

The
Poole Yacht Club

Soundings

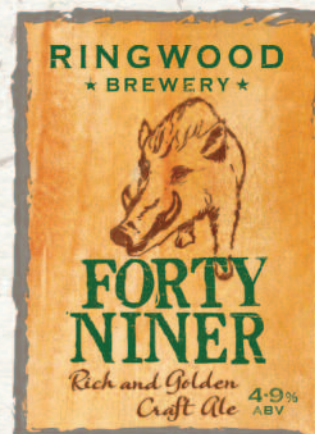
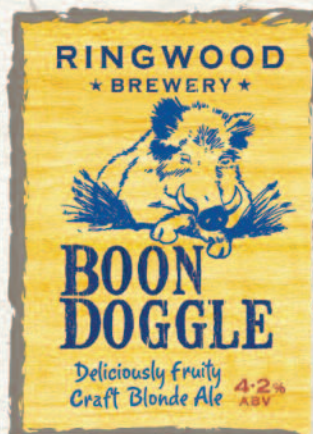
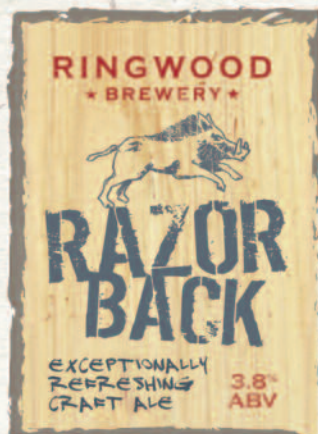
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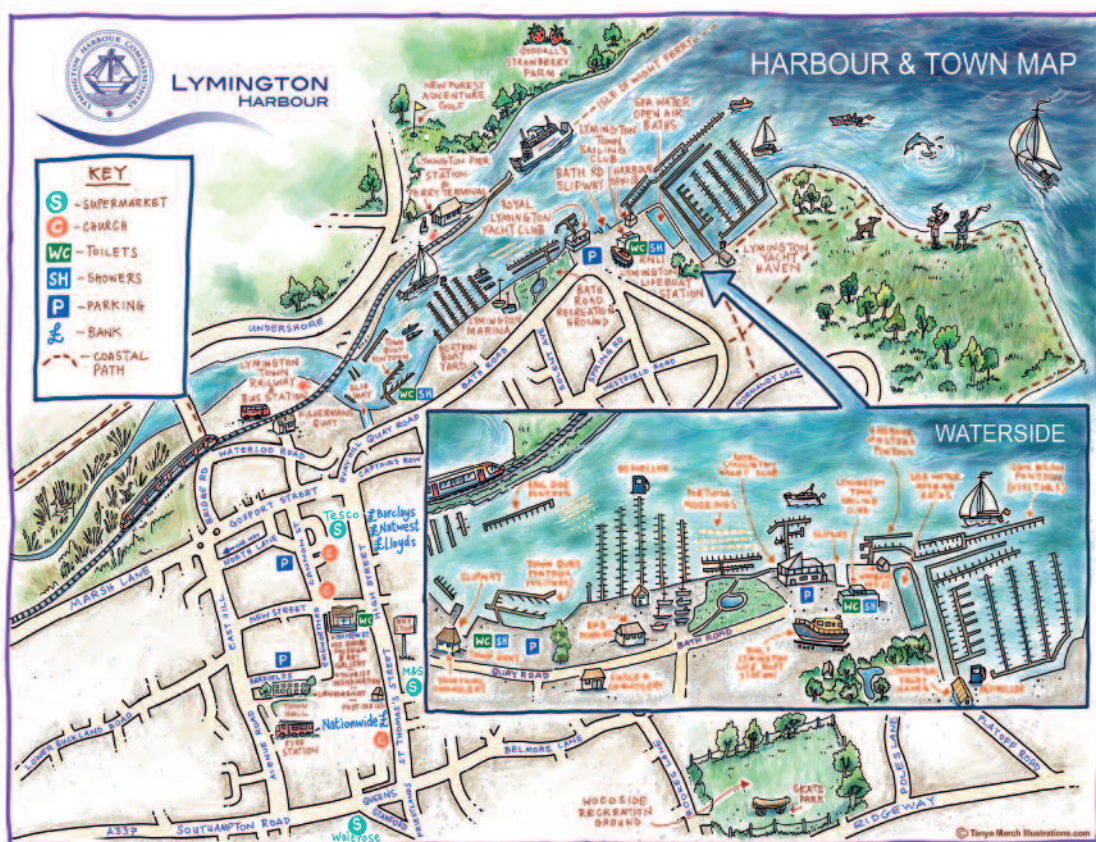
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Welcome to the 2022 Edition of Soundings.

Soundings is a coffee table read, pick it up, read an article, put it back until the next time. Soundings also becomes a history of Club activities, that's why many members keep them forever.

When I started this edition I had no idea whether it would work: would advertisers support it? Have members been doing stuff: championships and cruises? I needn't have worried though, you'll see advertisers by the boat-load and a truly diverse range of interesting edits too.

So let's plan for another bumper edition next year. Record your activities, take decent pictures and savour the memories. Then next winter we can set-to and put together another set of great articles for the 2023 edition.

Thanks are due to the businesses whose ads grace these pages. Soundings 2022 has been completely self-financing, thanks to the generosity of the advertisers.

Please support those that support us - Thank You!

A big **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. The articles are in no particular order: an eclectic mix from an eclectic bunch.

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

**The paper used here is recycled and
the inks are plant-based.**

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

No apologies for having the fantastic picture by David Harding (Sailing Scenes) on our front cover. Most sailing pictures capture some dramatic moment of life on the edge. This one shows sunshine, serenity, normality and good times.

Not being able to go in to the Clubhouse during the pandemic, we did not necessarily hear about our fellow members and friends' passing and, therefore, could not pass on our condolences to their families so.....

Our thoughts and wishes go out to those who lost family and/or friends during the pandemic/last couple of years, not necessarily to Covid



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Soundings 2022

Dear fellow members



Our Soundings Editor, John, has again pulled out all the stops on our behalf and produced this stunning edition of the Club's magazine, Soundings. Not only is our John due our thanks, but our thanks are also due to all those members that have written articles and shared their experiences. I know just how much we all so enjoy reading Soundings. It is available online and at the Club for those members that would like a paper copy.

Talking of experiences, I do appreciate that all of us have to a greater or lesser degree been through some pretty torrid times recently with the covid pandemic affecting so many aspects of our lives. Here at the Club, I must again record my thanks for the considerate and caring way that the vast majority of members have gone about their Club activities and the small army of volunteers that have been beaver away to ensure, as we again opened up our Club activities, all would be ready and in place.

Our staff have been truly brilliant in helping in so many ways, and in many cases, "above and beyond."

As I write this, the sun is streaming down and looking over the water here at the Club, just reminds me what a fantastic club we have! I attended the Volunteer Briefing recently and was struck by the quality of the presentations and the way in which Club Leads are working together and passing on their skills and knowledge to fellow members. Well done Team Sailing under the watchful eye of Tracey Lee!

Our Annual General Meeting is now behind us and I am greatly looking forward to further working with fellow Flag Officers, Officers and General Committee colleagues. We welcome Ian Hull on to General Committee as Brian Snelgrove has stood down. Many thanks, Brian, for all the years of our working together. Members will be aware now of the slight changes that we

introduced to provide greater reporting clarity and clearer definition of the Flag Officer roles and respective sub-Committees. I feel very confident that our Flag Officer team of Adam Deary (Vice Commodore Services), Tracey Lee (Rear Commodore Sailing & On The Water Activities) and Barrie Lovelock (Rear Commodore Facilities) will provide the leadership and skills to steer the Club forward in the year ahead, added and assisted by our General Committee colleagues.

Congratulations to Steve Thompson on his being awarded the Lilla Trophy this year. An item on this award and Steve is featured in this edition of Soundings. The Commodore's Charity for 2022 – 2023 is Lewis-Manning Hospice Care, based here in Poole. A piece on this charity is also detailed in Soundings.

I am greatly looking forward to the season ahead. The Sailing Programme certainly is full with activities on the water. The Social Programme (under skillful eye of Kate Ginzler) is also gearing up nicely for the year ahead.

Thank you for re-electing me as your Commodore for my third and final year. It is a real pleasure representing you all and hearing your views and comments on Club affairs. I am always happy to meet at the Club for a "cuppa and a natter."

My contact details are:
johnyonwin3@gmail.com
07966 551038

Wishing you many happy hours on the water during the year ahead and enjoying time at the Club.

Regards, John Yonwin, Commodore



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Salutations from Services

It is almost exactly two years since the Covid pandemic significantly started affecting both our personal lives and our Yacht Club life. It coincided with the AGM where John Yonwin took over from Nye Davies as Commodore and I took on the role as his Vice. Covid presented us with a challenge neither of us expected. In those early days there were a lot of uncertainties. None of us were sure where things would lead or how long it might continue, but it became apparent very early on that we were very much of the mind-set that protecting our staff, our members and the future of The Poole Yacht Club was our number one priority.

We rapidly set up the Covid Management Team to manage the situation and although not all the decisions that were made were welcomed by everybody, I truly believe we did a good job navigating through the various law changes, Government guidance alterations, staffing issues, requests from members, etc., etc. I am extremely proud to have worked on this team – they were extremely dedicated, giving up many, many hours of their time (some of them also still working full time in demanding roles and situations) endeavouring to achieve the best for the Club.

It seems such a long time ago that we were setting up night patrols, putting a barrier across the Haven entrance, applauding the NHS at nights etc. Although infection rates are currently on the increase, with the removal of virtually all restrictions we are, perhaps, approaching the end of this particular tunnel.

With the suspension of major expenditure at the beginning of the pandemic, many of the major tasks we had envisaged starting were simply put on the back burner. Every cloud has a silver lining however – the recent return of Barrie Lovelock to the General Committee as Rear Commodore Facilities, brings a huge amount of construction experience and skill. Barrie leading these projects

from the outset will help ensure they are managed properly through the lifecycle ensuring the best possible outcome for the members. Welcome back on board Barrie!

The recent shake-up of the Flag Officers roles and Committee operational responsibilities was long overdue. The new structure will allow for more efficient delivery of facilities and services provided to members, and more appropriately reflects the evolution of the Club and the direction we need to take it.

The new Services team have good strength in depth, with many years of General Committee experience and volunteering at The Poole Yacht Club in general. We will continue to focus on the Social side of things, delivering enjoyable events, entertainment and of course the fantastic catering and bar service that continues to go from strength to strength. We will increase our focus on how we recruit and retain our members, also taking more of a lead on the up-front part of the new member process. IT requirements for our Office, Yard and Catering Teams and those requested by our members will continue to increase and the Services team will address these requirements and endeavour to deliver against them. The services (and facilities) that the Club provide are done so in order that the members can enjoy their time here – it is essential therefore that members provide feedback on these services provided (good or bad!) so that we can improve upon them where necessary. We also welcome any suggestions or ideas for trying new things or doing things in a slightly different way – only by changing can we improve. So please, if you have something to bring to the party, please don't hesitate to get in touch.

Here's to a great season at The Poole Yacht Club.

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Facilities and Beyond



Well, what can I say?
Here we go again just about sums it up!

After a period of enjoying myself and not worrying about the club too much I'm back in the saddle but with added responsibilities as our dear Commodore thought it a good idea to lump Yard and Haven and House Bar and Catering together but taking away the Bar and Catering bit. I have to say after thinking about it it does make perfect sense. The name 'Facilities' is about right too, as it covers all the structures from the Haven entrance to the back of the car park and all the awkward bits in between. To be even more 'on message' I would like it to be known as 'Felicities' on Wednesdays.....

Within the next month or so I would like to hold a Forum for all berth and swinging mooring holders and for those on the waiting list so we can discuss some ideas for speeding up the movement in the Haven. Too many people have been waiting too long and I have a few ideas that might appeal, on the other hand they might not. The boat tagging system will be up and running shortly giving us a better insight into who is using their boats and who are just berth blocking because it is cheap and convenient. I'm confident there will be movement in more ways than one.

We are moving into the 21st century with a vengeance or at least it will feel like it with Vehicle Charging points planned for as soon as they can be fitted so no excuse for quietly plugging into the normal outlets which is definitely not on. We are also programming the installation of an environmental wash-off area at the top of the slip. This will have a capture sump and filtration plant so no toxic run off gets back into the water. All big money ventures so we might have to double the membership fees.

The discussion around moving the hoist to a new pier dock to the west of A pontoon never got off the ground for a number of

reasons; firstly our hoist is not designed to lift yachts from a platform or twin piers, secondly to create the two 20 metre long piers and strengthen the sea wall would cost around 450k or more, thirdly we would lose around 25 berths to allow for the piers and the required loading and waiting area, fourthly, that part of the Haven is the shallowest and would need extensive and regular dredging and finally, to even start to get a costing on this would involve us providing detailed design drawings and comprehensive engineering plans, without which no contractor would even look at it.

Alternatively we are now in the process of rebuilding the slip with surveys being done as I write. It is intended to go out a further four metres and, should the Committee approve the cost, we plan to start work in October using a Civil Engineering company well experienced in marine concrete. It is hoped the project will take about five weeks and, hopefully, tie in with the environmental wash-off project.

On a serious note, owing to the 'where there is blame there is a claim' litigious culture we now live in it is vital that no part of the pulpit, anchor or bow sprit overhangs any part of the walkways. Anyone walking into these especially at night could sue the Club for damages and no doubt we, the Club, would consider passing on the liability to the boat owner should it be considered they have disregarded this rule. Please spring your boat fully clear of the walkway.

In the meantime if any of you get the urge to bend my ear about some bee you have in your bonnet whilst I'm having a quiet pint in the bar.....please remember I'm deaf in one ear and it could be either ear!

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Hello from Sailing



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As I write this article for Soundings, volunteers are building the Laser racks, as we get ready for dinghies to arrive back in the yard next weekend. This is one of the annual PYC activities, along with sailing briefings, cruisers returning to their berths and RIB refresher training, which signal for me the start of the main sailing season. This is all a particularly welcome sight after the disruption and worry of the last two years.

The disruption of the pandemic has brought about creativity and innovation in how we run our organised sailing, along with developments in how we use technology (Zoom, Teams) and social media to communicate with each other. These changes have brought a faster pace and dynamism to the way we discuss and make decisions, which is good. Sailing Committee, as the Organising Authority, is also very clear that our sailing and racing has to operate within the structure and process of the governing rules for our sport. I expect that getting the right balance between these will be a key challenge for us in the year ahead and I am looking forward to lots of debate within Sailing Committee, and discussions and chat around this aspect of our racing with class captains and with sailors.

If the Racing Rules of Sailing, our PYC Sailing Instructions, and the RYA training centre procedures are the framework, then I see our volunteering ethos as a crucial part of the “glue” that makes taking part in our Club activities so enjoyable. I place huge value on the collaborative, sharing and “getting stuff sorted out together” approach which features across all of our volunteering. We are a big sailing club compared to many others around the country, but we have such a fantastic mixing and cross-over of members taking part in different on the water activities and volunteering roles. If you are not already signed up for some volunteer duties (and I know many of you are) then you can email (also see P19) volunteering@pooleyc.co.uk to find out how to join in the fun.

