the crew.

Race 2

The prestart was even by both teams as we were fighting it out. The start gun went and we were both over the line, forcing us to both go back and recross the start. This error led to Parkstone getting the first advantage in this race, which allowed them to lead around the windward mark. Down the first run Poole were closing by the second using the tide to our advantage but as we approached the leeward mark our spinnaker pole was jammed in place causing us to sail an extra ten boat lengths past the mark giving Parkstone an easy ride to the finish.

Race 3

This race began with Poole gaining a penalty on Parkstone which then unfortunately led to early contact in the prestart during a tack inside Parkstone after a dial-up where we gained our penalty. This caused the early Parkstone penalty to be cancelled-out making the race even again. Poole won the prestart after holding Parkstone up above the committee boat but they were not down and out. During the first lap Parkstone pushed us all they way trying to force an error, but that never happened. Working flawlessly as a team the second race win came.



Race 4

The prestart was a simple drag race to the line that ended with Parkstone bow forward and to leeward of us, Team Poole, to windward just like Race 1 had started. Nailing our boat set-up gave us superior height and speed with the trimmers working hard in the slightly increased breeze. This allowed us to have a simple race to the line and the overall challenge win!

I'm so fortunate to have been given the opportunity five years ago. Starting out as a tactician, then moving to trimming to then get my first opportunity to helm in my third year before trimming again, until this year which is my last year when Steve gave me the chance to get revenge and put the demons to bed.

I would like to thank everyone that has been involved over the past five years but especially Steve Thompson (the mad boat owner) for letting us match-race his boat year in, year out. I'll be back next year helping the guys out, hoping to make it three wins in a row.

The crew (from back to front)

Helm: Angus Kemp

Left Trim: Ollie Hale

Right Trim: Harriet Watkins

Main Trim: Tom Clayton

Pit: Millie Whitaker

Mid Boat: Becky Russell,
Beth Pryor & Amber Hale

Mast 2: Josh Duvalle

Mast: Tom Cluett

Bow: Toby Griffen

See over for Alumni report and
Angus Kemp's other successes >>>>



Alumni Event

To celebrate the 25th anniversary of the Commodores' Challenge an additional challenge, between teams made up of competitors from past crews, was arranged as a curtain raiser for the main event. As a member of the team for the first ever Challenge Steve Davis was given the unenviable task of putting together a team of ten.

A few weeks, and a lot of phone calls, later Steve successfully pulled together a team that included competitors from the full range of crews over the history of the event, with two members from the first team as well as one of the 2018 winning team.

After a successful training day, with some practice races against the youth team in the afternoon, it was time for the main event on the 28th December (No wind on the 27th). At the briefing we won the toss and chose to start the first race of the best of three series at the starboard end with the Parkstone team, helmed by Sam Pearson, choosing to sail Energy for the first race.

Race 1

Following a sail down to the race area in Brownsea Roads and a few practice laps we were into Race 1. Trailing Parkstone away from the line but with good boat speed we were able to slowly close the gap up the first beat. A slick hoist from the crew saw us pull up on to the tail of the Parkstone boat. Our extra boat speed allowed us to get close to rolling Parkstone on the downwind leg however it was not quite enough meaning we were pinned out and had to settle for rounding the first leeward mark tight behind Parkstone. A few quick tacks away from the mark

(thanks crew) and we crossed ahead halfway up the course. From there we were able to extend our lead to win the first race.

Race 2

Entering from the port end for the second prestart we struggled to get free however with 30 seconds to go a gybe around the bow of Parkstone did the trick and we sailed to the line to gain an even start. The change of boats between races did nothing to diminish our speed advantage sailing away to take a comfortable win in the second race and the series overall.

The teams then decamped on to various spectator boats to watch as the youth team sailed a good series to take the win and make it a very successful day for Poole.

On behalf of the team I would like to thank everyone involved in making this year's challenge such a success and to the spectators who came out to support both teams. Special thanks must go Steve Thompson for making Beluga available for both practice and the race day, also to Rob Kemp and the team at Kemp Sails for providing the new sails for the boats.

Alumni Team

Joe Cross (2009-2010)

Steve Davis (1995-1997)

Ian Millard (1995-1998)

Tommy Hough (2011)

Tim Lees (2009-2012)

Suzie Taylor (2011)

Niss Booth (2002-2004)

Rosie Watkins (2011-2013)

Carlo Consolos (2015-18)

Amy Sparks (2011-2014)

The History of the Commodores' Challenge

By Sue Thornton-Grimes

In 1995, the Commodores of two local sailing clubs launched an exciting new event, designed to bring the youngsters of these clubs together for both social and competitive interaction.

David Bennett, Commodore of The Poole Yacht Club, and Eric Scoble, Commodore of Parkstone Yacht Club, together launched the Commodores' Challenge. The premise and the rules were simple. This would be a match racing event between two similar boats, one from each Club, and would be governed by the rules of match racing, including the exchange of boats after each race. Those taking part must be under 18 years of age and on the day would sail as a team of ten – which had to include at least two girls. The Clubs would take it in turns to host the event and provide a meal for all the competitors afterwards.

An event of this kind would also provide an opportunity for youth sailors to enjoy the experience of sailing large boats under the watchful eye of their owners and coaches. Training usually began round about October when young hopefuls turned out every

weekend – in all weathers – to practise on the Elan 333 they would use for the event and hone their boating and match racing skills. At least a dozen youngsters usually took part, so that reserves would be available on the day if required.

And for 25 years the Challenge has continued in pretty much the same format as the first one, which took place just after Christmas in 1995. Spectator boats are welcomed to cheer on their respective teams and a very sociable gathering is held after the races in that year's host Club. Whereas provision was made from the start to allow girls to take part as well, in some years they now have the superiority of numbers!

Looking back over the 25 Commodores' Challenge events that have been sailed, the Poole team has won 16 of them and Parkstone 9. It is always a fiercely fought event and looks set to continue for many years to come. David and Eric would be rightly proud of their legacy to youth sailing in each of our clubs.



Eric Scoble



Dave Bennett

GB Laser Radial Youth Squad

Angus is really chuffed, but as with all these sporting mile stones the next level of commitment and hard work starts as soon as you have the good news!

For Angus it all began over 10 years ago with a tiny little six year old in his Opi of Hamworthy beach on the end of a 100m floating line. He was way too young to do Wednesday nights but the Opi Start Race coach at the time, Tim Edom, said if he did OK at the Club Regatta on the White Course he could join in on Wednesdays. Angus went on to win the White Course and so his journey began.

After a couple of seasons in the Opi doing the class Nationals (not very well he was ill) Inlands and several national rankers he moved, following his sister, into the Topper. At nine he was the youngest sailor to make the South Zone Squad, which he did for two years, then at 11 he was the youngest ever to make the Intermediate Squad. After a season in intermediate he advanced to the National Squad which gave him two more seasons of high level training. In his last year of Toppers he won every Southern Traveller event, missed out on winning the Worlds by a fraction, ask him about checking toe strap lines! Won his last National Series event and then waved goodbye to the Topper and tried out for the Laser National Squad in the 4.7 rig.

The Laser is a tough class attracting the some of the best and most physical sailors in each country. Angus made the cut for the GB squad and took his next step. The training and physical profiling was a huge step up but the group of sailors in that years cohort where all committed and hugely competitive and as such pushed themselves, both girls and boys, really hard whilst forming lifelong friendships, nothing like a bit of shared pain to help you bond!