In 2022 we will continue to have dinghy racing and cruiser racing, and for those who want to race (and socialise!) further afield, there is the Poole Yacht Racing Association (PYRA) programme (P52). We will be welcoming visitors to the Club for

Nationals and Open Meetings too, but we have deliberately kept these to a level where our own racing across the season is not compromised, or our volunteers feeling too stretched. Our junior sailors will be honing their sailing skills (and eating lots of cheesy chips) on Wednesday evenings, and there are junior RYA courses and Friday Fun Days set up for school holidays.

Our social sailing is getting more and more popular, with Friendly Fridays (evenings) and Sociable Sundays (afternoons) starting in May. It was great to see the social sailing extended into cruisers last year, with the Shrimper class joining in as well. There is adult sailing training covering RYA levels 1 and 2, Seamanship Skills and Spinnakers; look on the website and/or check out the QR codes on the noticeboards by the main lounge entrance. We have two more Hartley 15s for our adult training and also for hire, and I think I can even promise, finally, that we will get the paddleboards ready for hire by members for this summer.

The PYC Regatta this year is Friday 1st July to Sunday 3rd July, and we are ringing the changes – a bit – with this too. There will be social sailing (and a lovely BBQ!) on the Friday evening, then Committee boat dinghy racing on Saturday, with the Cruiser Pursuit race on Saturday evening. There will be a Dinghy Pursuit race on Sunday morning – so the keen race-y types can get another race in, everyone else can enjoy the scenery and the fun of taking part. On Sunday afternoon we are going to run a “Try A Different Boat” session, before wrapping up with Prize Giving.

There will, of course, be lots of social activity too, with live music and a big PYC party on the Saturday evening.

Finally, I would heartily recommend that every member checks out the Notice of Race for 2022. Hard copies are available from the Office, or it is found very easily by going to the Sailing tab, then Race Management on the website. Sailors and Volunteers, it has everything, yes everything, you need to know about our Sailing Programme, for every day of the year. For anyone else, scroll through all the months, take a look at what is going on and if it inspires you to want to get involved, please drop me a line, I would love to hear from you.



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Who am I and what do I do at Poole?

Sailing Pro AJ Windsor

Who am I is an interesting question, the easiest way to explain this is to show you my split personality!

Water sports and Sailing AJ

I have now been a qualified instructor for over eighteen years, and for those that know me, "I know I don't look old enough!". I am qualified to teach Sailing, Windsurfing, Powerboating and all Paddle Sports and have worked all over the world: the Mediterranean, Greece, America, Australia and not forgetting sunny Dorset.

I was never very academic at school but 'on the water' just made sense to me. So – when guided by one of my teachers at school – I decided to try and make a career out of it and, well, I don't think I did too badly! After a few years instructing, I found myself taking more of a lead and quickly became a Senior Instructor at the age of 19. Since then, I have been operating and running different RYA Training Centres and developing their sailing programmes.

AJ Windsor, Off the Water (kind of...)

Born and bred in Dorset, I have grown up either on the water or in a forest! I am ashamed to admit to you all I have never raced a dinghy (or yacht!). My background and life was Offshore Powerboat Racing. It was something my parents and grandparents were heavily involved with so, naturally, I followed in their footsteps. The race I am probably proudest of, was competing in the Cowes - Torquay – Cowes, as my grandfather competed in this race in its early years.

Off the water and you will probably find me on a hockey pitch or with family and friends.

I have played hockey for over twenty years for Poole Ladies First Team. We have had many highs and lows. I had the honour of being captain for many years, and as a team we managed back-to-back promotions and, with the help of my team, I was crowned top goal scorer in the whole of Hampshire one season.

As you are starting to see I love to be active, and this is the

same when I am with family and friends. But don't get me wrong a BBQ or a good beer garden is also a favoured past time of mine!

So, what changed and how did I end up at Poole Yacht Club, and what do I want to achieve?

Like many 2020, for me, was an interesting year. I was made redundant and decided to actually move away from the world of water sports and set up my own company – Amethyst Sports – running after school clubs and holiday camps. This was, and still is, going very well – but the need for a part time job was looming.

Knowing, and having previously worked with a number of the members, I was approached to come and help for a few months – to get you through your RYA Inspection and set up some summer training. Well, a few months ended up being the whole >>



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season, which in the blink of an eye has now been over a year, and it is safe to say I am loving the role and being a part of the club.

My role in a nutshell is to advise, organise and provide training for the members – both youth and adult. This training so far has mainly been Dinghy Sailing for Beginners to Improvers, as well as helping co-ordinate the Powerboat Training.

As we are a RYA Training Centre we have to tick a certain number of boxes to keep this recognition, and also maintain the club's fleet of dinghies, which takes up most of my time. But recently I have been asked to be a part of the Sailing Committee and the Digital Signage Team. So, as you can see, the role is quite varied but one thing stays the same – I am driven by encouraging people to start or progress through their sailing journey.

I hope that I can continue to support and provide this training to a high standard, but also bring new ideas to the club to help increase growth in other watersports as well.

If you are keen to give me ideas on training, or want to find out about courses that could help you with your sailing journey, please feel free to contact me. I don't have set hours with the club, so the best way to contact me is via email:

training@pooleyc.co.uk

or say 'Hi' if you do see me around the Club or dinghy park.



Training Courses

For full up-to-date details see the Club Website

Intro

With so much sailing on offer at Poole Yacht Club, it can be daunting to find out how you can start your sailing journey. This is where your friendly training team come in. Poole Yacht Club is a recognised RYA Training Centre, with all the instructors being current members who have sailed for many years at the club, this is all under the watchful eye of our Sailing Pro, AJ Windsor. We have lots of training available for everyone, kids to adults, beginners to intermediate and even those wishing to become future instructors.

Manic Piranhas

Wednesday night is all about the kids (ages 8 to 16). Our Junior Training is run throughout the season, April to September, every Wednesday night.

Youth Holiday Programme

How to keep the children entertained during the school holidays? A question that many parents ask themselves regularly and the training team are here to help. We run a variety of two-day RYA courses and our every popular Friday Fun Day. All our courses include lunch

Adult Improvers

Have you been sailing for a while, but not quite ready to head out on your own? We are here to help, our 7-week Adult Improver programme runs on a Monday evening and will give you the skills and confidence you need.

Adult Training

You are never too old to learn how to sail, so why not become a dinghy sailor? With our fantastic fleet of Hartley 15s, training

adults has become a breeze, no more thinking you must kneel and clamber around in a small boat, these double/triple handed boats are great for adults to move around easily no matter your age or ability. But for those that want can also try solo sailing in one of our Fusions.

Powerboating

At Poole Yacht Club we are passionate about encouraging best practice and water safety. This can all start with our RYA Powerboat Level 2 course. Not only is this a fantastic course to do for your own personal craft but is a requirement for all of our volunteer safety boat helms.

VHF Marine Radio and RYA First Aid Course

Continuing our passion for safety, we also offer all our club members VHF and First Aid Courses throughout the year. Both of these courses are strongly recommended by the training team and gives you all the skills you need in the event of an emergency. For more information and dates please look at our training diary, or contact Richard Kaye by email: pyc.cruising.section@gmail.com

Please check out the Training Page on the Club Website for dates etc.

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Volunteering

By Richard McAvoy



We've all heard it before at the various briefings; "*Volunteering is the lifeblood of the Club*", but it's only when you start looking at the sheer volume of volunteers the Club needs every season that you start to appreciate how true this is.

For example, the Monday, Thursday and Saturday dinghy racing series comprise approximately 120 events that require nearly 1000 individual duties to be fulfilled. The Friday and Sunday Social Sailing events are another 50 events that need a further 200 duties to be filled. The Regatta needs over 120 people to ensure it runs smoothly.....on both Saturday and Sunday. This is before we run Open Events, Trophy Races, Youth Training, Frostbite etc. so it's easy to see what a Herculean effort members make to ensure all of these events run smoothly.

The Club is always looking for more volunteers to ensure these responsibilities are shared equally. So here is a quick guide to the roles we need to fill each season.

Safety Boat Drivers

The Club is lucky to have one of the biggest fleets of RIB's and Rigidflex boats in the south and they are all used to good effect during our racing and training events. To drive a safety boat, you will need the RYA Powerboat Level 2 qualification, which can be done at the Club during one of the regular courses that run each season, the cost of which is mostly refunded after a certain number of duties. The Club also offers powerboat refresher courses and a one day safety boat course to practise recovering capsized boats.

Safety Boat Assist

Every Safety Boat needs both a driver and an Assist. Assist is one of the most important jobs on the water as it's likely you will be the one actually righting capsized boats or rescuing sailors from the water as the driver keeps the boat steady. No previous experience is necessary and it is a great way to spend time on the water.

Principal Race Officer

The PRO is in overall charge of each event, from completing a Risk Assessment to the organisation of the actual race. PROs may start races from the Race Hut or a Committee Boat but the PRO will always have a number of people assisting. It is a very responsible role but one that the Club offers full training for. The Club requires more people to train to be a PRO, so if you have experience of racing dinghies or cruisers at Club level or above, plus an organised mind, we would be very grateful if you could give up a few evenings each season to ensure our racing programme can continue.

Race Assist

Every PRO needs at least two or three race assists to help record the positions and times of the racers, raise or lower flags or start the timing lights. No previous experience is necessary and this is a great way to learn about racing and meet new people.

Night Watch

The security of the Club is very important so we ask that everyone tries to undertake at least one night watch duty a year. You won't be expected to wrestle any would be burglars to the ground, but you'll walk the perimeter of the Club shining a powerful torch around the Haven and out onto the moorings. It's more to show a presence and let any would be thieves know that they will be seen and reported if they try to enter the Club. If you have PB2 and have completed the launch training, you can also take the Club launch out into the harbour. We try to encourage people to do this in pairs for safety reasons so why not do this with a friend?

If you are available for a Night Watch duty please contact Mike Jones on nightwatch@pooleyc.co.uk

Electronic Volunteer Forms

Lastly, a note on completing the electronic volunteer forms. These form the basis of every volunteer team leads rota and they save an enormous amount of time when scheduling events. Once completed, the forms are downloaded into Excel so they can be filtered according to the day and duty type, meaning each team lead has an instant list of volunteers to choose from.



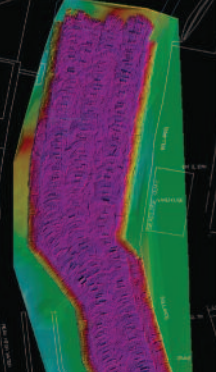
Please fill out your electronic form every season, even if you have done the same duty for many years as it saves a huge amount of time emailing and calling people to see if want to continue volunteering. You will receive an email with a link to the form and it only takes a few seconds to complete (especially if you have completed it before as it remembers the details from last season).

By submitting this form every year, you guarantee your name is on the list of volunteers for the coming season.

Thank You


Lastly, a huge thank you to everyone that has been involved with volunteering at the Club, either this coming season, or for previous seasons.

If you have read this and would like some more information on volunteering, feel free to look on the website for more information or email volunteers@pooleyc.co.uk

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Laser Racing

In your sixties & beyond!

By James Scott

I have been sailing Lasers on and off for the last twenty-five years – so a late starter you may say!

I joined PYC about ten years ago and if there's been one thing I've loved is the camaraderie and general banter, promoted heavily by our leader, Steve Ehrhart. Always keen to help and advise us all, steadily increasing the numbers in the laser fleet, changing the racing format (far better now), despite being last at the bar queue! I have only ever beaten him once across the line – when he took an involuntary swim!

Why do I enjoy Lasers? They are simple, have few strings to pull, challenging to keep up-right – especially in a strong breeze. But wow when you're up and on the plane there's no more fun that can be had – legally!

A memorable first sail in March a few years back had me out in strong conditions (20 – 35 knots). I managed to complete the re-

quired two laps course without capsizing before crossing the finishing line. On my way back to the Marina entrance I was hit by a particularly strong gust and just as I was going over a wave, I ended up bounced out of the back of the boat! On re-surfacing I spotted the laser heading (still up-right, too) for a stanchion which did little to improve the laser - apart from destroying the sail. Hey ho, all in a great afternoon's fun!

Regretfully, I am still not at the front of the fleet (or near it!) but as they say it's all down to time on the water / or in it, and in that respect, time is my big challenge. Maybe better this year?

However, once rigged up and ready, there're always one or two well-known reprobates who give me a good run for my money on the racetrack, never providing a dull moment.

Am I planning on giving up? Not a chance! See you down there, and enjoy!

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How we survived the Medicanne!

Magnum at peace before the storm

In March 2019 Clive and I bought a Sweden Yacht 370 in Preveza Greece. It had always been our dream boat and now we were both retired and free from responsibilities we felt we should 'Go for it!'

Back in those heady, long-ago days of optimism and youth (well three years ago), the plan had been to sail Magnum home to the U.K. during the summer. Sadly, that was not to be, as we suffered both personal and boat issues within the first couple of months, which meant we had to return to UK twice and also had to have major work done on Magnum in Corfu.

Then Covid 19 struck and we didn't get back on board for nine months! Once all issues were sorted it was late in the summer of 2020 and we decided to explore the Ionian for a couple of months and then explore more of the Med in 2021.

We had a lovely month from mid-August to mid-September sailing the northern and southern Ionians, visiting Corfu, Lefkada, Nidri, Cephalonia and Ithaca. However, towards the end of September we heard that there was due to be some strong winds coming over from the Sahara and heading towards southern Ionians and Zakynthos. We had spotted a sheltered quayside in Vathi on a previous visit there and thought it would be a good, safe place to see out the storm.

We arrived on Wednesday the 16th September and snuggled ourselves into the last vacant berth between a tiny trimaran and a charter yacht, with two couples from Germany on board. The weather was glorious that evening and we had (for us) a romantic evening meal at the taverna opposite the quay, sitting on a table by the beach with Greek fishing boats bobbing about in the water. Just how you imagine evenings are spent when cruising the Mediterranean. Unfortunately for Clive the table was under a tree and he was 'pooped' on by a bird, not once but twice! Still it didn't go in his meal, and it's supposed to be lucky isn't it?

On Thursday the Germans next door informed us that the storm

was now due to be heading a bit further north than previously predicted, so we may well be in its path! Nervousness now set in, compounded by the fact that the Greek fishermen were all busy pulling out their boats in the slipway next to the quay. Endless little, and not so little, wooden fishing boats being pulled out by various vehicles with mixed success.

One trailer had obviously not been used for a while and the wheels had seized, so it was dragged up and down the quayside until they loosened enough to get it down the slip to the owners boat. Another fisherman had his boat loaded on its trailer but his Vitara wasn't man enough to pull it up, so they attached another 4x4 to that one and between them both managed to get it to the top of the slip.

We spent the afternoon securing anything that would possibly blow away and doubling up lines to shore. The weather started to become grey and 'un med like' and by the evening the clouds were low over the mountains of Ithaca. We went to bed early, with Clive opting to sleep in the main cabin so as to be awake if he needed to be.