The Laser also opened him up to the experiences of big international events. In the 4.7 year he raced at both the Worlds (Poland) and Europeans (Greece), a Europa Cup in Belgium, plus monthly ranking events in the UK and squad training and open training at least twice a month. In the UK (it's different in Europe) the 4.7 is deemed a junior class so in August 2018 his 4.7 rigs were sold off and replaced with radial rigs.

As you know the radial is the women's Olympic class so, as such, the competition at the ranking events is massive, added to hugely by the older lads trying to make a mark for themselves as they transition into the Youth Squad and Standard Squads.

Angus's aim was always to make the GB Youth Squad in the Radial, which is a pretty big ask. Most of his cohort from the 4.7 Squad where transitioning into the Radial the same year so had each other to compete with, plus incumbent Youth Squad members wanting to retain their places as they still fitted the age category. He and his old 4.7 Squad mates, of both genders, proved to be their best shared assets as they trained together most weekends that they were not racing and travelled together to most events. So became extremely competitive.

Last summer he took part in the Greek Nationals on the coast off Athens, followed a few days later by the Youth Europeans at the same venue. A couple of days later we were off to Germany



from Athens along with one of the girls as they had both been selected for the GB team to compete at the German Europa Cup. Then home, a day or so later he was off to Scotland for the Nationals, straight back to Poole the day after they finished to do Parkstone Youth Week with most of his old 4.7 mates, we had a house full! The Impala nationals followed a day or so later in Weymouth, then Poole Week back in the Laser, with the summer finished off by the Sonata Lift Keel Nationals, sailing with a bunch of his Laser mates, he was only at home for a hand full of days all summer.

September loomed with a few days training before the final Squad Selector in Sunderland the weekend after The Boat Show.

October and the good news he has been selected for the GB Laser Radial Youth Squad whilst down in Weymouth training, so it all starts again from there, but at an even higher level and pace.

Looking at the diary for last autumn, he only had one weekend free between October 15th and Christmas. The rest was taken up by two World/European Qualifiers, Squad training with the Radial Squad, open class training, the Inlands plus the Radial lads are also all starting to train in the Standard (full) rig so that they are in a good position to transition into Standard rigs over the next eighteen months, probably helped by the lure of the 2020 under 21 worlds (raced in standard rigs) in Garda this summer! Just before Christmas he went off to Palamos in Spain for their Christmas Regatta after that the 2020 season starts in earnest.

Training camps with the squad and open training twice a month, half term week in Malta training, all before the planned Easter Youth Nationals in North Wales.

The summer is busy too with both the Worlds and Europeans, one in Ireland and one in Poland, fingers crossed, plus targeting some more Europa cut events in main land Europe to increase exposure to the European sailors, a lot of them are really fast, probably helped by training in warm weather rather than Weymouth all winter!!

For any of our Junior Sailors coming through Wednesday nights with aims and passions, train hard, spend as much time on the water as you can, honing your skills and make sure you are as fit as possible. Try different boats, get involved with the Commodores' Challenge, you will gain huge transferable skills from that alone but most of all make sure it's fun!



The R19s

By Peter Chaldecott

Celebrate 40 Years

The very first R19 was displayed at The Poole Boat Show back in 1979, this is the story of how it all began

At the time, a number of members of Poole Yacht Club felt that IOR cruiser racing was becoming too expensive to remain competitive for more than a season, and the problem of finding good crew was a permanent headache. Dinghy racing was good fun of course, but could be wet, cold, and restricted to sheltered waters.

As a result John Lewis and John Wheatley got together and discussed the requirement for a small lifting keel boat designed primarily for racing within Poole Harbour. Original syndicate members also included Brian Sadgrove, Roy Owers, Grahame Lee, Jim Macgregor, Harry Evans and Gerry Robinson (who still sails on Razorbill from time to time). Initially they wanted a boat small enough to be cheap to build and maintain, be capable of off-shore cruiser racing, have two berths, a toilet and a gimballed cooker (I'm not sure that I would want to go too far off-shore in an R19 and you won't find any toilets or gimballed cookers nowadays!). They also wanted a very strict one-design, so that a deep cheque book would not buy racing success, a lifting keel for shallow water moorings and shallow racing

courses and the ability, with family on board, to potter about all those interesting places that a fixed keel boat cannot reach. In addition they wanted an 'electrifying' performance and the ability to plane off wind, and finally they wanted a boat that could be raced excitedly by a man and his wife, yet be completely safe and docile when pottering about with family on board.

With this Brief, the late Richard Roscoe was approached to design such a boat – the result being the R19. Whilst the design may not have completely satisfied the original brief, it does come pretty close, and has resulted in a boat that is a delight to sail, is a delight to race and is a delight to potter about in. With its shallow draft and lifting keel it is, as intended, ideally suited to Poole Harbour. It is called an R19, because the 'R' stands for Roscoe and the '19' stands for 19ft long. It is also a Class Rule that all boat names begin with the letter 'R'. Beam is 8ft at the widest point and 6ft at the waterline, which provides stability.

The jib is only 60 sq. ft. so the crew does not need massive muscles to pull it in, and in any case the two cabin top winches provided for halyard tensioning can also be used for jib trimming

if need be. The mainsail is 120 sq.ft., and nowadays has just one slab reefing point, whereas originally there were three – makes me wonder what sort of winds the early R19 sailors went out in!

The keel is cast iron, of aerofoil section, and weighs about 460 lbs. The very early R19's were fitted with lighter keels, but following a capsize when Yachting Monthly came to do a feature on the R19, the keel design was revised, increasing its weight by an extra 70lbs and increasing its thickness by about 20mm. Boats with the earlier lighter keels have to carry additional ballast as defined in the Class Rules to compensate. Originally, the mainsheet jamming block was also attached to a pivot on the cockpit floor, but this was difficult to reach and un-cleat when the boat was heeled. Hence all R19's now have a transverse thwart that carries the mainsheet traveller. Early incidents also resulted in changes to built-in buoyancy and the addition of buoyancy bags. Nowadays, if an R19 capsizes, it will float – as a good Class Captain I have felt duty bound to prove this – twice!!!!

The hull is of 10mm balsa core sandwich construction. The bottom of the hull is very flat, and will plane when conditions are 'interesting'. The foredeck slopes below the level of the top-sides, to allow the use of a deck mounted spinnaker chute, and adequate draining exists to avoid the weight of water forward.

The boat was an instant success and, in all, 36 R19's were built between 1979 and 1999, when the last batch of 10 were built. Whilst over the years some boats have escaped the fold, currently all R19's that still exist are now in the ownership of Poole Yacht Club members. As many as 29 can compete on Tuesday evenings, and often up to 15 on Thursday evenings, making it one of the most active fleets in Poole Harbour.

2020 should be a stellar year as it sees the return of Dave Hale and Steve Brown and the addition of Joe Cross. It should be hotly contested at the front, and the Roulette crew, who cleaned up in 2019, should have a fight on their hands! Here's to another 40 years, although perhaps that might be pushing it a bit.



For more information on the R19's, please contact
Peter Chaldecott on 07968 003118,
or e-mail: peter.chaldecott@btinternet.com.

All photos courtesy of Mike Millard.



J24 Autumn Cup

T After a week of watching every available forecast race officer Steve Thompson made the brave (and as it turned out correct) decision to go ahead with the J24 Autumn cup at Poole Yacht Club. A weekend forecast of strong winds fuelled the usual debate as teams launched amid the strong winds and rain of Friday afternoon.

Saturday dawned with a strong south westerly breeze so the decision was made to race within the harbour to shelter from the mid channel gales. Following the briefing 22 teams went afloat for 4 races back to back.

Race one started on time at 10:30 with Madelaine helmed by Duncan McCarthy leading from start to finish. A pack of boats followed in close company with Joe Cross in Jambalaya just holding off a late charge from Dave Cooper's Jive to take 2nd followed by Cacoen and National Champions Hustle in 4th & 5th respectively. A quick turn around and the fleet were away for race 2. Once again a good start from Madelaine catapulted them into an early lead which they held to the finish, this time Nick Phillips and team on Chaotic recovering from a main halyard issue in race 1 sailed a solid race to finish 2nd ahead of Sam Pearson's Hustle.

Race 3 saw the breeze increase with some particularly strong gusts on the run resulting in plenty of planing. Jive stormed into

an early lead which they held until the final run when the ever consistent Madelaine powered past to take their 3rd win of the day. Jive took a close 2nd with Hustle once again taking 3rd. The increased breeze saw some spectacular broaches and Chinese gybes (David Harding of Sailing scenes' pictures available on his website) however all starters finished safely.

The final race of the day started with 2 boats OCS but the majority of the fleet starting cleanly for another 3 laps. Once again Madelaine started well leading around the windward mark and extending away to take a clean sweep for the day followed by Chaotic and Nick Macdonald's Majosi in 3rd.

The fleet returned to Poole YC with smiles on their faces ready for a barbeque laid on by the club straight after racing allowing crews to get together and socialise after an exciting day on the water. Following a few protests the day's results were posted seeing Duncan McCarthy and his team on Madelaine leading the way with 3 points following a very impressive "perfect day". 2nd was Dave Cooper's Jive on 9 points with Joe Cross' Jambalaya 3rd ahead on count back of Sam Pearson's Hustle both on 11 points.

Sunday morning dawned with gusts over 30 knots and a forecast of building breeze during the day. The decision was therefore





Pictures by David Harding, www.sailingscenes.co.uk

made to abandon the days racing allowing boats to be lifted out before the weather closed in. A slick operation executed by a team of Poole YC members meant that an hour and a half later the 16 visiting boats had been lifted out of the water ready for the prizegiving where Poole YC Commodore (and J24 sailor) Nye Davies presented Duncan and team Madelaine with the Autumn Cup. Duncan thanked the team at Poole YC for putting on a good

event and getting 4 good races away in challenging conditions to finish the UK qualifiers for next year's UK worlds.

The fleet now move on to the final qualifying event of 2019, the World Championships in Miami. With 6 UK teams currently entered it should be a good event to round out a successful season for the J24 Class.





The Skylight Lounge awaits you Ladies

We came to the end of another Ladies' Night season and as I reflect upon our guest speakers I can see a common theme throughout, which echoes the Nike branding *'Just Do It'*.

Firstly, we welcomed Julia Bridger, from Keyneston Mill, who explained how her family decided to *'Just do It'* and realise their dream to sell up their home and buy a farm, which has now morphed into a successful local perfumery business.

Sue Hennessy then inspired us with her goal to research and capture the amazing selflessness of the women of the RNLI and she did *'Just do it'*.

Greg Austin told us about the reality and often unglamorous side to being a young ambitious actor and why if an opportunity arises you have to *'Just do it'* because you never know where that opportunity could lead.

Finally, we had the entertaining artist, Jonathan Truss, who encouraged us all to grab a paint brush and just give it a go.

But how can we leave out the fab chaps from the *'Call My Bluff'* gang who entertained us again with their ability to lie so convincingly. They decided to raise money for the Weldmar Hospice and *'Just did it'*, becoming a great team of friends all having fun and raising money for a worthwhile charity.

On raising money: our last Ladies Night, in March, was an opportunity to have fun and raise funds for the Commodore's Charity. We welcomed Lesley Tindle and her unique shopping experience that is *'Boutique in a Bus'* and artisan cheese sampling from *'Books and Buckets'*, plus the PYC Catering team provided a fantastic cheese and wine supper. The evening was brilliant fun and a great way to end our Ladies' Night season. I am delighted to say that funds raised from the evening and this season's events enabled PYC Ladies' Night to hand £500 to Nye for his chosen Commodore's Charity – Julia's House.

A fun season and, as Soundings goes to publication, our next season of talks are almost confirmed and I am very excited, so please put the dates into your diary:



Lesley Tindle and her Boutique on a Bus

Books & Buckets Cheese Company display their wares



The 2020/21 Programme

5th Oct – The Food for Thought Cookery School

Owner Louise Jones has a motto *'It's got to taste naughty but be nourishing for the body'*... Wow that sounds just the inspiration I need and I can't wait to hear about and taste some of Louise's recipes.

2nd Nov – It's tea!

'It's Tea' is a hidden gem located in Parkstone and is an Aladdin's cave of smell and taste. We are in for a treat as we understand the history of tea and sample some of the amazing varieties available.

7th Dec – PYC does Etsy

PYC has an abundance of talented members creating some amazing handmade crafts. This is an evening for those members to showcase their skills and talent and for other members to perhaps tick off some items on their Christmas shopping list. Please contact me if you would like to be involved and I can explain my idea for the evening.

11th Jan – Let's get Organised

As we start a new year it is great timing to welcome Katie Childerhouse to inspire us to de clutter and start the new year afresh.

That just leaves 1st of Feb and March to be finalised.

We meet on the 1st Monday of the month, except for in January

when we will meet on the 11th. Cost is £3.50 payable on the evening. Generally, ladies gather at 7.30pm to grab a drink and catch up with friends before we start at 8pm.

Thank you all for continuing to support the PYC Ladies Nights and I look forward to seeing you all again on the 5th October.

Amanda Jones xx





Svetlana

When Richard Cake asked me for a brief account of *Svetlana*'s transatlantic voyage in 1969/70 to use in his History of Poole Yacht Club, I attempted a précis, but added that a full account would probably be better suited to a Soundings article. Three of *Svetlana*'s incident-packed voyages have been the subjects of previous amusing Soundings articles by the late Brian Sadgrove, but the origins of the vessel were only briefly referred to. After 50 years, memories become edited, and there may be some minor inaccuracies in the following account, but here are my recollections:-

One dark and stormy night in the mid-1960s, *Svetlana*, a 35 ft. centre cockpit sloop built of mahogany-on-oak at Newman's yard on Poole Quay, was sailing up the Swash towards the harbour entrance, when the skipper misread the lights and the boat struck the Training Bank. Although holed, the vessel bounced over the bank and came to rest in the shallow waters of Shell Bay, the crew wading ashore unscathed. The insurance company removed everything of value and the hull became partially buried in sand.

The existence of this wreck came to the attention of Chris Johns, a Fireball sailor at Poole YC, and his remarkable engineer father, Arthur, who contrived a cunning plan for its recovery. Ownership of the vessel was soon acquired from the Receiver of Wrecks for the standard fee of £2 (which must make *Svetlana* the cheapest boat to complete an Atlantic crossing). The downside of this transaction is that it imposes a commitment to remove the wreck within a specified period.