In the early hours the wind started picking up, and the rain began in earnest, waking us both up. The noise was terrific with howling wind through the rigging and heavy rain pelting down we had to shout to each other to be heard. The Germans next door were up too, as well as another younger chartering couple two doors down. We all had our engines on fighting to keep the stern of the boats off the quayside.

The wind was coming mainly from our port side and in the gusts our main concern was that we would catch our stanchions under the adjacent yacht's toe-rail and have them ripped out. Our other worry was that the palisade (a home made affair of a aluminium ladder and string and ply) of the trimaran on our port side had become detached and was swinging wildly about pointing dangerously near our hull! It was far too dangerous to get on to it

and re attach it but luckily the harbourmasters were driving around the bay on a regular basis and we managed to get their attention and they pulled it out and tied it to the quay.

Yachts that had clearly not been lucky enough to find a shelter, or had just been caught out, were coming into the bay in the dark hoping to find refuge. However even in the relative protection of Vathi they found it impossible to successfully lay an anchor and were being knocked down when the wind caught them broadside on. Most spent the night motoring round and round. Several were found attached to a large buoy in the middle of the bay the following morning.

Clive had to stand at the helm and steer Magnum in order to prevent damage to either ourselves or the boats on either side of us, he got soaked to the skin in the process. I was sent below as it seemed pointless us both getting drenched (he's a very caring husband) and rather than sit there worrying I made a chocolate cake! Someone did say it was a bit like Nero fiddling while Rome burned, but I knew it would be appreciated once it was all over!

It seemed to take a lifetime for daybreak to arrive, but by lunchtime on Friday the worst seemed to be over, the wind dropped off a bit and the rain abated and Clive could leave the helm and come down below and get dry. We spent the rest of the day sleeping and eating chocolate cake!!

Saturday morning arrived bright and sunny as though nothing had ever happened. We inspected Magnum for damage and apart from a couple of scrapes on her transom, where she had touched the quay wall, she was fine.

Sadly others were not so lucky. We walked around the bay to the town and spoke to the leader of a Sunsail flotilla on the opposite side of the bay. They had recorded over 70 knots and had the wind directly on their nose. It must have been extremely frightening for those holidaying on the flotilla.

One poor British yacht had come to grief and sunk completely, presumably having had the transom damaged against the quay-side. Those aboard were apparently fine and had managed to get off the boat before it went down.

The electricity was out across the entire island of Ithaca, but despite this most shops and cafes were open and one apologised that they couldn't do us our favourite frappe coffee as they had no ice! We were pretty impressed they were offering us anything at all. The Greek cafe owner told us that in all his 65 years he had never seen weather like it !

The Medicane, as it was named by most, even made the news back at home. Cephalonia was hit even worse than we were, with several boats being sunk in Effimia. Apparently around 70 boats were lost that night and many more had severe damage. We feel very fortunate that we got through it relatively unscathed. Maybe there is something in that saying about it being lucky if a bird poos on you!



We moved from here to slightly more sheltered (blue) spot

A romantic table for two...



Albania and Montenegro

Due to Covid, Magnum spent another nine months on the hard, at Ionian Marina in Preveza during the winter of 2020, spring and early summer of 2021, until we could get back out to her.

For the next seven or eight weeks we potted around the Ionians, along with a great many Italians and Germans and a smattering of Brits.

By the middle of August we knew we had to make some decisions as the 90 days we could spend in the EU would soon catch up with us. One of the aims of the summer was to see if we could manage to lengthen our stay in the Mediterranean by getting out of the EU for some time – as the Australians do. Turkey was still considered 'Red' for Covid so no point going south, so our nearest option was Albania and then on up to Montenegro. Getting out of Greece proved our first challenge! We could obviously leave whenever we liked, but in order to 'stop the clock' on our Schengen days we needed to get our passports stamped to say we had left. After quite a 'discussion' with the authorities in Corfu we eventually got our stamps and could be on our way.

Albania is only a stone's throw from Corfu and would only take three hours to cross in to. Unfortunately there had been some stormy weather the previous few days and the sea state wasn't overly pleasant. We had read that it was necessary to use an agent to get into Albania and undertake all the relevant paper work on our behalf. We enlisted a gentleman called Agim who has an office in Sarande, the nearest port in Albania, to gain admission. He and his team were very efficient and even radioed us as we entered the bay to direct us the quayside and take our lines.

This is not a marina, just a piece of quay within the ferry port where about five yachts can moor 'stern to'. If you are unlucky enough not to get a spot then you have to anchor off and come in on your tender to do the formalities. Even on the quayside you have to leave and return via the ferry port and traverse the customs and port police, who were all very pleasant if armed!

Formalities done, we were free to explore the area. Sarande is a very popular holiday resort and the whole town seems to cater purely for the Albanian holidaymakers. They appeared to spend their days sunbathing and swimming on the narrow stony beach and then the evening walking on the long promenade all dressed

up and taking Instagram selfies. The noise along the prom in the evenings was terrific, with all the bars, trip boats, restaurants and performers vying with each other. Trip boats are a real feature of Albania with more 'Black Pearls' than you could shake a stick at! The up side was that there was clearly a curfew in place, as on the dot of 11 it all got turned off.

Albania is still very much a 'cash only' society with the Leck being the local currency, and you get an awful lot of Leck to the pound! There are ATMs on every corner but forget about trying to pay by card as no one takes them.

Cigarettes are cheap (approximately £1.60 a pack) and no one 'vapes'. Also data is ridiculously cheap to buy, we bought a SIM card with more memory than we would use in a month for £10 from a local, family run, general store.

After a couple of days of the heady delights of Sarande we decided to travel north along the coast towards Montenegro. Sadly the Albanian coast has very few anchorages as the rocky, mountainous shoreline runs directly into the sea. Our Agent had pointed out a couple of good spots to us though, so we traveled up to the first, a large bay called Palermo which, during soviet times, was a submarine base. Now it is only operational during the winter months and anchoring is permitted during the summer, though it was hardly overcrowded, with just us and a Norwegian cruising yacht that arrived later. Albanians are much fonder of powerboats and we only saw one yacht with Albanians aboard.

The following day we left just after the Norwegians, heading up to Vlorë and the island of Sazan, which was to have been our next night's stopover. There is the one (and only) Albanian marina in Vlorë Bay, which is run by Italians and reported to be very expensive, so we avoided that. On further reading we discovered that: A) We would be sailing through a disused mine field (the Norwegians went 20 km offshore to avoid it). However we had it on good authority that all the mines have now been cleared and it was safe to navigate, and B) no anchoring is allowed on the island of Sazan or half a mile off shore, so that was out. We managed to



find a small bay, with an even smaller beach, where about 100 Albanians were dropped off for the afternoon from a trip boat and who had all set up camp along the tiny beach, each with their own umbrella. The Norwegians arrived here too!

After an 18-hour overnight trip past Durrës, dodging Albanian trawlers with no AIS as we went, we finally arrived at Bar, the first major port of Montenegro. Checking in was relatively painless, a lot more fun than Corfu, and we were soon tied up alongside in Bar Marina. Next day the Norwegians turned up!

Bar was again a busy seaside town with all the benefits of bars and restaurants and shops not far from the Marina. The Marina itself was expensive (€55 a night for us!) and facilities were pretty rank. I wouldn't use them and I'm pretty hardcore when it comes to bathrooms! The supermarket in town was excellent though!

After a couple of nights, having recovered from our night sail and restocked the boat and had my laundry done by lovely lady in the marina, we left to do the two-day trip up the coast to Kotor Bay. We overnighted in a very rolly anchorage just below Budva which was horrendous.

Entering Kotor Bay was, for me, a real highlight of the summer. It's a bit like a fiord, though it's apparently formed in a different way so is called a ria. The high rocks on either side as you enter the narrow entrance make it feel like you are entering through gates into another world!

Our aim was to go all the way up to the medieval town of Kotor, which is right at the far end of the ria and then work our way back from there. It took nearly two hours from the entrance to reach our anchorage and, guess what, the Norwegians were there before us.

We went ashore in our very leaky dinghy and spent a day exploring the medieval town and climbing the city wall, which runs steeply up the mountain behind the town (it nearly finished me off, and I only got a quarter of the way!). Health and safety isn't high on the agenda and coming down was a bit life threatening!

Having done quite a lot of motoring we were finding that the engine wasn't running as smoothly as it had been, it was pumping out smoke at low revs, so we pulled into a rather fancy-looking, but nearly empty, marina on the north coast of the bay. The marina (Porta Novi) had only been open a couple of years and was part of a large upmarket holiday complex, yet was very cheap! We spent a week there, getting the engine sorted (it was the injectors) and generally luxuriating in the surroundings and sitting-out two enormous thunderstorms, which came over from Italy. We had pretty-much decided to over-winter there and negotiated a very good deal for the six months as it was very secure and easy to fly home from.

THEN Montenegro turned 'Red' for Covid 19 and flights went from £50 to £500 over night, plus, even if we had flown home we would have had to isolate in a hotel. Fearful that we would be stuck there we said a farewell to Montenegro and left Porta Novi.

We thought the return run back down the Montenegrin and

Albanian coast would be down hill all the way as the prevailing winds are from the north west. However the recent storms seemed to have done something to the prevailing winds and the sea state was awful, coming on our starboard aft quarter.

We intended to do the run to Greece in one hit but ended up having to motor 90% of it due to no wind, plus our auto-pilot gave up the ghost early on and so we had to hand steer the entire 350km (188 NM).

We arrived back in Corfu, late in the evening, after 36 hours, and anchored in our favourite bay before dark. Then we slept!



Homeward Bound

Once we had recovered from our journey back to Greece from Montenegro we had to check into Greece again. We noticed on a sailing Vlog we watch, that they had been able to berth in the ferry terminal and so we made contact and asked them for details, which they kindly gave us. The main reason for this was to cut-out the trip in our, now VERY leaky, tender and the long walk in the heat to the authorities at the ferry terminal.

We managed to carefully negotiate the port entrance and avoid the ferries and moor ourselves up to the quayside where they had advised us to go. However he hadn't warned us that we should email the ferry company and ask for permission before we arrived. So I got a telling off from the port police (scary, as they have guns!) The young lady police officer was sympathetic once I explained that we had spent 36 hours at sea, and I must have looked rough as she offered me a seat!!

Once all the formalities had been done and we had paid all our dues (including €15 for the berth and we were only there for an hour!) we returned to our anchorage complete with a dirty great black mark on our topsides courtesy of the tyres they use as fenders for the ferries.

We spent a couple of days relaxing and recovering, watching yachts, big and small, come and go in our anchorage, just opposite Gouvia Marina in northern Corfu, and talking about what we should do next. Our Schengen days were fast running out and we had to make some tough decisions about what we should do with Magnum over the winter and beyond.

Our intention, from the time we bought her, had always been to get her home to Poole, but life: personal, political and pandemic had slowed our progress. We still wanted her home with us, the problem was how were we going to achieve that?

We broke it down to several choices

- 1) Put Magnum back on the hard at Ionian Marina and sell her (not an option either of us wanted to take). The downside to that was it may take some time and we would still not have our dream boat.
- 2) Put her ashore for the winter, then come back in 2022 and set her ready for sailing her home. Downside was that we were still having our travel restricted by Covid so could not be sure that we would even be able to get back to her when we wanted, and with only being able to sail in EU waters for 90 out of 180 days we worked out that it would potentially take us a couple of seasons to get her back.
- 3) Get quotes for professional crew to take her home. This was only fleeting thought as 'strangers' on our boat? Plus it was getting near the end of the season so weather would not be guaranteed.
- 4) Get quote for shipping her home, either by land or sea.

After much surfing, asking for quotes, crunching the numbers and sleepless nights it basically came down to shipping her home by sea from Preveza. The decision was pretty much made for us when the agents (Peters and May in Southampton) stated that if we could sign up before the end of the week and get down to Preveza by the following Friday then we could be loaded on the Saturday. That would mean that Magnum would be home in the U.K. by the end of the month!

It all seemed to stack up and, once we did the sums, i.e. cost of wintering Magnum in Greece during the winter again, preparing her for long legs at sea (definitely would need to get that autopilot fixed!) flights for us back and forth, possibly up to half a dozen times, at least three more long spells for Magnum in potentially expensive marinas for the 90 days we would have to go home for, plus wear and tear on the boat (and me!) the cost seemed quite reasonable. Decision made and paperwork completed, all online with minimal fuss, we made the two-day trip down to Preveza.

Once back in Preveza we needed to be able to get ashore easily as we had formalities to complete before we could be shipped.



The quay at Preveza is a bit exposed and noisy, plus it was very busy. We could have anchored in our spot in Margarona just beyond the popular, but exposed bay we had dragged in back in 2019. However the wind was strong and the area is tight with not much turning space if you have a lot of scope out, plus our dinghy was hardly fit for purpose anymore.

There is a small, family-run marina in Margarona, which has a few 'bow to' (very novel for Greece) berths and they were kind enough to offer us one of them. When I say small I don't mean 'cheap' they still charged €25 a night and the 'facilities' were mmmmm...basic, but they were friendly and it was convenient for the few days we had to get Magnum ready before being loaded.

On the day of loading we were up early as a Greek agent was coming to collect the paperwork from us so he could legally book us out of Greece. Lines cast, we took our last trip in Greek waters, round to the Olivia M who would be taking Magnum home.

Clive hoped he would be able to see another boat being loaded before us so he could observe the procedure, but it turned out we were the first one so had to wing it. The berthing master was extremely patient and explained everything to us when he came on board. A diver was sent down to make sure that the strops were in the correct position and that Magnum was well balanced in the slings as it's quite a height to be hoisted up the side of the ship. The worst bit for us was having to climb off Magnum and over the rails of Olivia M. Clive's legs are shorter than mine!

Once we were aboard Olivia M the berthing master and crew hoisted Magnum up and over and into position on the deck. Then huge supporting legs were put in place and welded into position and Magnum was strapped down onto Olivia M's deck. An independent surveyor then came on board Magnum and ensured that everything was secure and advised us of a few items that

needed to be put below or tied down more securely. Then we signed to say she was in their care and having had a quick word with the captain we got off the ship.

After flying home a couple of days later we had a couple of weeks to wait before we could collect Magnum from Southampton where she would be unloaded. We followed Olivia M on Marine Traffic and kept up-to-date with the weather situation, especially as she travelled up the Portuguese coast and across Biscay. Eventually we could set-off for Southampton docks to wait for her to be offloaded.

As she was the first boat on she was inevitably the last boat off, and as we weren't allowed on to the ship until it was our turn we stood on the dockside and waited. Everything was held back as there was quite a strong wind and they were concerned about unloading the boats. The Captain we spoke to in Greece spotted us and sent one of his crew down to fetch us up for a coffee and cake and to look around the control deck. It was quite an experience and gave us a bird's eye view of Magnum.

Eventually we were called to come and sort out Magnum ready for her launch and in a still brisk breeze she was hoisted up and over the side of the ship where we had to, once again, climb over the railings and get on board. Once the strops had been released we started up her engine and set off down Southampton Water, Magnum's first time sailing in the UK!

If you would like to read more about our adventures in Magnum feel free to catch-up on our blog:

[Sailingyachtmagnum.home.blog](https://sailingyachtmagnum.home.blog)

(it's ideal for insomniacs!). There are also a few videos (shorts) on our YouTube channel: [Sailing Yacht Magnum](https://www.youtube.com/channel/UC...)



Classic Cars and Bikes at PYC



Members' interesting and exotic vehicles are often seen parked in the yard and this encouraged the Social Committee to reinstate a popular PYC event: the Classic Vehicle Show. On October 9th, a warm Sunday lunchtime, we had a great turnout with the arrival of nearly fifty interesting cars and bikes, including a 1904 Humberette, a 1929 Rolls Royce, and several Ferraris. So many turned up that the later entrants had to park anywhere they could find a space.



For once boats took second place in the yard as bonnets were lifted, polished curves admired, and top speeds and dual carburettors discussed. The event was a great success and a very pleasant atmosphere prevailed with the good crowd of spectators. Upstairs the Clubhouse was also buzzing: Sunday lunches sold out and the bar was full with queues for food and drinks.

We hope to repeat the event before too long.

I thought I knew it all – I didn't!

I've been messing about in boats for over seventy years, I thought I knew it all - I didn't!

Last July I decided to have a week's cruise to the Solent, visiting various ports with my friend Tony Rose.

On the Wednesday we spent the night in Chichester marina and decided to sail the next day to Bembridge. We left the marina towing the dinghy with the outboard still attached. We passed Hayling Sailing Club into a force five, with quite a heavy swell.

Two miles past the club I turned around to discover the dinghy had completely disappeared from the stern. We quickly turned around to see if we could spot it. After half an hour we were about to give up when I saw a grey shape in the distance, '*What a bit of luck*', I said to Tony, and we managed to get the dinghy alongside.

Unfortunately we mislaid the boat hook so I told Tony to grab the spinnaker pole to hold the dinghy alongside, whilst I climbed on to the small platform at the stern of Jazz, so that I could pick up the dinghy. '*Let go*', I shouted to Tony, and I tried to grab the dinghy as it passed.

As I went to pick it up I slipped and fell with my bad leg (after an op) in the water. I managed to grab the wire backstay and tried to hang on. I was completely stuck I hailed to Tony '*Haul me up!*' As we are both over eighty, neither of us had the strength to move me.

By this time the thin backstay wire was beginning to cut into my hands. After several more unsuccessful attempts I was starting to panic. '*Call a Mayday*', I yelled to Tony. Unfortunately his eyesight

is very poor and he could not see how to do it.

By this time I was getting very weak and I, foolishly, wasn't wearing a life jacket. I thought Davy Jones was going to receive me in the next few seconds and was about to give up when out of the corner of my eye I saw a blue flashing light – what a miracle!

It was the Hayling Island Harbour Master, with a gorgeous 25 year-old blonde lady assistant. A passing yacht had informed the Harbour Office that they had seen a drifting dinghy so had come out to see if they could find it.

They came alongside and the gorgeous blonde jumped over on to Jazz, grabbed my arms and dumped me unceremoniously into the cockpit. I don't know who gave out the biggest sigh of relief, me, Tony or her!

Lessons learnt:

- 1/*Always wear a life jacket.*
- 2/*Carry a boat hook that's accessible, preferably on both port and starboard sides of the boat.*
- 3/*Have a third crew member (preferably a fit one).*
- 4/*Never tow your dinghy in those conditions.*

It's never too late to learn!

Winter Walks



NOTE: When John Horton gifted the library to the people of Poole he insisted that a clause be inserted in the Deed of Gift absolutely prohibiting the sale of intoxicating liquor. The building is now Wetherspoons!

The Cruising section organised a series of very successful Winter Walks this season. The first in November was a walk along Sandbanks ending at Jazz Café for an outdoor lunch. This was organised by George Phillips (see picture below, bottom left).

The second, in January, was from the Bankes Arms, to Old Harry and beyond, through Studland village, ending back at the Bankes for lunch. This one was organised by Iain Dickie, see photo below right.

The third walk, organised by new member Gerald Davies, was following the TE Lawrence Trail, starting from Bovington Tank museum and ending at Moreton Church. This was arranged for 20th Feb., which happened to coincide with Storm Franklyn, so sadly, but wisely, it was postponed! Gerald intends to organise it again next autumn, so keep an eye out on the Cruising noticeboard.

The last walk was on Sunday 6th March and was a guided walk around Poole Old Town with The Tile Lady, Jo Amey, who is a ceramic tile specialist. Jo leads fascinating walks and talks around Poole, Bournemouth and Christchurch searching out the often hidden ceramic tiles, architectural ceramics and mosaics, which

can be found in doorways, under doors and above windows. We discovered panels of tiles, which have been saved from destruction and resited on walls around the Old Town and the Quay.

Carter's Tiles, established in Poole in 1870, changed its name to Poole Pottery in the mid 20th century and most of the tiles and panels found here are made by Carter's or Poole Pottery.

In and around the new buildings on the old Poole Pottery site are exquisite panels, such as the fabulous panel of lustre tiles made by Owen Carter, son of the founder who was a friend of William de Morgan. The recent panel, Commemorating the anniversary of the D-day landings, was made by Alan White, the last Master Potter at Poole Pottery.

There are still four Pubs in the Old Town which are covered with tiles

The Queen Mary, the Poole Arms, the Jolly Sailor and the exquisite Swan, which is now incorporated in the new development in Old Orchard, very close to the Poole Pottery site.

There are tiles set under the doors of houses built in 1990s in



November

From Shore Road to ferry and back for lunch at Jazzies Café. A dozen or so people and three dogs! Beautiful weather and happy people!



January

Seventeen people and three dogs. From the Bankes Arms to Old Harry, through the woods and back in glorious weather and good company!

Market Street and a superb line of tiles set into to the base of the Barbers Wharf development on The Quay depicting iconic moments in Poole's history. This is one of the few panels made by local Ceramicist David Ballantyne and not by Carter's or Poole Pottery.

The Poole Coat of Arms on the wall above the museum and the four on the old bridge are also ceramic and made by Carter's. It was a fascinating walk and hopefully will remind us to look high and low whenever we explore a new or indeed familiar place.

Please note that Cruising Section Walks are open to all.



Fiddlers' Green: What's in a (Boat's) Name?

*As I roved by the dockside on evening so rare
To view the still waters and take the salt air
I heard an old fisherman singing this song
O take me away boys my time is not long*

Chorus:

*Dress me up in me oilskin and jumper
No more on the docks I'll be seen
Just tell me old shipmates
I'm taking a trip, mates
And I'll see them someday in Fiddler's Green*

*Now Fiddler's Green is a place I've heard tell
Where fishermen go when they don't go to Hell
Where the weather is fair and the dolphins do play
And the cold coast of Greenland is far, far away*

Chorus

The sky's always clear and there's never a gale

*And the fish jump on board with a flip of their tail
You can lie at your leisure, there's no work to do
And the skipper's below making tea for the crew*

Chorus

*And when you're in dock and the long trip is thru
There's pubs and there's clubs, and there's lassies
there too
Now the girls are all pretty and the beer is all free
And there's bottles of rum hanging from every tree*

Chorus

*I don't want a harp or a halo, not me
Just give me a breeze and a good rolling sea
And I'll play me old squeeze box as we sail along
When the wind's in the rigging to sing me this song*

Chorus

Moody 346: Lines to the cockpit

Since owning Running Wild (Jan 2017), I have felt a little insecure handling the lines at the mast. I sail mainly on my own, so having control of the main in the cockpit was pretty high on my list of priorities.

I did some planning, spoke to Pete Trew at Quay West Chandlers, and decided to bite the bullet and get the equipment I needed through him. When I renewed the mast support beam, (see other article), I had the guys at Hayeswood Engineering, make some ferrules with flared ends in preparation for the day when I tackled this job. Pete supplied the following:

- 2 x Antal XT 30.2 s/t winches in aluminium
- 4 x 2 gang Spinlock XAS clutches
- 2 x 3 gang Spinlock organisers and
- 2 x 4 gang Spinlock organisers



Clutches and winches sited

The winches are more than man enough to deal with the main halyard, topping lift and reefing lines. The loads on the XAS clutches do not exceed their design limits and the organisers ensure that the lines don't go through too sharp an angle from the mast.

The real concern is that the clutches winches and organisers have solid mounting points and that their respective bolts do not crush the balsa in the coach-roof.

So, armed with all my new toys, I had to work out exactly where I wanted the clutches sited. I did not fancy mounting everything on blocks so that the lines went over the coaming, and I did not want to cut chunks out of the coaming for lines to come aft. As the song goes... 'Can't go over it, can't go under it, have to go through it!' Hence the ferrules.

The first consideration was where to site the clutches and winches, given the proximity of the galley and head vents, and the grab handles either side of the hatch. In the end I decided that the clutches looked best as close as possible to the hatch and grab

rails, after all, I think if they had been fitted from new that's where they would have been put, and the winches would be sited fairly close the coach-roof edge, far enough away from the grab rail to make life as easy as possible.

The other consideration is the vertical lead of the lines from the clutches to the winches. I reckoned that the clutches needed to be raised about 6mm to get the best run for the lines onto the winches. I looked everywhere to get some 6mm thick hard nylon sheet, and in the end found a chopping board in Sainsbury's which would be perfect!

After a few trial cuts with my jigsaw, I found the best way of cutting it up and created two bases for the clutches, one each side, each taking a pair of two-gang clutches. Using a thick pencil through each clutch, I marked up where each line should come




Gel coat and core. Gel coat is about 3/16" thick!

through the coach-roof, and set about drilling through the coaming. The coaming is quite thick, so I needed an extra long drill. Off to the engineering suppliers for said drill, (6 x 250mm), while there I picked up a parallel burr. My thinking being that while the extra long drill will give me a 6mm hole each side of the coaming, I would have to make the holes much bigger to accept the 20mm ferrules. The burr would also allow me to adjust the centre of the hole to make sure the four ferrules each side were as parallel as I could get them. It worked out very well too!

Having sited the template for where I wanted the clutches mounted, I created hard points to secure them down. Same with the winch, although they wouldn't need templates or bases, just hard points. I drilled through with 6mm and then used a hole cutter




Head wall/clutch conflict



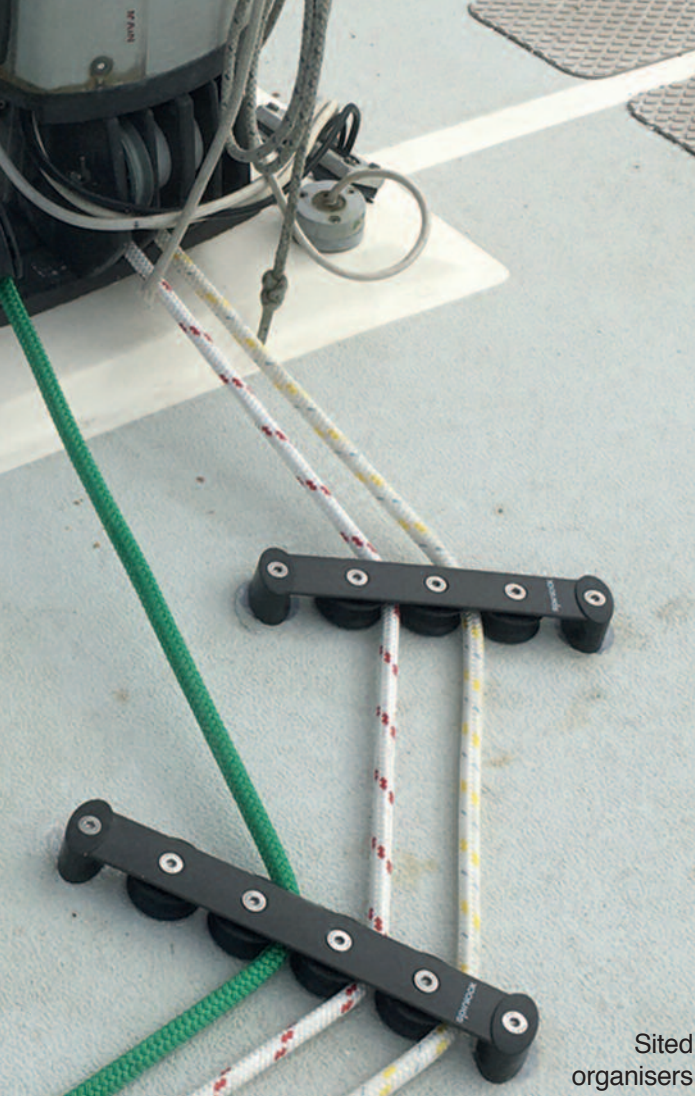
Drilled, holes cut ready for filling

to make a larger concentric hole. I prized out the centre and was pleasantly surprised at the thickness of the coach-roof! It is about 6mm thick above 12mm balsa, and then there is the inner skin. I prized out the centre, leaving the inner skin intact, and cleaned out the holes to remove any debris. After blanking off the holes inside the boat, I mixed up some epoxy to coat the inside of the holes and used thickened epoxy to fill the holes up. When it dried, I would have hard points and be able to drill up from inside to create the mounting points for the equipment. All the holes were drilled this way because I needed to be certain that all the loads could be handled. The addition for the organisers was that when I drilled up from inside I also countersank the outside edge so butyl could seal the holes.

It's a small thing, but I chose to use countersunk machine screws with 'Allen key' heads. It would save the hassle of making sure slots etc., lined up, and would make tightening them so much easier!



Awkward coaming access in the heads



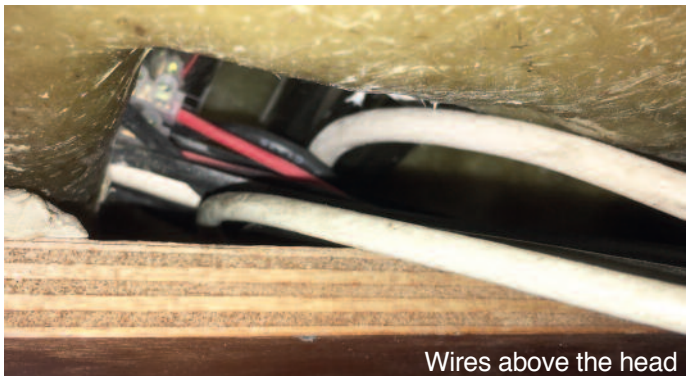
Sited organisers

One major issue, which arose from my choice of site for the clutches, was the conflict with the head wall and the clutch mounting bolts. The head wall was directly in the way! I had to cut into it to do the bolts up! Fortunately, the 'adjustment' I made is covered by the applique panel at the wall/roof interface, so you can't see what's been done.

The other issue is being careful not to drill too far through when siting the organisers, otherwise you are likely to drill through the inter-panel woodwork! If you are too enthusiastic with the drill when positioning the organisers you will damage the wood trim/panels. Thankfully I got away with that one!