Chris and Arthur's plan was to assemble a team of helpers, a digger and a crane, and prepare a number of canvas patches and nails. Approaching the wreck at low water, the team would shovel away the sand in and around the vessel, the digger would form a trench leading to deeper water, the crane would lift the boat, canvas patches would be nailed over any obvious damaged areas and a launch would drag the hull out into the channel and thence to Poole Quay, to be lifted out and repaired.

On the appointed day, things initially went according to plan. A hole was cut in the coachroof to facilitate the removal of sand and the trench was dug. When the weight of the hull was judged to be less than the maximum lift of the crane, slings

were attached and the boat slowly emerged from the mud, whilst the team stood by with patches and nails at the ready. However, the anticipated "slight damage" to the hull planking was revealed to be a hole big enough to climb through! The boat was lowered back into the sand, and the team and equipment were withdrawn to allow Chris and Arthur to formulate an alternative plan.

Arthur soon had a flash of inspiration and picked up the phone and rang the commanding officer of the SBS at Hamworthy. He cheekily asked if the unit would be interested in an exercise involving the recovery of a stricken vessel using landing craft. Amazingly, the commanding officer said that this would be an ideal training exercise and a date was set for the operation, which took place without incident. The boat was duly installed in Arthur's engineering yard and a generous donation was made to the SBS Mess Fund.

A shipwright who had worked at Newman's was engaged to fit some new ribs and planking and *Svetlana* was soon as good as new, albeit just a bare hull. The next priority was a rig. Local news featured the dismasting of an Excalibur yacht during Cowes Week. The rigging had failed and the mast adopted a banana shape before collapsing over the side of the yacht. Because of the spectacular bend in the spar, Arthur was able to purchase it very cheaply, and transport it to his workshop.

The yard outside the workshop was surrounded by a substantial post and rail fence. The mast was positioned between two of the posts and Arthur drove a Land Rover very slowly against the masthead, then stopped and reversed the vehicle away. The mast was then perfectly straight! Traditional

galvanised rigging was made up by Horace Hoare (an ancient local character who had sailed around the Horn on square riggers) and second-hand sails and boom completed the rig.

Next problem – an engine. Here Arthur was in his element and he had soon marinised and installed a former bus engine. Guard rails were fashioned from galvanised gas pipes and additional equipment included car tyre fenders! At this stage *Svetlana* was launched and motored around to Holes Bay to be moored to the piles off Dee Way.

I was a comparatively new member of the Fireball fleet at PYC and in conversation with Chris Johns I mentioned my ambition to sail across the Atlantic, possibly in a self-built Wharram catamaran. Chris said that it would not be necessary to build a boat, as his father owned the ideal vessel for the project, and would be pleased to see it used for such an ambitious venture. We rowed out to *Svetlana* and, on sliding back the main hatch, I discovered that the hull contained little more than bilge water. Chris explained that this was not a problem – he would simply mention to friends and acquaintances that the yacht was available for pleasure trips, including channel crossings, in return for some work on the interior. Amazingly this ploy was an immediate success and materials salvaged from old caravans and installed by a number of volunteers soon created a rudimentary interior with six berths, heads compartment and galley.

The ensuing trips to the Solent, Cherbourg and the Channel Islands are well documented by Brian's hilarious articles, but at the same time serious preparations were being made for an Atlantic crossing, for which venture Chris and I had been joined by Stuart Pearce, Mike Webb (an International Canoe

sailor) and Malcolm Lees, (a Fireball sailor and friend of Brian Sadgrove).

Initially, we underestimated the amount of preparation which was required, and the original plan to leave in 1968 was abandoned in favour of a target date of October 1969. A secondhand liferaft was acquired and a comprehensive medical kit was assembled, some items of which would now be illegal. Ocean navigation was still traditional at that time, so we purchased a plastic "Ebbco" sextant (price £11), together with nautical almanacs, sight reduction tables and Baker's position line charts – and then had to learn how to use them. We did have a short wave radio, but it was the size of a refrigerator and only had a range of about 200 miles. More useful was a small transistor radio tuned to the BBC World Service, which provided the essential time checks for navigation. A second forestay, an additional headsail and two scaffold-pole booms created the self-steering downwind rig – sheeted to the tiller – which we would need in the trade winds. Food for the voyage would be mainly tinned and stored in the bilge – we later learned that this was a mistake, as the labels fell off and made each meal a surprise! Any fresh food (potatoes, onions etc.) would be stored in netting hung from the deckhead. Our culinary ambitions were based on a copy of "Jimmy Young's Cookbook".

On 17th September 1969, we left Poole for the short trip to The Solent, where the "shelf" at Buckler's Hard enabled us to apply a coat of antifouling. We made our final departure from these shores on September 19th, rounding Lymington Spit and heading westward into a great adventure.



Stuart Pearce and John Richardson



The Lilla Trophy goes to.....

Mike Millard

The Lilla Trophy for 2019 is awarded to Mike Millard....in recognition of the many years of superb service to the Club as our Event and Club Photographer. It is my pleasure to write a few words for Soundings to mark the occasion...

One of my first volunteer stints with Mike was in the late 1980's and we were on RIB duties together. Mike has been on duty with me for almost all the events and regattas at the Club that I have been involved in since then (lost count!); usually Mike has a camera in his hand and I have wind recording instruments and compasses in mine....

We have so enjoyed working on all the events together. Mike has always been available to help on regattas, "No" is not in his vocabulary. His photographs are always superb and he has been a real asset and help to the Club's Race Management Team.

Thank you Mike, you will be a very hard act to follow

It will be an honour to present The Lilla Trophy to Mike when we are able to hold our next Annual General Meeting – until then, enjoy this article and one or two of his favourite photographs.





Mike wrote this for me.....

I grew up in Lyme Regis and learned to sail in Fireflies, moving on to Albacores, Fireballs and 505s. In 1966 I moved to Poole when Plessey opened their site at Sopers Lane and it was then I joined Poole Yacht Club.

After a spell at Parkstone I joined Poole again in 1987, crewing in the newly formed R19 Class. A heart operation in 2005 stopped my racing activities and eventually this led to my interest in photography to capture the action on-the-water that could not be seen from the shore. This meant that I was still fully active at the Club and involved with the racing; this covered both Cruiser and Dinghy racing as well as the Youth Section and RIB training.

Over the years I have taken many thousands of images and it was not unusual to take over 500 at one session, with less than 10% "keepers" but at least digital is cheap!

Mike is a very worthy winner indeed of the Lilla Award for 2019!



Footnote written by Sue Thornton-Grimes

The Lilla Trophy started life as a piece of silver plate, value 25 guineas, which was a prize in the very first regatta organised by the newly-formed Poole Yacht Club in 1852. It was to be sailed for by yachts not exceeding 25 tons and there was much local interest in this particular race, as two of the boats entered had been completed shortly before this event in the boatyard of Thomas Wanhill and his brother James. The Sea Serpent, built along the lines of the America, was unable to sail in the end, but the race was won by the Lilla, designed "on the same lines which have earned a name and a fame for these builders" as the Hampshire Chronicle reported on July 17th 1852.