All the clutches and winches are bedded down on CT1, which is an industrial high strength adhesive, which cures as very slightly flexible. Much like silicon, only much better.

I thought the best thing would be to make the lines not have too sharp a corner to turn out of the mast, so I went for two organisers each side. A 3-gang to bring the lines out from the mast, set at 22.5 degrees (ish) and a 4-gang set at about 67.5 degrees (ish) to get the lines to the coaming.



Wires above the head

Mast support beam & king-post refit

The purchase survey of *Running Wild* noted that there was a crack in the mast support beam under the floor on the port side. This crack did not go over the top of the beam, but propagated from the beam root, where it joins the hull.

The photo here shows the cleaned-out crack. As you can see, it extends from the root of the fibreglass covering of the mast support beam.

First I drilled a hole at the top of the crack to gain a view of the condition of the wood within the beam. What came out was damp wood!

It should be noted that there was evidence of water in the bilge when we bought *Running Wild*, but it had been dried out when we looked at her.

I cleaned and repainted the bilge, to see if there was any movement and sure enough over two years there was.

I had a quotation from Hamble Yacht Services to do the work but, being an engineer and having rebuilt a boat in the past, I figured that I could do the job, and at least I would know for certain that it would be made much stronger!

Running Wild was to get new standing rigging that winter, so before she came ashore I had the mast taken off and set about sorting out the mast support beam.

First thing was to get the king post out, so floors up to get a view of what's what. Clearly I would have to cut back the floor supports

to get the beam out, so that's a given, and take out the two bolts that secure the king post to it.

The fibreglass had been fixed over both the covering and the bolts, but my multitool made short work of that. The left-hand screw is from the port side! Clearly there has been sufficient water in the wood and for long enough to waste away the screw. I knew I had a job on my hands!

Next would be to cut out the fibreglass covering on the beam and expose the wood within.



I discovered that the wood extended under the settees, and hence under the water tanks. There was no way I was going to cut away more moulding, so I would have to cut the wood out.

I cut the fibreglass back to reveal the wood, and using a combination of a jigsaw and a multitool I hacked out the ends of the wooden beam. You will imagine my surprise when I found out that I could prise out the centre section quite easily. It had not been bonded either to the fibreglass outer of the beam or to the hull! In fact the whole weight of the mast, under load, had been carried down to the keel solely on the 2 'horns' at the bottom of the wood shown here!



The wood had clearly been cut on a band saw and the gaps left were taken up by non-bonded filler. No wonder there were cracks in the fibreglass covering of the wood.

The two remaining ends that I had cut off just pulled out of the ends of the beam with little or no resistance. The only thing supporting the mast were those two 'horns'.

It was clear that I was going to have to expose much more of the

beam and surrounding area to get enough to be able to work with. Back out with the multitool and cut back all the poorly bonded filler and ground back the sides to see how bad it had got, and to see from where the water had got into the wood. After all, I knew I would have to replace the wood, but I needed to be certain that the same situation could not occur again.

What I found was a revelation. The first picture shows how the





water got in. It is the limber hole pipe, it was so loose I could turn it by hand, and the second shows the lack of bonding or the fibreglass to the hull.

Further grinding and cutting ensued and eventually I got to a position where I could start rebuilding the beam to be as strong as I wanted it to be.

I approached Howell's at Cobb's Quay to make the new beam, already identified as Iroko, but had them make it slightly

bigger. That way I could make the new wood fit both the curve of the hull, and the curve of the bilge, save on resin etc., and make certain I had filled in any gaps with appropriate filler.

I also asked Howells to cut it horizontally into two sections, so that I could make certain that the bottom half was bonded to the hull before I placed the top half on it. This would also help immeasurably when trying to achieve the correct levels.

With the area fully cleaned out I offered up the two parts for a 'dry fit' to see where I needed to make adjustments.

I knew there would be gaps, but with appropriate filler I was certain that I had managed to resolve all the forces down to suitable and appropriate surfaces. At least I would be sure the wood would be properly bonded.



I was very careful about the creation of the limber hole. I wanted to be sure that it didn't leak and that the maximum contact was maintained with the hull. Off to the local store for some plastic pipe, and using West System 402 resin, I created the limber hole to be an integral part of the bottom section of wood. Only then did I thoroughly clean all the surfaces with acetone before coating with liquid resins and applying thickened resin with 402, and assembling.



The result is the lower half solidly bonded to both the hull sides and to the top of the keel stub. I left it to go off overnight, and when it had set the next day, I tapped it with a hammer, and it almost 'rang', it was so solid!

I should add that before this stage I had made certain that the ends of the fibreglass beam were suitably bonded to the hull. I used four layers of glass fibre tape soaked in resin on the inside of the hollow beam to make sure they were properly bonded to the hull,



because originally the old beam extended under the moulding and my new beam didn't. I planned to extend the support of the beam into this area though, by putting thickened resin into the space to fix the end of the new beam to the space previously occupied by the original wood.

The new king post would need to sit on a surface, which was level with the original fibreglass beam seen at each end above. I had deliberately left the surface of the wood lower than this, so I could build up the surface to achieve the correct level.

A good friend of mine gave me some structural fibreglass channel, which I managed to trim to give me two cheeks for the new wood. This allowed me to achieve two things.

- The correct level across the boat I had to get to for the king post, and secondly:
- Extending the sides of the beam to incorporate bonding to the hollow beam-ends under the settees.

It also gave me a suitably flat surface for the new king post to sit on.

My new power file allowed me to prepare the surfaces, I was able to fix the cheeks to the new wood and the outsides of the hollow beam ends and also get the correct levels. Everything was suitably coated and I left it to go off overnight.

The result is an absolutely solid beam, which is level port/starboard, and fore/aft. The new king post was made by Hayeswood Engineering to be dimensionally identical to the original post, but in 316 stainless steel. I specified 5mm wall thickness and had an additional 6mm plate underneath it to further spread the mast load. All the holes were as the original, and the new pole was bead blasted and electro-polished.

I had to jack up the coach roof to fit it, (I had to jack it up to get the old pole out), and fitted it to the beam. It is now totally solid and I am very pleased with the end result.

The pole was lined up with the edge of the fore cabin door using the Mk1 eyeball and ended up solidly exactly where it should be.

The base is exactly where the original pole was, the holes for the mast step line up and it is vertical to the boat.

I have to admit, after it went in so well, I enjoyed a few sherbets that evening!

PS: The job took approximately 120 hours



Poole Yacht Racing Association (PYRA)

PYRA weekend racing to and from Weymouth, sponsored By Tapper Funeral Service, as seen from Mojito.

PYRA is all about racing in good company as noted last summer when pleasant conditions heralded the start of the day; warm and sunny drew a good-sized fleet of yachts with participants from our three sponsoring clubs; Poole, Parkstone and Royal Motor.

However, the breeze was absent in the Bay, so a Start at Pevril Ledge Buoy was a good call from our RO Brendon Pell on Committee Boat *Vento Novo*.

Indeed, the SW F-2/3 had just kicked in creating a good beat start to Durlston Head. The strong flood tide at the Start Line also provided the opportunity to head offshore for the breeze or in-shore to make the most of favourable tidal eddies.

Most of the slower rated boats in Classes 3 and 4 generally tacked though the inshore options all the way to St Aldhelm's Head, while the faster Classes 1 and 2 initially sought out the stronger breeze – although they too, soon tacked inshore.

With the tide soon turning to ebb to Portland it was time to plan the best route to the Finish line at the north entrance to Portland Harbour.....

As usual the crews gather together at 1800, but covid restricted activities, so an impromptu rendezvous was arranged over the Radio. I started proceedings with a little taster of Naval History regarding mutinies followed by a Loyal Toast to her Majesty and the ever popular rum tot for all

**“May Sweethearts and Wives
Never Meet – and the Queen:
God Bless Her!”**

Provisional results were provided by Rob our Association Captain, Rob Gibson, and prizes of wine provided by our regular sponsor, Steven from Tapper Funeral Services.

Sunday's return race to Poole was tricky in the fickle breeze, indeed seconds from the start it disappeared! All, bar a few,

Soundings 2022

struggled to get across the line!

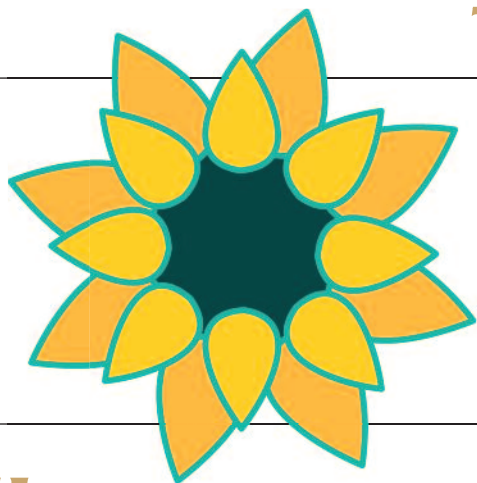
After nearly an hour drifting in zephyrs, a number of retirements were inevitable, but eventually a light SW then SE breeze appeared, and some progress could be made – albeit frustratingly slow!

Our race was inevitably shortened at Atomic Buoy, when the tide turned foul. Although motoring home followed, at least the Jurassic Coast provided some fabulous inshore interest alongside a G&T – or two!

If you fancy some straightforward coastal racing or maybe across the Channel then just head over to our website and see our outline programme for 2022 Season.



After finishing: Class 3 winners on Mojito: Sarah (helm) with Jane and Louise very able-bodied crew. (Sea Jem behind with Athene approaching the finish in northern breakwater)



The Commodore's Charity

Lewis-Manning Hospice Care

Having known members that have benefitted from receiving the excellent palliative care services provide by the Lewis-Manning team of professionals and volunteers, there is no doubt in mind, and that of Pat, this Charity is a good choice for the Club for the year ahead.

Pat and I visited Lewis-Manning house just recently and were very struck with the quality and range of the services provided and the dedicated staff and volunteers there.

Thank you for the generosity you have shown over the years in supporting the various Commodore's Charity appeals.

• John and Pat Yonwin • johnnyonwin3@gmail.com • 07966 551038

"I cannot thank our Commodore John and his wife Pat enough for supporting Lewis-Manning Hospice Care as the Club's chosen charity this year. Lewis-Manning supported my late father, former class captain and long standing Club member, David Kemp, during the last few months of his illness. Dad sadly passed away in January, but I know how much he truly appreciated the services he received from the Specialist Breathing Physio, Louise, at what was a very frightening time". Rob Kemp

Lewis-Manning Hospice Care is a charity that was established 30 years ago. It provides extraordinary care to patients and their loved ones facing a life-limiting illness across Poole, Purbeck and East Dorset. The amazing community have enabled the charity to support and care for more than 8,000 people during the past 30 years.

The charity offer a range of free hospice care services aimed at helping people to live well through their illness, closer to home. These include:

- **Day hospices, virtual and in person and respite support**
- **Creative arts & wellbeing support**
- **Lymphoedema clinic for cancer patients**
- **Better breathing clinic**
- **Bereavement & family support including in person, groups and carers support**

What matters to you, matters to us. Paving the way for you and your loved ones for the next 30 years and to do this the charity needs to raise over £1.6m every year. Without these funds we could not exist.

Our important work increases people's physical and social well-being, reduces isolation and loneliness, supports people to stay in their homes longer, and alleviates the huge pressures on family and carers.

- **Lewis-Manning Hospice Care currently has 108 active volunteers. Roles include Drivers, Counsellors, Shop Assistants and helpers in the Hospice.**
- **107 individuals are currently accessing the Day Hospices**
- **Bereavement and family support services are currently supporting 50 people (patients and family members) for face to face sessions, including children within families and approx. 6-10 in the groups each month**
- **Lymphoedema Clinic are currently treating 320 patients**
- **The Breathing Specialist Physio is helping 117 patients**
- **There are currently 45 paid employees across the various areas of the charity including Shop Managers, Clinical and Admin Staff**



Worst Things Happen at Sea

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

On the night of 15th June 1944, HMS Clythness slipped out of Poole Harbour headed for the D-Day beaches of Omaha and Arromanches. The Clythness had been converted from a fishing trawler to a fortified minesweeper and its crew by this period of the war had seen a great deal of action. This action was reflected in the fact that her crew had amassed an impressive collection of awards for gallantry: 4 x Mentioned in Despatches, 1 x DSO, 2 x DSC, and 3 x DSM

Here is a peek into the life of just one of these gallant men, his name, John Cargill.

Leading Seaman John (Jock) Cargill just happened to be no stranger to danger. This small in stature Scotsman had been a fisherman, brought up in the small fishing village of Gourdon on the East coast of Scotland. The entrance to Gourdon's harbour is via a narrow gap in the rocky shoreline, a shoreline which has contributed to the tragic loss of many seafarers lives over the years, including a number of family members.

An example of his acts of courage occurred a year earlier during one of the ships nocturnal mine sweeping missions. A petrol leak had ignited on the hot exhaust pipes one of the Ford V8 engines, the fire spread to an auxiliary petrol tank before the whole of motor room was ablaze. The motorman escaped, though burned in the process. The flames then engulfed the main 200-gallon petrol tank above, including the 12-pounder gun platform with its loose and boxed ammunition situated over the tank. The crew managed to deposit all the ammunition overboard before tackling and extinguishing the fire. In recognition of his leadership and courage in fighting the fire "Jock" Cargill was awarded the Distinguished Service Medal.

Prior to John's exploits in the Second World War, he had also seen action in the trenches of the First World War. He had been a sergeant with the Black Watch Regiment, wounded twice in battles at Vimy Ridge, Ypres and La Chappelle.

While there, in order to elicit information regarding the movements of enemy units, John volunteered to capture a German soldier. Unaccompanied, he went over the top into no

man's land and on to the German trenches, where he captured and returned with the enemy soldier. For his bravery he was awarded the Military Medal.

You may think John had seen enough of life in the two World Wars, but not so.

At the age of 18 years John had worked on a number of fishing boats of the north east coast of Scotland, but at that time the fishing industry was in decline. He decided to seek regular employment as a steam ship quartermaster (helmsman). In the coming years 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 from New York to the Mediterranean 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 top speed. Captain Roston's quick thinking saw the vessel's top speed move from 14.5 knot 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 devised



systems for rescuing any survivors and made preparations for their care. Once at the scene they recounted, *"The sea was like glass with the iceberg being a terrible size, but no sign of the Titanic"*. John recalls *"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; sacks were lowered for the children and the babies to haul them aboard. John and the crew off the Carpathia rescued:

- 202 first class passengers
- 115 second class passengers
- 178 third class passengers
- 4 Officers
- 206 members of the Titanic crew

These survivors were taken to New York, with the bodies being buried at sea. The Carpathia then resumed her journey to the Mediterranean. After the tragedy, John Cargill and the rest of the crew received a medal for their part in the rescue, this was known as the Titanic Medal.

Towards the end of his life, he returned to Scotland and his occupation as a fisherman, before retiring in his late sixties. Suffice to say after all he had endured, he was to have the unusual distinction of holding gallantry awards from three different Services.

When one of John's grandchildren was asked about him, they said they just knew him as *"That little old man who sat outside his cottage, passing his time by whittling wooden boats"*. He died in 1980 at the age of 87.



In December 2015 John Cargill's medals were shown on the BBC's Antiques Road Show, they were:

- The Titanic Medal
- Military Medal 1st World War
- 1914 - 1915 Star
- 1914 -1920 British War Medal
- Allied Victory Medal
- 1939 - 1945 Star
- Atlantic Star
- 1945 War Medal
- Royal Navy Distinguished Service Medal

Mark Smith, the Antiques Road Show's military expert said:

"In all my years on the show, these are the finest set of medals I have ever seen!"



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Ospreys & Great Balls of Fire!



OUT IN FRONT: Matt Burge and Vyv Townend during the 2021 Osprey UK Nationals

The forecast was for light winds for the Osprey Open we hosted at Poole Yacht Club. In fact it was 'Champagne Sailing' all the way. And anyone who did not come because of the forecast missed a treat. Outside of the harbour, the wind was four knots but inside, the sea breeze gave us 14 knots in the sun.

Tracey Lee, our Rear Commodore, welcomed sailors to the first open meeting at Poole for a long time. Race Officer Steve Thompson led a superb team and explored our stamina with four races on the Saturday (in case the forecast for Sunday came true) and two on Sunday in similarly perfect conditions.

15 Ospreys set off five minutes ahead of the Fireballs. On each occasion with very little waiting between races and perfect reaches, occasioning many whoops of joy.

Our National Champion, Matt Burge, and Vyv Townend took the honours with three firsts and three seconds. The pair narrowly edging Terry Curtis and Peter Grieg into second place whose 6th and a discarded 8th places held them back.

Previous victors, Piers Strong and Phil Angrave were third, coming fairly consistently second or third but were hampered by a seventh place in the first race and fifth in the third race.

Places changed very frequently and there was competition throughout the fleet, with a few Poole boats battling it out at the rear but having no less fun. When asked what happened in the races quite a few competitors admitted to knowing they had enjoyed a memorably wonderful series of races but the details were a blur. This was possibly due to the salt-water spray we enjoyed on the reaches.

Mike Atkinson was most upset to find his sail obeying the laws of gravity during the third race but in the end, it was academic as he had failed to follow the laws of starting (he was OCS).

Robber's Alley treated us to a spectacular capsize as their new spinnaker ropes escaped from their cleats. Pete Smith decided to exchange Osprey Sailing for a spot of water skiing when his trapeze wire snapped. Basher did not seem to notice and carried on regardless. It was probably the crew's fault anyway!

Ian Hart and Andy Edmonds were desperate to climb up the

rankings but their equipment put them out of the final race, just as they were about to reach warp speed on the reach. Nick Willis, with local helm, Andy Brewer, was never far from the front, and showed great form given that they met for the first time on Saturday.

One very welcome competitor was Richard Hartley, who joined his son Mark and came seventh overall.

We are eternally indebted to Hartley Laminates for injecting new life into our fleet and delighted to hear Richard saying that he enjoyed it so much he would be back. He also put in a plug for his (excellent) boats!

Osprey Nationals

Forty five Ospreys turned out at Tenby for the Nationals in July. Racing was scheduled for ten races, with Matt Burge and Vyv Townend achieving a remarkable six firsts to count from the eight races sailed.

In Race One the shifty and variable beats were quite challenging with plenty of snakes and ladders to be found. Matt and Vyv showed the fleet how to do it winning the race by about a leg of the triangle sausage course.

The second race was again in light shifty winds. With the start line set diagonally across the tide, starting at the committee boat end paid as boats attempting to win that end were carried sideways down the line. Matt and Vyv were tucked in nicely at that end and got a good start and rounded first clear and stayed in that position winning by nearly a leg.

Day Two and consistency was difficult to achieve in the challenging conditions, an unlucky for them 13th giving our top pair a discard.

Race Four saw a few of goes at getting the fleet on its way, finally they got them away with a clear start. Another win Matt and Vyv.

There was no wind on the third day until 2pm, when a gentle

Matt is Two-Time National Champ!

Matt Burge and Dan Schieber won the Fireball Nationals with a net seven from the five counting races.

On the first day, shortly after noon, an announcement to the forty crews that there was to be no racing. With average wind speed over 30 knots over Chichester Bar, there were no arguments from the competitors.

After a rest day before things had begun the Fireball fleet were chomping at the bit to get out for three promised races on day two of the nationals. However, greeted with a force 4–5 and built-up swell from yesterday's storm, things were not looking good.

The rescue team launched to check the bar was passable, but

southwesterly set in and the fleet lined up to start. However the combination of a wind bend along the line, a weather-going tide and an eager fleet made getting a start difficult. Eventually at the fifth attempt a clean start was made leaving half a dozen teams on the naughty step. Matt and Vyv showed that they remain the masters of these conditions, once again winning by a handsome margin. At the end of the day Matt and Vyv had it sown up with a day to spare but all to play for on the other places.

After a one-hour postponement on the forth day the fleet were released from the beach in a very gentle southerly breeze. They got away first time with the right hand side of the beat paying off as the wind started to swing. On the second round the windward mark was moved further to the right and the wind built to give the best sailing of the week in the sunshine. This time it was Andy Barker and Rob Gardner sailing Blood and Thunder the Class Boat to victory with our boys down in sixth – another discard.

The hoped for sea breeze didn't really build as much as had been hoped for the final race of the series but it was still good sailing and Matt and Vyv bagging another bullet making it six out of eight races, a phenomenal performance!

after several attempts and air born RIBs and committee boat they returned to deliver the bad news to the fleet. Shortly after 1pm the fleet was released to see what they could find out in the bay.

Racing started in some tasty conditions. Hugh Watson and Steve Chesney took the lead and managed to hold on to this until the chequered flag, despite Matt and Dan breathing down their necks.

The second race was much like the first. However this time Matt and Dan took advantage of this to take the win.

The third, and final, race of the day again went shifty with the usual suspects at the front. A swim from Arran Holman and James Taylor proved to be costly and let Vyv Townsend and Chips Howarth through to have a battle with Matt and Dan, and Paul Constable and Dave Hall. The race ended with our top three in this order.

Day three greeted the fleet with gusts of 45 knots meaning that another well-earned rest day was granted.

Day Four saw everyone at the boat park bright and early, rather bemused by the flat water and lack of howling wind. The RO decided that the sea state in the bay was manageable enough for the fleet, so instead of racing in the harbour they headed out to a racecourse off East Wittering.

With the tide underneath an eager fleet, they were two general recalls. The first race of the day was in classic Hayling conditions – great surfing in the 15 to 20 knot westerly. The fleet stormed round the course, but no one could catch Arran Holman and James Taylor, Matt and Dan finished second once again.

On the second lap of race two many boats decided that the best place for the spinnaker was firmly in the bag, but the legs were broad and those who braved the hoists and drops were rewarded with a speedy downwind flyer! Our boys came 5th, but their previous results were enough to secure the championship.

At the prize giving thanks went to the entire race management team at HISC, and to the club and its members for giving such a warm welcome to the Fireball sailors. The fleet will be back in 2022 to celebrate 60 years of the Fireball!

1904 Tankards Found in Rubble!

Early February this year and a post by Jessica Robins appeared on The Poole Yacht Club Sailing and Social Facebook page asking if anyone had any interest in some old tankards, with a view to purchase. The two tankards were used as trophies way back in 1904 and related to the yacht Fiona, which was sailed by R and J Durell.

I saw the Facebook post, copied the pictures, and forwarded them to Sue Thornton-Grimes.

Sue takes up the story:

Robert Edward Durell (inset left) and his brother John Arthur Durell were members of Poole Yacht Club from



the late 1890s. Robert gained his medical qualifications at Kings College, London, in 1893. He became Rear Commodore in 1900 and Vice Commodore from 1901 until 1908, when he was elected Commodore – a post he held until 1914, when the First World War shut down all sailing in the harbour.

John Durell was active on the Sailing Committee and both brothers acted as Officer of the Day on numerous occasions.

Their boat 'Fiona' was a cutter with LOA of 30ft 6ins. She appears in results from about 1900 and won a number of trophies: the Kearsley Challenge Cup in 1901, the Sutcliffe Clock in 1902, The Somali Shield and the Mayor's Cup in 1903, together with the two trophies that have recently come to light in 1904. She continued to be sailed by the Durells for a number of years after that.

We checked with John Yonwin, who expressed an interest in purchasing the tankards, and an offer was made to Jessica.

Jessica takes up the story:

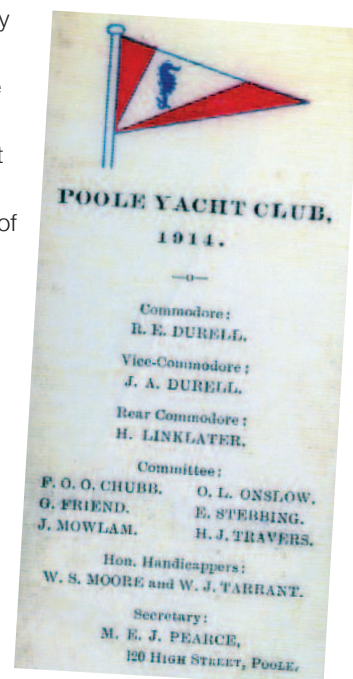
The tankards were recovered during the clearance of a site after it had been completely devastated by an explosion, there were no other personal possessions recovered. The site was cleared by digger so it was very surprising that the tankards came to light and a miracle that they were still in such good condition.

We bought the house from the estate. The owner of the cups having died in hospital from his terrible burns. Although he lived in Cornwall, it is known that he wasn't from the area originally.

The house was then completely demolished; as was a neighbouring one behind and the adjoining neighbours spent eight months out of their home whilst it was rebuilt.

It was historian Daniel Simons of Wivenhoe/Rowhedge that found the details of the Fiona for me. I had tried to look it up online and thought at first that it related to another cutter of the same name and contacted him. He did the digging and tied the cup to the Poole club for me.

The tankards have since been cleaned and will be displayed in the near future.





Sew Crafty Dorset are a community sewing and crafting group whose members give their time and their crafting skills for the benefit of our local and wider community including Poole Hospital, Forrest Holme Hospice, Joseph Weld Hospice, Wessex Cancer Trust and local special schools.

Wherever possible we use recycled, upcycled and reuse items to share our skills and knowledge with others keen to learn our crafts and enjoy the pleasure that we get from them.

Our constitution states that we are a self funding, non profit making organisation that will provide items for local community organisations by using the sewing, knitting, crochet and crafting abilities of our members.

To enable us to continue to provide this valuable service we rely on donations and funds we raise by selling hand made items. We are very grateful to local organisations that have supported us so far.

If you would like to help us to continue to provide this valuable service by making a donation, sharing your knitting, crochet or any other crafting skills, or simply wish to donate cotton fabric, fleece, 4ply or DK wool we would really love to hear from you.

Please visit our contacts page on our website www.sewcraftydorset.org or our Facebook page for more details and information or telephone our secretary Chris Harlow on 07886944213





The Macgregors do it again

by Kate

National Match Racing Champions

With Covid affecting the international circuit and making it difficult to get abroad the last couple of years, I decided to take the helm and compete in the Match Racing Qualifier hosted by Poole Yacht Club in October 2021.

It was a wet and wild weekend but PRO Simon Philbrick did a great job of getting through as many races as possible, despite the 30+ knot squalls which came through. Sailing with my sister Nicky, Bethan Carden, Saskia Tidey and Sophie Pearson we came away with 100% wins, qualifying us to attend the National Match Racing Championships.

The RYA National Match Racing Championship Grand Final saw epic conditions at London's Queen Mary Sailing Club. Racing in RS21s over three days, 29-31 October 2021, and in up to 30 knots of wind, the 12 invited teams began the event with reefs in main-sails and across the weekend the conditions put a premium on boat handling and teamwork.

The strong line-up included a number of past champions, including Andy Cornah (2020), Ted Blowers (2019) and four-times winner Nick Cherry, plus this year's Harken RYA Youth Match Racing champion Alex Colquitt, and Hyde Sails U-19 Match Racing champion Will Caiger.


I was lucky enough to be joined by close friends and team mates Imogen Stanley and Bethan Carden as well as my sisters Lucy and Nicky to be crowned the first all-female team and first female helm

to ever win the championship. It was my second match racing event helming as usually I would do bow for Lucy, so I didn't really know what to expect, so it was nice to come away with the win. The team work and boat handling was solid and meant that we didn't have any big wipe outs like some of the other teams.

We had a good series throughout the round robin, beating Cherry and Cornah but loosing to two of the lower ranked teams due to bad decisions meant that we were tied on points going into the quarter finals. We raced Youth Match Racing Champions Colquitt and team in the quarters beating them 3-1 but it was extremely close racing.

For the semi finals we were up against Cornah and team, Andy was one of our training partners for our campaign towards the London 2012 Olympics so I knew he would be hard to beat, the girls were all over the boat handling and we took the win 3:0.

Heading to the final we were up against Cherry, the final was reduced to best of three and it was close racing which went to the final race as the decider, after making a few mistakes in the second race and the gusts making it difficult to position the boat in the pre-start but I was determined to control and win the next start. In the final race we did just that, and started to windward of Cherry and took the winning start allowing us to control him around the course and extending the lead to take claim the 2021 RYA National Match Racing Championship title!



The first all-female team and first female helm to ever win the championship!

Well done girls!

Glen is a Winner

Glen Truswell wins the International Canoes National Championship, but that's not all.....

Glen Truswell is an active member of the Handicap fleet at Poole. His professional life has taken his role across Formula One as well as several roles within the sailing industry.

Currently his own business is Fusion Sailboats, who make the yellow and green boats we use as trainers and for rental purposes. Glen also did the planning and development for Hartley Boats as a subcontractor. He has had spells with Laser Performance, Land Rover and Jaguar.

Often you will see Glen and myself blasting around the harbour just getting hours in the boat. Other than that, Glen sails with his son and wife in the Fusion or Maverick, which is the second boat from the Fusion stable. Soon to be added to by the Fusion 2.

In his sailing career, as well as being the current International Canoe Champion and winner of Prince of Wales Cup for the International 14s, 2021. He has won the International 14 Worlds twice, in 2014 and 2016, as well as two Europeans in 2014 and 2015, sailing in two different boats made in the garage at home. His current boat is also sailed within club racing during the week.

Previously Glen sailed in the Merlin Rocket class, again with success, such as winning every trophy or race series over many years, having redesigned and adapted parts of the rigging.

His attention to detail won him the Concours d'Elegance at the RYA Dinghy Show in 2016 with Scrumpet, the International 14. To become the first only two-time winner of this prestigious title, with his new boat Sleeping Tiger, this year.

For the judging of the Concours d'Elegance Mark Jardine, Editor of YachtsandYachting.com, was joined this year by British Sailing Team sailor Sam Whaley, and they spent most of the morning admiring the incredible display of boats. The attention to detail shown by so many classes made finding a winner especially difficult, but Glen Truswell's International Canoe took top honours, thanks to detailing which was simply breath taking.