The Lilla was owned at the time by a shipping magnate from Hull named Joseph Gee. For many years it remained in private ownership until a couple of years ago, when chance meetings and conversations resulted in the trophy returning to its original home of Poole Yacht Club."

William Petrie Waugh



On 23rd June 1853 the Poole and South Western Herald reported:

Our Quay this morning (Wednesday) exhibited a very animated appearance in consequence of the attraction presented by the collection together of fifteen yachts which were intended to carry and accompany a Deputation from the Poole Yacht Club to Major Waugh, asking that gentleman to accept the office of Commodore. The deputation were received in a very flattering manner and the Major signified his compliance with their request. The Commodore flag, 14 feet by 6, was then presented and shortly afterwards was seen waving over Branksea Castle.

Major William Petrie Waugh was an ex-Indian Army Officer, who had fought under General Sir Harry Smith in the Battle of Aliwal against the Sikhs in northern India on 28th January 1846. Returning to England, he married in 1850 and purchased Branksea Island for £13,000 in 1852. Hoping to make their fortune from the high quality china clay they discovered there, they set about building a large three-storey pottery on the south shore.

Such apparent wealth and activity would not have been lost on the residents of Poole and, always keen to have a figure-head as their Commodore, the officials of the one-year old Poole Yacht Club decided to invite him to be at their head. Two months after his appointment, the Club held its second Regatta and the Commodore participated in style. He hosted a lavish party on the island and allowed large groups to land on the Quay at Branksea during the day. A military band played, there was dancing and celebration, the local paper reporting that *"There was prepared in the conservatory a sumptuous and splendid déjeuner in which no expense on the one hand or ingenuity and labour on the other was found wanting"*.

The culmination of a day in which sailing activities took place during the regatta and the Commodore entertained a vast crowd of worthies on the island was a huge firework display. The local paper was lost for words to describe everything that they saw but included the following:

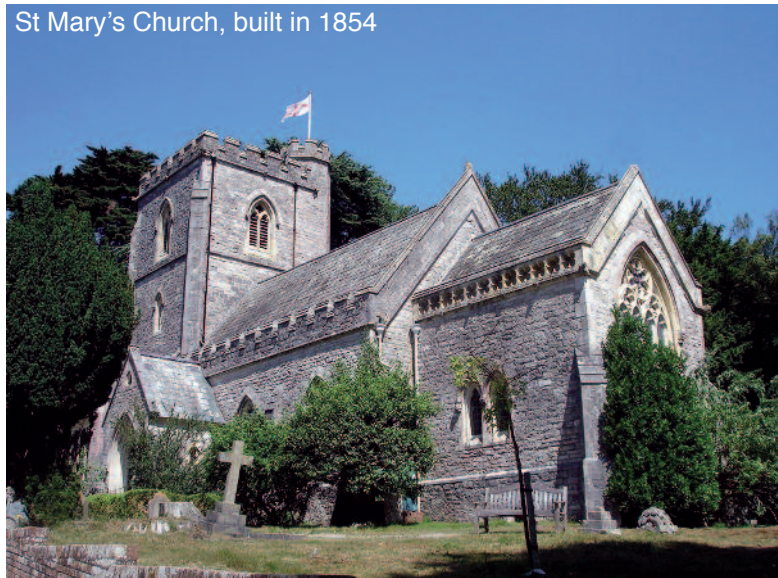
We will merely, therefore mention the design of two of the pieces, the one conveying a complimentary allusion to the worthy Commodore, displaying in vivid characters the names of Smith, Waugh and Aliwal, surmounted by an imperial crown; the other having a transparency of the Poole arms, and the

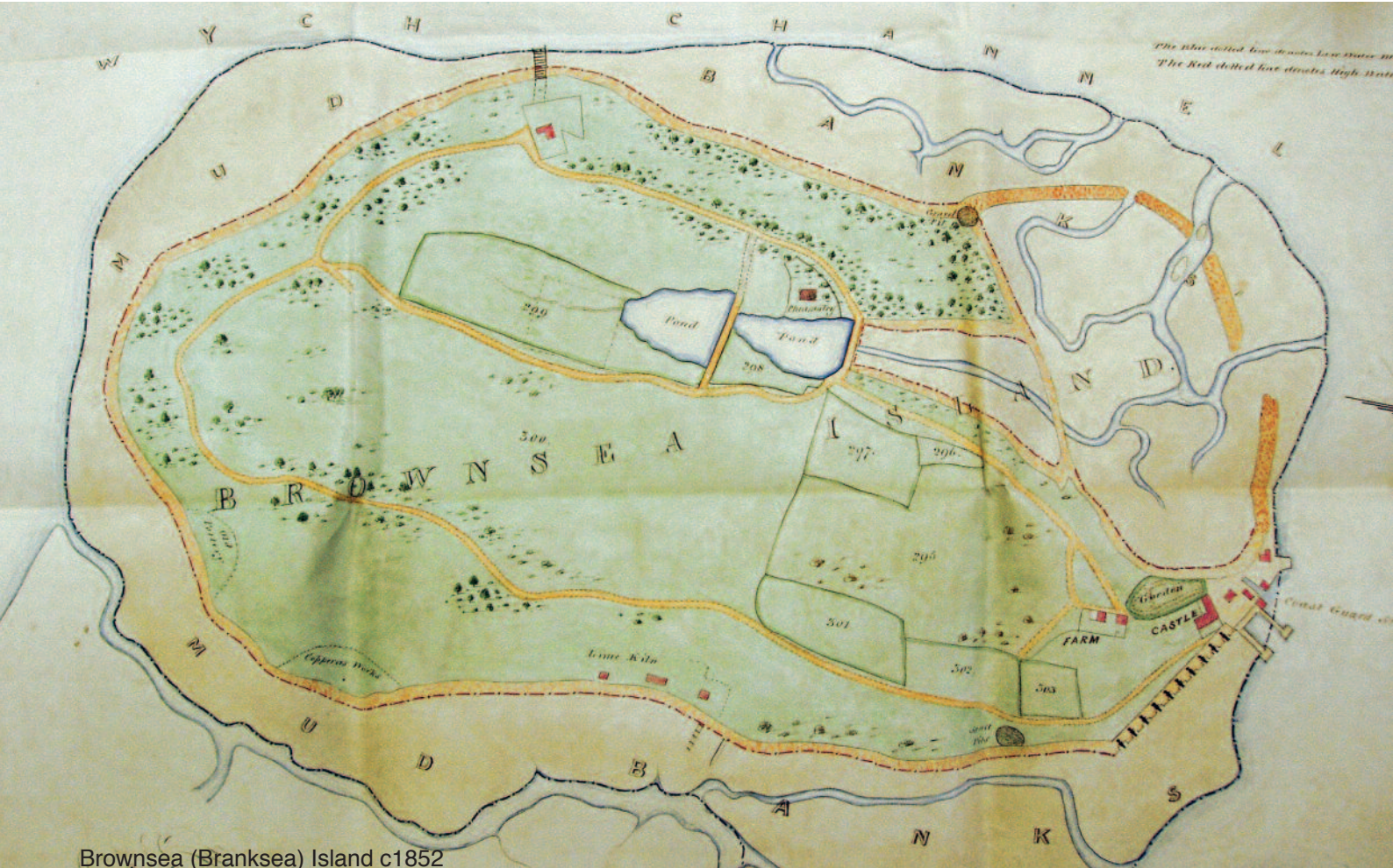
illuminated words, Poole Yacht Club.