Glen adds: *"Sleeping Tiger has matured nicely since its launch immediately following 2020's lockdown. Now entering its third season, this boat has undoubtedly positioned itself as one of the country's leading hopes for the much anticipated I.C Worlds."*

Sleeping Tiger's original and highly customised features still remain, (Faired over-rotating elliptical ultra-high modulus mast, large coarse/fine tune hydrofoil rudder etc.) although other "party pieces" such as discrete internal hull cavity mounted carbon fibre shroud cars have also subsequently appeared on the scene of the crime! (These reduce jib luff sag and make the spreaders work harder upwind, they also allow the boom to be squared off far more effectively on a dead run).

Although cherished and extremely unique, when not sailing, Sleeping Tiger just sits patiently waiting in the dinghy park for nine months of the year like any ordinary dinghy at Poole YC."



Sam Whaley, Glen Truswell and Mark Jardine.
Pictures courtesy of YachtsandYachting.com





Youth Team Winter Training

In February, Poole Yacht Club hosted round four of the 2021/22 the RS Aero Youth Team Programme. The Youth Team is one of a kind and open to all RS Aero youth sailors with no limit on numbers or entry criteria. It's one of the UK's most inclusive youth programmes in sailing. Simon Topping (Young at Heart) and Alexander Mills Bowers, flew the flag for Poole Yacht Club and joined 11 other top-flight sailors, including the current No 1 ranked Aero sailor in Europe.

The Team really enjoyed competing with our Lasers in the Frostbite Series.

George Cousins set the tempo with learning points coming thick and fast. Peter Barton assisted as the 'pace car' on the course with a keen eye to share ideas how the gains and losses were being made. Unfortunately Sunday turned out too exciting

for more fun to be had but I'm sure that they will be back as they left singing the praises of our club and the many volunteers who helped them out with the running of a great training session.

We are now at the end of the winter programme with the focus turning to the summer's championships. Entry for the RS Aero Youth Worlds 25-29 July at the RS Games in Weymouth is already open, get your entries in.

<https://www.rsaerosailing.org/index.asp?p=event&eid=2076>

Poole Yacht Club runs Saturday morning racing with a good fleets of RS Aeros and Lasers. 10:30am start, five short races, £5 launch fee. The club would really like to encourage more RS Aeros – visitors welcome!

www.pooleyc.co.uk/events/7380-frostbite-series/



STOP PRESS: The MMO are to hold meetings at clubs, where members will be invited to come and ask questions. Further details of this will be announced when known.

No-Anchor zone at Studland Bay

From December 2021, the Marine Management Organisation (MMO) introduced a phased voluntary approach for the management of anchoring in Studland Bay Marine Conservation Zone (MCZ).

The MMO have said that it is hoped that the phased introduction will give recreational boaters in Studland Bay time to explore alternatives to anchoring in sensitive areas of the MCZ – such as the use of advanced mooring systems. From 1 June 2022, the area will be increased to cover the majority of seagrass beds to form a permanent voluntary no anchor zone.

The no-anchoring zone follows consultation and engagement from the MMO over the past year:

Following a draft assessment of the impacts of marine non-licensable activities on Studland Bay MCZ, MMO held a call for evidence. This was an informal consultation which sought views from stakeholders on the draft assessment and management options.

In February 2021 MMO announced that based on the draft assessment and call for evidence, management measures were required for anchoring due to impacts on the site, but further engagement was needed with the public to develop them.

In March 2021 Dorset Coast Forum facilitated two engagement events to gather feedback from stakeholders on a set of draft anchoring management options presented by MMO. The first meeting was attended by 32 representatives from key stakeholder groups and the second meeting was attended by 370 members of the public.

Last September MMO held a meeting with representatives from key stakeholder groups to announce the management approach.

Following the feedback from stakeholders, and advice from Natural England, MMO decided that the voluntary no-anchor zone would be put in place in the seagrass beds to reduce the damage

caused by dropping and weighing anchors.

Michael Coyle, Director of Operations at MMO, said: *"Working together with the boating community on this voluntary approach will lead to better protection for the site and the important habitats and species in the Studland Bay MCZ. The seagrass beds in the area are home to a protected species of seahorse and other wildlife as well as important fish stocks."*

"We recognise the importance of Studland Bay MCZ for recreational activities and have engaged with local interest groups, coastal forums, recreational boaters and scientific advisors to develop this plan to help protect the area from the impacts of anchoring."

Studland Bay is very popular with boaters and the level of recreational activity, particularly anchoring activity within the seagrass beds in the MCZ, can result in damage to the seagrass when they anchors make contact with and dig into the seabed.

- You can read further information about the no-anchor zone at Studland Bay in the MMO's downloadable leaflet.
- You can also read the MMO's blog for answers to frequently asked questions on management measures in Studland Bay.
- If you have any questions regarding the management measures at Studland Bay or any other environmental issues, please visit the Sustainable Boating hub page on the RYA website or email: environment@rya.org.uk.

See the RYA's response over >>>>>>

The RYA's Response

Engage or Enrage Warns RYA

The RYA has responded to habitat protection plans from the MMO on Studland Bay MCZ. The MMO has stated that the strategy 'aims to protect the designated features of the MCZ and ensure that marine activities can continue in a sustainable way.'

The Habitat Protection Strategy, which includes a Voluntary No Anchoring Zone (VNAZ), proposal for mooring licensing plans and an annual monitoring process, will be introduced over six months between December 2021 and June 2022. The approach gives little time to determine impacts on or from recreational boating. The RYA has recommended a longer phased introduction over two years (2022 to 2023) to enable monitoring of outcomes to ensure the protection of both the seagrass habitat and boating interests, alongside better community engagement.

The RYA has made several recommendations to the MMO for a conservation approach which recognises the practical and safety implications of its plans on recreational use. A key recommendation from the RYA is to co-ordinate the introduction of the VNAZ with the provision of moorings to provide boaters with a workable alternative to anchoring. As the MMO's plans currently stand, there is a risk that users will have no means of mooring safely in the area until a licence for moorings is granted. The MMO is not able to provide additional moorings and no third party has yet submitted a marine licence to do so.

The Strategy put forward from the MMO also does not include plans to mark the site so that boat users do not mistakenly anchor there. Instead, the MMO is relying on identifying the area on charts. The RYA's view is that it may take some time for this information to become available, with recreational sailors finding it difficult to identify the site in the meantime. The RYA has proposed the installation of information signs on marker buoys to indicate the perimeter and reason for the restrictions to recreational boaters. A similar initiative is already successfully in place at Jennycliff Bay in Plymouth Sound.

The RYA also recommends that the MMO develops a Communications Strategy which will raise awareness of the importance of careful anchoring and mooring in the Studland Bay

area to avoid damaging the seagrass habitat. Based on an outcry from their members, the RYA has encouraged the MMO to increase its current communications with local recreational groups and stakeholders.

Richard Hill, RYA Planning and Environment Officer, said: *"It remains the RYA's view that conservation actions for the Studland Bay MCZ should be developed through a partnership of representatives drawn from recreational users, conservation organisations and statutory agencies. Such an approach will ensure that conservation objectives are met, and that recreational boater concerns around safety and access are adequately addressed."*

"It is our view that voluntary initiatives, and indeed statutory approaches, are unlikely to succeed without proper on-site signage, education and engagement to gain public support. We are very concerned that the Studland Bay VNAZ may only be established on paper to merely fail in practice."

- You can read the MMO's Studland Bay MCZ Habitat Protection Strategy in full on the GOV.UK website.
- The full RYA response to the Studland Bay MCZ Habitat Protection Strategy is available on the RYA website.
- For further information from the RYA on planning and licensing, please visit the Planning and Licensing hub on the RYA website.
- If you are a RYA Member and have any queries or questions relating to planning, then please contact the Environment and Sustainability team on 02380 604 223 or email environment@rya.org.uk.



Musings from a New Member

Well, what a year and what a great decision to join PYC and the intrepid Laser fleet. It all began with some initial chats to test the water (excuse the bad pun..... Health Warning: there's more) and to find out a little more about the club and its offerings; thanks to Sue, the super Laser vice chair, and Jo. An introductory skype call with Tim Edom and Simon Robinson quickly persuaded me that joining would be a very smart decision and a nice Christmas pressie to me; they weren't wrong!

As the new year turned, sailing season felt eons away. With another lockdown in place, I reluctantly used the time to knuckled-down and tackle some home DIY jobs to distract myself. I'm a big advocate for widening participation in sailing and boating, whether that's a gentle cruise round the harbour, a blast on Laser or doing safety cover..... whatever floats your boat! So, I was really pleased to be invited to join some pre-season calls with a focus on supporting women to get out on the water. Sue, you do a great job encouraging us Laser Ladies.

By the time March came around, I could hardly contain the excitement and jumped at the offer to do some powerboating (thanks James Booth) and reassuring to know I hadn't forgotten how to drive.

On my first sail of the season, I was really struck by how welcoming, friendly and helpful everyone was. I enjoyed the post sailing (post mortem) beer in the bar; and no, Simon, Nick and Rob, I'm still not jumping ship to an Aero.

After a few weeks in the Laser fleet, I quickly realised that I had not done nearly enough yoga over the winter and needed to get

my fitness level up; Lily, dry capsizes are for teenagers not the fifty club. Maybe we can introduce a winter exercise programme to prevent us oldies seizing up?

Shout out too for Friendly Fridays; a great way to end the working week and get the weekend off to a cracking start. I managed the full experience of sailing, safety cover and getting out on the cruisers, thanks to Richard McAvoy et al.

Massive well done to Andrew Tate, Tracey Lee and the annual regatta team. It was a real highlight; great fun on and off the water with lots of friendly competition and laughs. I can report that I managed to get my act together a little by day two.... slow starter. After five back-to-back races, I was starting to feel my age (although I'm largely in denial). A big thanks to Simon Foster for lots of opportunity to practice those race starts! Thanks also to Steve (our Laser leader) for all you do to cultivate such a friendly, inclusive ethos. So far so good, I don't think I have broken the number one rule! Never say never though.

I've also enjoyed doing some volunteering and was really pleased to be asked to cover a session for one of the instructors on Wednesday youth night; what a fantastic set up for all the young people involved. To end the season, I've managed to fit in a bit of safety cover and powerboat refreshers for the Frostbite series; although beginning to think it may have been warmer to actually sail.

So, what's the verdict? Well, I can whole heartedly say that joining PYC was a very good decision. Looking forward to the season already and some, not so plain sailing.

PYRA Newcomers

We are Jenni and Chris Lawrence, new to PYRA – new to Poole and new to owning a boat! We were asked to share our first year as PYRA members, and we hope this will help with questions and inspire other sailors to join!

We moved to Poole, from Harrogate in Yorkshire, in February 2019 to follow our dream to start sailing – even with shocking Covid lockdowns and infections we were lucky enough to buy our first boat, a Jeanneau Sun Odyssey 35 called Sansovino.

With Covid rife we struggled to find out much about what to do for social sailing, but were lucky enough to berth Sansovino next to Rob Gibson (PYRA Captain) who encouraged us to join and we are so very glad we did.

We started our first year sailing with PYRA in 2021 – bearing in mind we had only owned Sansovino for six months when we joined, and she is most definitely not a typical racing boat. This is a story of our first year with PYRA and we hope you enjoy it!

February

Chris did the VPRS application and submitted our figures. Ruth, PYRA's Rating Secretary, made it really easy to get started as most of the details required to get a rating are held on a database, but there were a few specific details that we needed to provide.

March

We started boat preparation. There are some things that you need to do to ensure your boat is safe and suitable. To be able to compete in all races you need to comply with World Sailing Offshore Racing Category 4, plus some PYRA requirements such as carrying a liferaft (for cross-channel races). These

requirements can be found in the Red Book, PYRA's general "go-to" guide for information.

The safety categories are just good seamanship and make lots of sense and so we undertake all the actions for Category 3.

April

Our first race to Yarmouth! One of the great things about PYRA is that someone else has checked tides, locations and times, so all you need to do is turn up. Well, it's obviously not quite that simple (as we'll try and explain) but it gives you a target and destination that maybe you wouldn't normally pick!

We definitely would never have gone to Yarmouth in April for an early season sail, but it was lovely weather conditions both there and back, if still a bit chilly. The start line was a little bit nerve wracking, we admit that, but we decided to stay back from the crowd, and crossed the line well enough for us.

On arrival in Yarmouth we rafted with other PYRA boats and joined up for a socially-distanced, outdoor dinner that evening. The return leg was a straight line sail home the next day, with brilliant blue skies. It was a perfect April weekend.

May

The next outing was the Poole Bay Regatta and Coaching Day.

It was so helpful to get advice from experts in RIBs, who could observe our sail trim and handling and give us some tips. It was also great to get some photos of Sansovino in action. It was a



really tiring day with sudden squalls coming in, but we learnt lots and went home with the adrenalin pumping. We also learnt from the photos that fender management should be more important in our race sailing!

June

June brought our first trip west to Weymouth and was a weekend of mixed winds. At the start line there wasn't any and we had our first motor convoy, as, rather than wait and lose time and tides, all the boats motored together towards the destination, and waited (prayed) for the wind to arrive. Eventually it did and so the start was on – and boy did it fill in as well!

Towards Weymouth it was windy but we were determined not to quit and had a hard beat over the finish line. Quite nerve wracking when one of the cruise ships moored there decided to start manoeuvring just as we neared, but we made it.

Another great thing about PYRA is it does push your seamanship skills – we would definitely have turned on the engine earlier if not racing and were really proud that we made it. Yes, we were last – but there is a benefit to being on the end of the raft-up.

Prizes were awarded and wine and beer were on offer, which we gladly accepted. The only complaint – we didn't get to explore anything of Weymouth as we sat and chatted with our fellow racers into the night.

The race home the next morning brought no wind – again! Whilst we did officially make it over the start line, after an hour we still had only moved about 200 yards! We were not the only ones who watched other boats disappear ahead of us with their spinnakers flying – whilst we were sailing without. As the chart plotter was telling us it was going to take about three days to get to our first waypoint (a third of the way home!) we decided to retire from the race and motor home, stopping in the lovely Worbarrow Bay for lunch – always expect the unexpected.

It was the PYRA on tour to Dartmouth in June but, for us, it wasn't possible to take part.

July

The Round the Island Race – which included the PYRA leg to Cowes on the Friday and the return on Sunday.

We were lucky enough to have experienced sailing friends join us for the event. What a weekend – to be in the middle of such a fleet was awe inspiring!

July also involved another westbound race, this time to Portland. Jen was not available but Roger Bond helped us to find crew. For Chris, being the skipper with two experienced sailors was a little daunting, but being skipper is about using everyone's strengths and they soon fell into a groove – until St Aldhelm's Ledge that is! The wind was light and initially we had made good ground, but then with no wind drifting slowly toward the overfalls.

We hit them we were struggling to steer so Chris used the engine to escape and learnt a lot from the experience. Jen couldn't completely miss out though and came for a rendezvous in Portland and a chip supper on Chesil Beach.