On the Thursday following the Regatta, the Poole Yacht Club Regatta Committee dined together at the London Hotel and enjoyed a 'fine haunch of venison' which had been presented by the Commodore. The prizes for the Regatta were subsequently presented to the winners – though whether they were also able to partake of the venison is unclear!

Little more is heard of the Commodore and his contacts with the Club until the following year, when another regatta was held in August 1854. Once again Branksea Island was opened up on the day to receive a panoply of distinguished guests, including Sir Percy Shelley and members of the Bankes family of Kingston Lacy, and also to allow local people to enjoy the

St Mary's Church, built in 1854





Brownsea (Branksea) Island c1852

walks around the island. A firework display completed the activities of the first day, but it was noted that there had been “a sad falling off, both in quality and extent” by comparison with the brilliant display which had taken place the previous year.

The Club and the Commodore seem to have parted company by 1855. The story goes that a number of members of the Council went across to Brownsea to invite Major Waugh to become their MP at the next election. He was not there, so instead they talked to his wife Mary, who was somewhat deaf. She assumed they had come to try and collect some of the money from the debts which had been mounting up and, on the way back to Poole, the group realised that in fact some considerable sums of money were owed across the town.

The Waughs had purchased Brownsea in 1852 because of the china clay they had seen and hoped to make their fortune from. They spent huge amounts on building the pottery and a tramway to transport the clay from the pits in the north. He set up a village called Maryland and employed more than 200 people there at the height of the activities of the Branksea Clay and Pottery Company. As well as making substantial alterations to the Castle, in 1854 he built the church – again named after his wife – and his old army boss, General Smith, was invited to open it.

As well as his activities on Brownsea, William Waugh had found his way on to various boards of Directors and Trustees – the National Guaranteed Manure Company Limited and the London, Harwich and Continental Steam Packet Company to name but two. He kept up a residence in London and again indulged his propensity for flamboyance and large social gatherings of the great and the good. He had also founded the London and Eastern Banking Company Limited, which proved hugely popular into which investments flowed freely.

Back on Brownsea, however, the clay was quickly found to be unsuitable for making porcelain, so terracotta chimney pots and pipes were produced instead. It was an unprofitable undertaking and the pottery closed in 1857 – just at the time when questions were being asked about a sum of some £280,000 which had been ‘borrowed’ by Waugh from the London and Eastern Banking Company. The Waughs were

bankrupt and fled to France and Spain, where they remained for the next five years. Bankruptcy proceedings were opened, and William Waugh sent letters describing his acute illnesses and his inability to undertake the journey back to England, until in March 1863, on his return to these shores, he was arrested. He spent the next year in Whitecross Prison in London and was eventually released in 1864. They went abroad again and he died in 1880 in Spain, leaving less than £200 to his wife, who by this time was living in France.

Whether he put the Club on the map with his large social gatherings to promote the regatta, or whether the Club helped him to earn fame locally as a philanthropic Commodore is a debateable point. It is clear, however, that once his shaky financial situation was uncovered, the Club felt it wiser to move on and look elsewhere for a Commodore. And so it was that in 1855 Thomas Wanhill became the third Commodore of The Poole Yacht Club – a man whose fame as a builder of fast racing yachts at his yard in Hamworthy had already spread throughout the world.



The Battle of Aliwal

Kate Mabbort's



Social Scene

Another great year of social events has yet again whizzed past and I would like to thank those Club members who continue to make these happen. Many hours of volunteering go on to meet, organise, arrange acts, flowers, table decorations etc., so my continuing gratitude goes to Lynne Foster, Helen Walsh, Ian Hull, Jan Taylor, John Withers, Thelma Bartlett and Jon Davies for being those wonderful people! In addition I'd like to thank Lorna Whitehead for keeping us in check and sharing her wisdom!

I'd also like to share the exciting news that we have some new faces on the Social Committee. Hannah Winwood, James Walker, Emma Griffen and Simon Keen attended our last meeting before lockdown, the aim being to be more representative of the Club's demographics and make it more effectively coordinated to embrace all ages including Youth Section. We had a hugely productive meeting which raised a number of pertinent points and I am excited about us working together to expand upon the ideas raised.

So a quick run down on the past year shows we continue to aim to please! In October 2019, we brought back Trafalgar Night after a number of years of absence and with a little tweak here and there it was a huge success and was widely appreciated as more of a whole Club event. The food was excellent and as always I'd like to thank the staff in the kitchen for our continued elevated quality of menus! The entertainment was fun, got everyone involved whilst also presenting a serious side of things. Another big success was the reintroduction of Burn's Night in January 2020. Again we strayed from tradition, making it less formal, which was more appealing and much enjoyed by everyone who attended. We continue to offer a number of non-ticketed events such as the Martin Clayton Jazz Night in August, The Midsummer Madness event in June and entertainment at the Club Regatta. All of which are obviously popular!

The Christmas season is always filled with a flurry of events and these are very well received and popular as indicated by the number of people attending. The Children's Christmas Party attracted good numbers and everyone who came enjoyed the friendly family atmosphere. I would like to thank Helen Craig for making this happen, and of course Father Christmas too! The Christmas Eve Carols, Annual Dinner Dance and New Year's Eve Party were all well supported and generated a brilliant atmosphere. That therefore leads me to thank all of you, our supporters! Many people will come and say thank you at the end of an evening and comment on how much they have enjoyed it, which is always such a lovely thing to hear.

We do our absolute best to bring you a variety of functions at a fair cost with good quality food and we hope that you all know that every member is invited to everything we arrange. You are the people who truly make it work by buying your tickets, getting tables of friends together and so supporting these events. I look forward to your continued attendance in the coming year and lots more nice comments!



Formula Kite European Champion

Ellie Aldridge



Poole YC's Ellie Aldridge has been crowned Formula Kite European Champion just a year after taking up the sport.

Ellie, 22, switched from sailing the 49erFX skiff to kite foiling when the British Sailing Team launched its #kite4gold talent search in September 2018. The initiative, in conjunction with the British Kitesports Association and the English Institute of Sport, was a response to the decision to include kite foiling at the Paris 2024 Olympics.

Ellie was one of seven talented young women chosen from hundreds to join the programme and begin training under the expert tutelage of experienced riders Connor Bainbridge and Johnnie Hutchcroft. She finished on the podium in 12 of the 19 races at the Formula Kite European Championships in Torregreande, Sardinia, and was only beaten overall by world champion Daniela Moroz of the USA, who took the Open European title.

Ellie Aldridge, daughter of Martin, had already secured the European title in the Mixed Relay event – the proposed format for Paris 2024 – alongside Bainbridge earlier in the week.

"It's crazy – I can't believe that it's only been a year since I started foiling. It was a big risk leaving my 49erFX campaign when it was going well but I felt this was something I needed to do."

"This event has been the ultimate goal since we started this journey and it's incredible to come away with a win. I'm speechless."

"The #kite4gold programme has been amazing. To get so many girls interested in the sport in the first place and now to have five of us now racing on the international stage and pushing each other every day has been great."



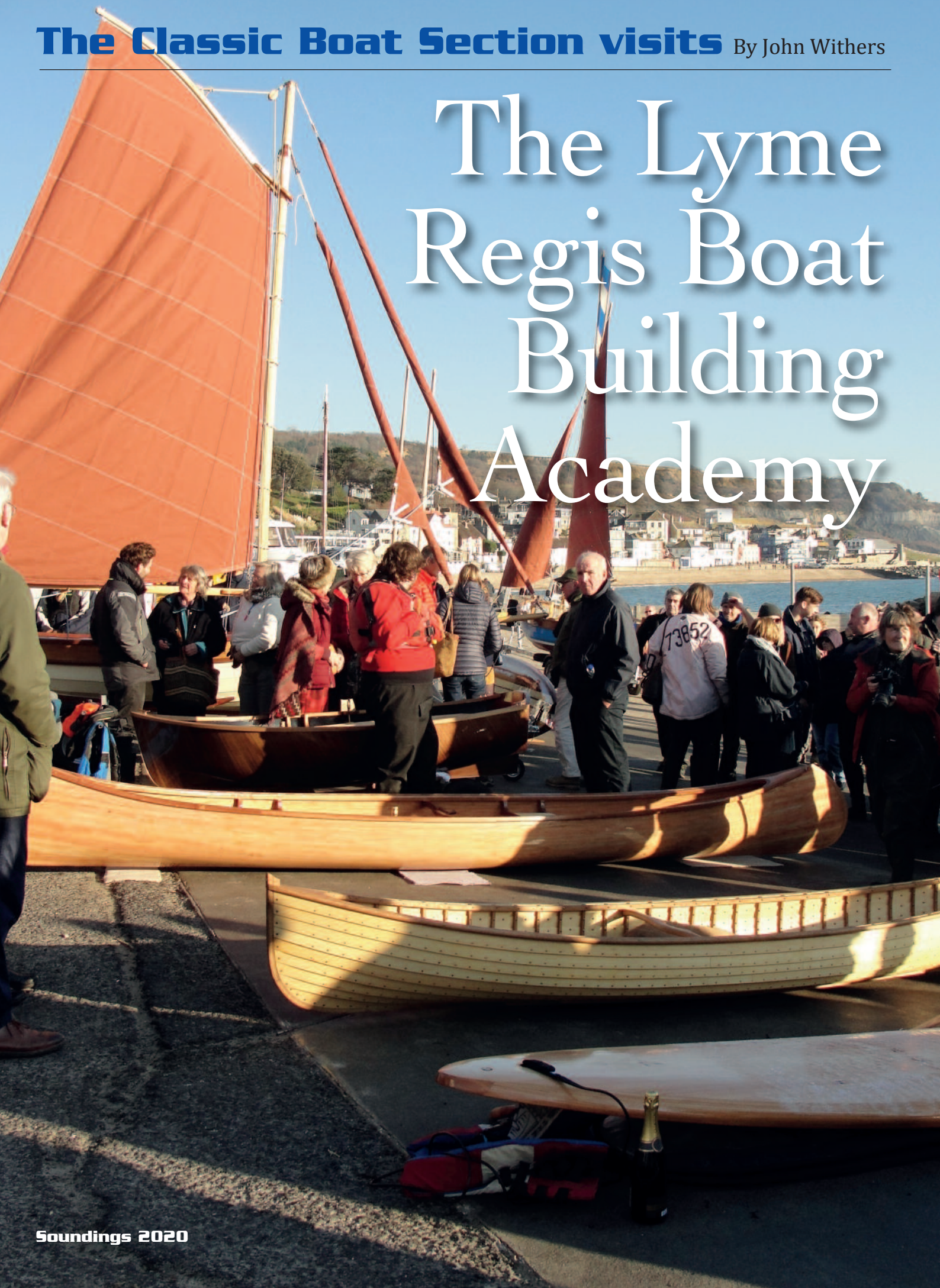
Britain's success in Sardinia comes as the #kite4gold programme celebrates its first anniversary and conclusion, with riders now looking to be selected as full-time athletes with the British Sailing Team.

"Winning both the European Championships and Mixed Relay event is an important milestone on the journey to kite gold in 2024 and a great success," said Mark Nicholls, who leads the RYA's Paris 2024 kite programme.

"There is still some way to go to match the speed of the fastest riders on the world stage but as the #kite4gold project concludes and the athletes are considered for selection on to the British Sailing Team we are now well placed to match the high expectations we set when we started this journey – that of having three world class female riders capable of matching our exciting male talent to win gold in 2024."

The Classic Boat Section visits By John Withers

The Lyme Regis Boat Building Academy



Ken Wilding, Skipper Classic Boat Section, organised a visit for Club members to the Lyme Regis Boat Building Academy. And so on Wednesday 6th November over twenty of us gathered at the Club for coffee before setting-off for the other end of Dorset.

After a lovely, warm, welcome of tea and biccies we were given an interesting talk on The Academy, their objectives and aims. Then we went off for a short, pre-arranged, lunch at The Cobb Inn.

After a lovely lunch the start of two workshop tours. In separate groups we went around to witness the skill and loving care of the students. Wooden craft of every description were being worked on and we were in awe of the beauty of these boats, and the smell of the timber was intoxicating too!

Mid-afternoon we were free to return to the Club for afternoon tea to finish the day. A lovely day all-round, thank you Ken.

I wanted to be a traditional boat builder but, in the mid-sixties, fibreglass was taking-off and no apprenticeships were available – ah well their loss!

Then in early December Club members returned to Lyme Regis to witness the Academy's Launch Day. How fantastic to create a hand-crafted boat, launch and sail it on a glorious winter's day in front of an appreciative crowd of boating enthusiasts, friends and families.

The Mayor of Lyme started proceedings with short speech followed with one by the Academy principal, after which, one at a time, the boats were launched.

When the boats were afloat, sails set or motors running, paddles and oars deployed, they paraded back and forth for all to see. It was very enjoyable for everyone.

The Academy

The Boat Building Academy at Lyme provides full-time, highly practical skills training with the emphasis on 'hands-on' learning. The school was founded in 1997 by Commander Tim Gedge, who is still a director.

The Academy provides a 40-week boatbuilding course, which incorporates a City and Guilds in Marine Construction. It gives students the skills to find jobs in the marine industry or establish themselves as boat builders in their own right, although some students join the course for a sabbatical or on retirement and have no plans to work in the marine industry.

There is no upper age limit and the course caters for those changing career, as well as the school leaver. Applicants do not need woodworking skills in order to apply (everyone starts



from the same point – the beginning) but a mature attitude, motivation, a high level of commitment and willingness to pursue the highest standards are vital for students.

Builds cover a range of construction methods and are up to a maximum of 16 foot in length. Some students prefer to concentrate on one build, but all students are required to work on the whole range of craft in order to get as much practical experience of different boat building techniques as possible.

The combination of the City & Guilds qualification and building a range of boats chosen for their educational value is unique to the Academy. The training is intensive and demanding, requiring a high level of commitment. Only eighteen students are taken on each 'long' course and each course is allocated two instructors, who spend a minimum of forty hours a week with their group.

In recent years the Academy has provided a programme of Furniture Making courses too, these share the same philosophy as the boat building training; intensive and highly practical development of skills. Furniture Making students design and make a piece of furniture as part of their course.

More information on The Academy can be found at:
www.boatbuildingacademy.com



The Hi-Tech Way

When I joined the Yard and Haven Committee following the 2019 AGM, amongst more run of the mill tasks, I was asked to look at the possibility of implementing a system to monitor when boats left and returned to the marina and the Hamworthy beach dinghy launching area. Being technically minded and liking a challenge I started to research possible methods of achieving this reliably and at a realistic cost.

Initial research into commercially available asset tracking systems led to a number of possible Solutions. These included character recognition systems (technology used in number plate recognition), the use of barcodes or QR codes read by still or video cameras and radio frequency identification (RFID) tags read by a bespoke RFID transceiver (the same technology used to detect shop lifted items passing through detectors on the way out of a shop).

After some trials of barcodes and data matrix systems it became clear that whilst these solutions could be made to work well in ideal conditions adverse weather and darkness would make reliable reading difficult.

This left RFID systems (for those interested in how this works try this link <http://www.batigroup.net/how-do-rfid-systems-work/>). The initial concern regarding the use of RFID was achieving the required 30m sensing distance using low-cost "passive" tags. However,

following discussion with a specialist supplier a scheme using high gain antennas, tags designed for longer range use and a system on each side of the marina entrance was proposed.

Late last year, the General Committee authorised a trial of a system consisting of an RFID receiver, two antennas mounted on the western side of the Haven entrance and a data logging laptop mounted in the Race Hut and connected to the receiver via an ethernet link. This was installed and commissioned in November 2019. Three types of potential RFID tags were obtained of differing designs / costs to test performance and usability.

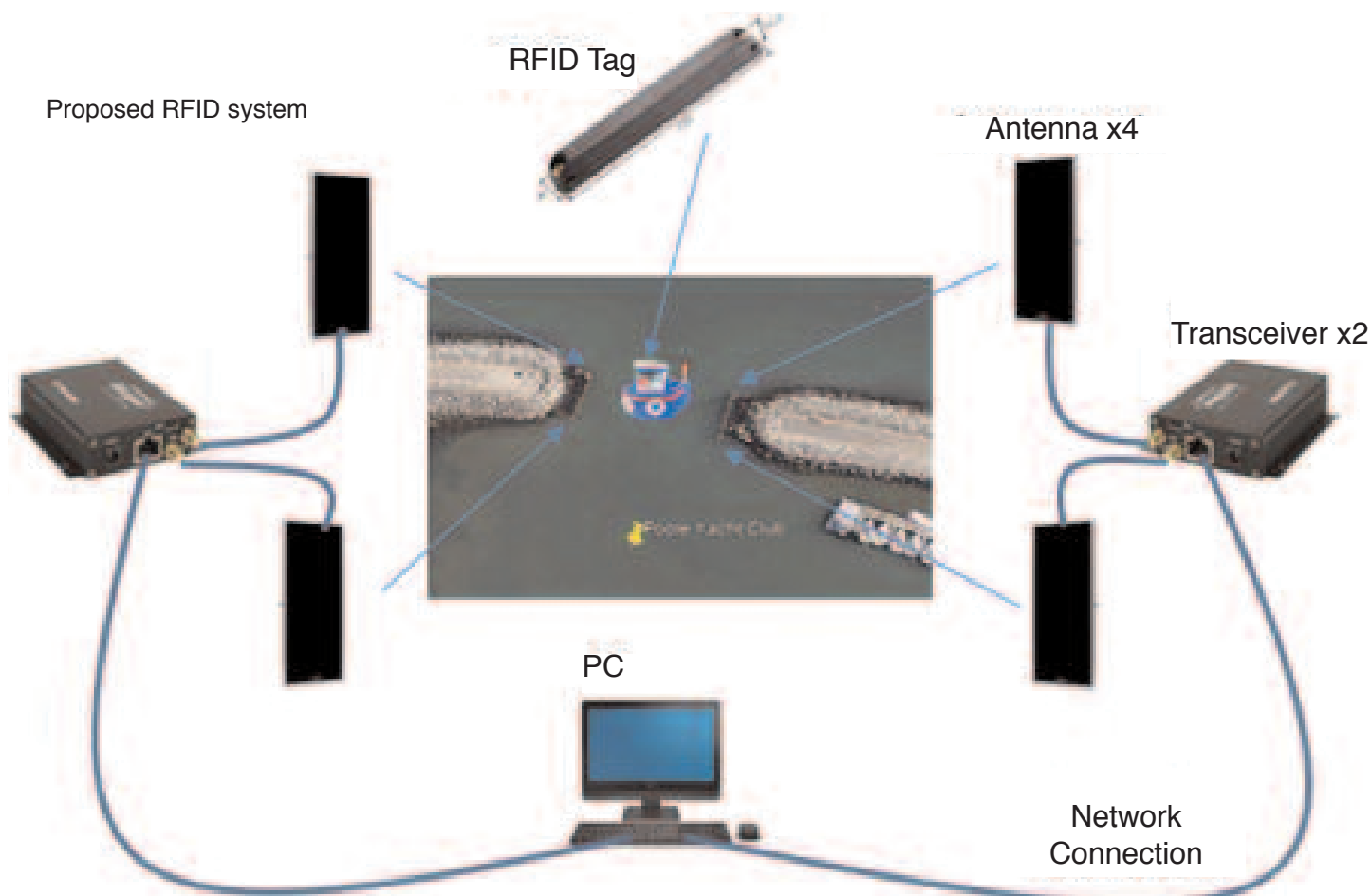
Initial trials were carried out using a Club launch. The three tag types were mounted in differing positions with the aim of simulating mounting on various boat types (cruisers, dinghies, RIBs and launches). After some system adjustments a configuration was found where two of the three tag types were read reliably when the launch passed through the entrance up to 15m from the western side (half way).

Following these successful trials, a number of boats were equipped with RFID tags such that they could be detected when passing through the western half of the Haven entrance.

Throughout late November and December an electronic log derived from the RFID receiver recorded when these tagged boats

Club launch decked out with QR codes





passed within range of the Receiver. Unfortunately, the weather throughout this period was poor and traffic through the entrance (particularly Sunday racing traffic) was less than normal, also, on a number of occasions the laptop in the Race Hut had been switched off (despite signage to the contrary) so some days were missed, most notably the New Year's Day race and the Commodores' Challenge day. However, some 400 individual tag reads were recorded through the period, when compared to written

logs these showed that the manually recorded journeys could be correlated to tag detection.

Tags

The two tag types found suitable were "Survivor" tags (a few pounds each), which are robust and suitable for outdoor use, and generic "Sticker" tags (less than a pound) which are suitable for indoor use.



Survivor tag, mast mounted (one required)



Sticker tag, window mounted (two required)

What's Next?

Further work is contingent on ratification of the relevant proposal when we are able to hold an AGM and subsequent approval by the General Committee. However, if the system is taken forward each cruiser would be equipped with two sticker tags (one port, one starboard). Other boats (or cruisers not suitable for mounting sticker tags) would be equipped with one survivor tag.

Suitable mounting positions for survivor tags are: front of the mast, pushpit or pulpit or any other place where the tag can be mounted roughly vertically and have clear view of the RFID antenna. Sticker tags work well when mounted in saloon windows. A further detection system would be mounted on the Eastern side of the marina entrance and another on the gate leading to Hamworthy beach.

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