August

We had a two-week holiday planned on Sansovino, and so didn't expect to do much PYRA racing – however we followed PYRA to the VPRS Nationals in Lymington, where we knew we would be able to raft with the group.

We did not intend to race in the Nationals and were content to be cheerleaders for the true racing yachts – but were thrilled to be invited aboard Hope & Glory by Rob Gibson as extra crew. >>>



Where did the PYRA year go?

Jen was on the backstay (I mean, who even knew the backstay was a job in its own right!) and also spent time in the fascinating nav station, learning so much with Kate Mellor. Chris was all hands to deck, throwing himself into it enthusiastically as we were proper racing! It was certainly an eventful 'spinnaker' weekend – we are not going to say any more on that, as those who were there ... well, they know ;)

This was a social event as well, as Covid eased and things were getting back to normal. Much fun was had and we would always recommend everyone to join in, whether sailing or supporting.

September

This ended up being a month off PYRA as we had weekends filled with visits north, birthdays on the Isle of Wight and taking friends for social sails.

October

The final race to the Beaulieu, another memorable race. Sadly a late start and a slow race, due to light winds, meant we did not make it to the finish line as the tide turned against.

We have friends who keep their boat at Bucklers Hard, and knew they were waiting with some wine and beer on ice for us, it made the decision to retire quite easy! We were one of the first boats to arrive for the first time (as most others were still racing) and we moored quickly to go off and see our friends, returning for the rendezvous and results.

This was quite possibly one of the longer sails home, nothing at all to do with the few tipples too many the night before, and everything to do with light winds and watching most other boats again

disappear in front of us in a sea of coloured spinnakers! But luckily it was a straight line all the way back with beautiful blue skies and perfect winds. What a way to end the season, very much like the first race to Yarmouth.

It was a little hairy on the finish line, as we were nearly running out of water heading on to Studland in order to make the transit – but as soon as we were over it was sails down and motoring into the harbour under a beautiful setting sun.

November was once again mainly about land life. We were surprised to be asked to be on the PYRA Committee though and had our first meeting in November. (Chris is now Class 4 Captain and Jenni the Social Secretary).

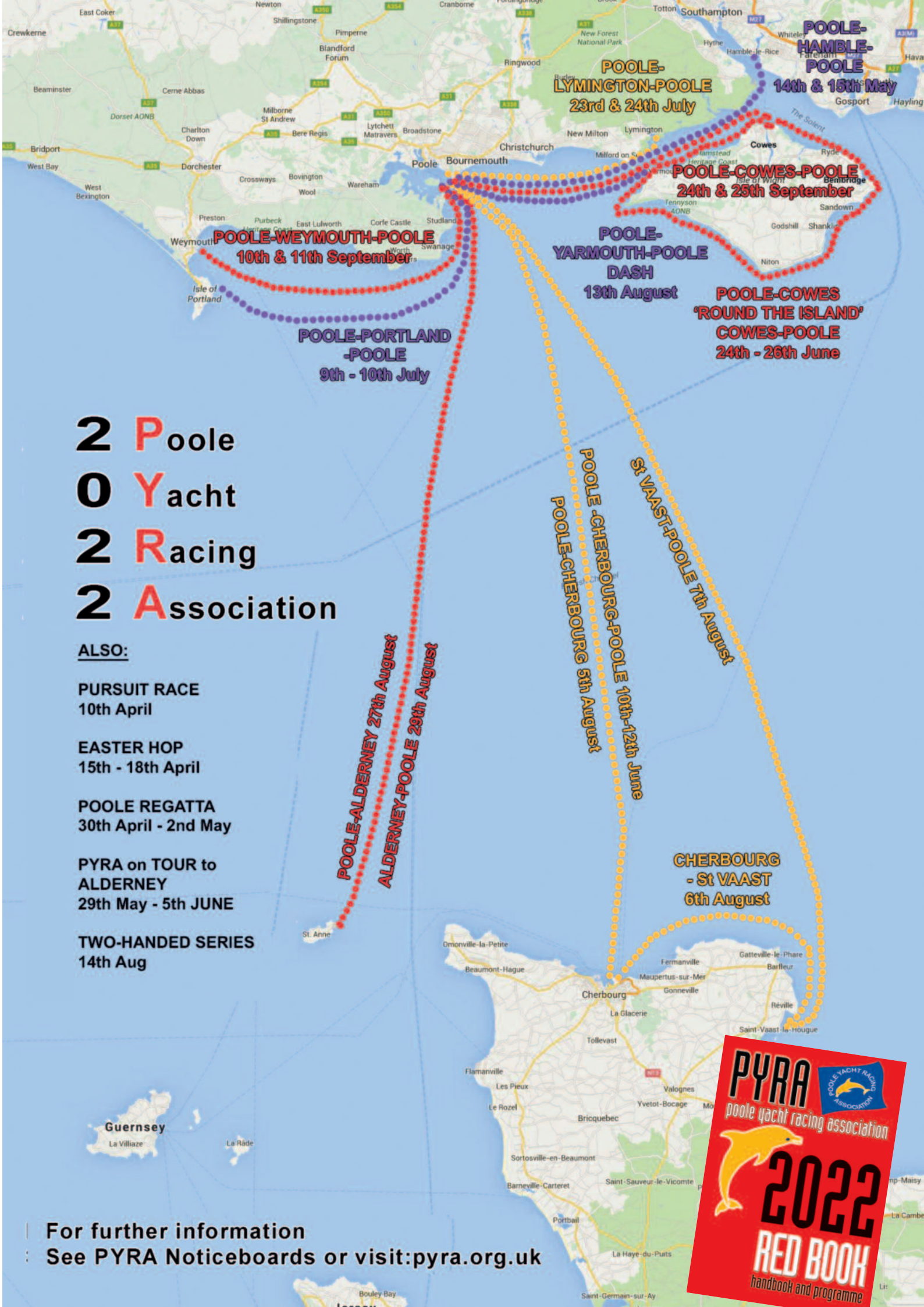
As the year came to a close there was one final event to look forward to – the PYRA Candlelight dinner. We were happy to get our very own trophy to take home and Jenni won an amazing Kemp Sails bag in the raffle. The evening was spent dancing the night away and catching up with various people who we had met in the year to date.

Thank you PYRA, we can't wait for an exciting '22!

These are some of the main things we learnt

- From April to October PYRA have events virtually every other weekend (see left) – and you can choose to do as much or as little as want. We hope to do more in 2022!
- We are definitely not a racing boat and realised that we prefer the longer weekend races to racing 'around the cans'!
- We are usually the last to arrive, which is not always a problem as great to have help with lines and friendly faces when we arrive. We prefer to call ourselves 'Cruisers who Race'!
- Although Covid meant that there weren't as many social RVs (rendezvous) as we understand there normally are, it was still nice to have a tot of rum whilst listening to results, and talk to other like-minded people about their race, sharing lessons and tips, and making new friends
- It was always fun to hear the results, even if we were usually one of the first names read out in reverse order!
- Keep your Red Book to hand - you will need it and it will become your bible!
- Have a quick way to access the race marks – we plotted them on the plotter, but also printed a paper copy which was really useful when navigating under pressure
- There is always someone available and very willing to help navigate your way through PYRA racing life so just ask the question – they are a really friendly bunch
- Just do it! What's stopping you?





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association

ALSO:

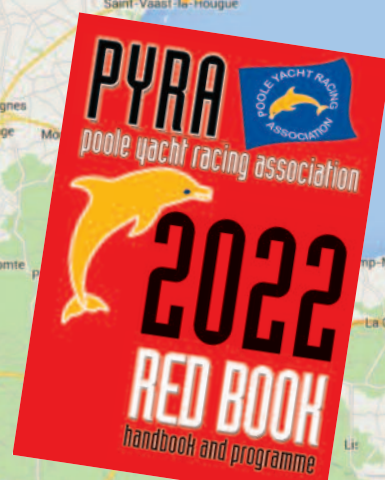
PURSUIT RACE
10th April

EASTER HOP
15th - 18th April

POOLE REGATTA
30th April - 2nd May

PYRA on TOUR to
ALDERNEY
29th May - 5th JUNE

TWO-HANDED SERIES
14th Aug



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



Commodores' Challenge

In late December the 26th Commodores' Challenge took place between Poole and Parkstone Yacht Club's under eighteens. This year's host was Parkstone, who put on great racing in some difficult conditions, this included winds reaching 30 knots earlier in the morning of the day. However, once the wind had dropped to a reasonable strength, all the races were managed with spinnakers.

Whilst the day of the race was the main event, what we had been working towards, for us the hard work started months beforehand. At the end of October, when we began our training, we had twenty-plus kids very keen to take part, this allowed us the opportunity to carry out training with two Elan 333s. (Many thanks to Steve Thompson and Adam Covell for lending their boats for this to happen!)

Up until the event we trained every Sunday afternoon. First practicing boat handling skills on a big boat, very unfamiliar to many of us, then moving on to match racing tactics as all of our skills progressed.

For me, it felt really nice seeing the improvement everyone in the team made, with many of us starting out with next to no knowledge of large yacht racing and ending up sailing together as

an efficient match-racing team. This was one of our strengths by the main event, as everyone on the boat knew what was happening all the time, and dealt with different situations well.

Along the way we had the help of many adults happy to give up their time to help us improve and prepare for the event. This ranged from allowing the use of their boats, driving our safety RIB, mark laying, helping improve crewing skills and improving match-racing tactics. These people include: Dave Hale, Joe Cross, Matt Hitt, Lucy Macgregor, Mark Titterington, Rob Russell, Simon Topping, Will Deary, Jackie Hale, Steve Thompson, Adam Covell and Josh Duvalle. Without the help of all these people we would not have achieved the result we did on the day, as over the course of the winter they increased all our love of the sport, and pushed us to sail the boat as well as possible.

Tracey Lee reports on the race day

After weeks of practice, the Poole YC Commodores' Challenge team won the first three of a maximum of five races against the team from Parkstone Yacht Club. Both teams sail an Elan 333 in the annual match racing competition, and all members of the team must be under 18 years of age on December 27th.

Oli Hale was helm for the Poole YC team and he and his team-mates demonstrated a sophisticated application of the match-racing rules.

In the first race, the Poole crew used their starboard advantage at the start to force the Parkstone boat away from the start line, then tacking back to the start and maintaining their lead with close covering of the Parkstone boat.

In the second race, having rounded the windward mark neck and neck, the Poole boat was unable to raise their spinnaker. However the Parkstone boat was to windward so Oli turned the Poole boat to windward, forcing the Parkstone boat to luff and ultimately incur a penalty. This meant that still without a spinnaker for the downwind leg, Poole won the second race.

For the third race, both boats used the racing tactics more recognisable to those of us who do fleet racing, crossing each other on opposite tacks although the Poole boat again used



Well done Poole!

Kemp
sails

Kemp
sails

legitimate luffing to gain an advantage on the downwind leg.

All in all, it was a fantastic sporting event and John Yorwin and I were both thrilled to see the teamwork and commitment from the club, from the sailors themselves, the team of coaches who have been training with them, the boat owners who so generously lend their Elans for practise and the race itself, Rob Kemp for donating the sails and all the many family members and supporters who came out in support of the competition.

The Poole Commodores' Challenge team were:

Oli Hale (helm), Amber Hale, Tom Clayton, Millie Whittaker, Tom Cluett, Lily Eyre, Toby Griffen, Lucy Griffen, Chris Nunn and Ethan Topping, with Lottie Eyre and Annabelle Topping as reserves. Becky Russell and Beth Prior were unable to take part due to falling ill with covid.

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



Set up 26 years ago between the then Commodores of Poole and Parkstone Yacht Clubs, Dave Bennett (Poole YC right) and Eric Scoble, a team of under 18s from each club (10 on each boat plus reserves) match-race each other in two yachts – we currently use two Elan 333s – one belonging to Steve Thomson of Poole YC – Beluga, and the other from Parkstone YC, currently Energy owned by Adrian Harvey and Trevor Annels. Steve, along with lots of other volunteer members helps the team over the autumn and trains them to take full control of the boat. Come race day the owners (or their rep) stand on the transom in case of an emergency and let the team get on with it without any input. Yes they are nuts!

This was taken from a previous edition, which some may not have seen.





John Yonwin in conversation with

Shirley Cousins

Celebrating some 70 years association with Poole YC, Shirley has saltwater running in her veins!

I have just spent an enjoyable couple of hours with Shirley talking about her experiences of sailing and her long association with Poole YC. Certainly a good reason for me to put pen to paper (but now it is onto the lap top!)

I met with Shirley at her home and, after gazing across the water to Brownsea Island from her living room, I got down to making some notes. Shirley has so much energy and enthusiasm for the Club and life, I just hope I am that way inclined as the years roll on.

Shirley and her late husband Gordon have created their own opportunities and their mutual love of sailing and the water. They were introduced to each other by our Richard Cake's late Father, Eric. Gordon was in need of a crew for his Snipe whilst racing and Shirley accepted the challenge and the rest is history, as they say.

She and Gordon have had two Yachting World Dayboats (possible three) and won many a prize for first places. Shirley recalls that they received £5 Poole Pottery vouchers as prizes (those were the days!). They hardly ever missed an opportunity to

race their Dayboat, week in, week out.

Members of many years standing will recall "Teacher Shirley" organising simple dinghy racing for younger club members... happy days! Shirley recalls the time that Gordon was helming his Dayboat with fellow member Brian Kiddlemorris. Sadly, Brian died of a heart attack during the race as they approached the finish line; but Gordon knew that Brian would have wanted the DB to cross the line with a finish and it did!

As a child, Shirley's parents lived opposite one of our past Sailing Secretaries (Don Farmer) and that is how she was introduced to the Club. Her parents were successful local shop-keepers with an expanding number of shops in the area.

Shirley's first venture onto the water was in her 8ft rubber dinghy with a small home-made sail and remembers the time when Poole Harbour was used for the build-up of the preparations for the D-Day landings and hundreds of landing craft being assembled in the harbour.

The family (now with two young children, Vanessa and Simon)



moved on to cruising, so that they could all be together on the water. Gordon and Shirley were great believers in their children learning by example and having a go themselves – true DIY sailors “we built it or repaired it or went without” was their motto, recalls Shirley.

Shirley has over forty years worth of diaries and photographs as a record of the times they all spent on the water.

Some of Shirley’s photographs are reproduced here..... a picture says a 1000 words!

Thanks to Shirley for letting me write this article and for our time reminiscing. I really enjoyed the experience!

Amanda Jones reports on



Ladies' Nights

I feel like one of the 'old school' Fleet Street journalists as I write this article as it has been literally a case of shouting to the Soundings Team '*Hold That Page!*' We couldn't go to print and not include in my summary the fabulous Ladies' Night that we held literally 48 Hours ago. More about that in a bit.

It seems incredible that we are at the end of yet another entertaining season of Ladies Nights and Covid was only allowed to spoil one of our planned evenings ..phew. I must admit I was rather nervous when we all came together in Oct for our first mass gathering inside the club. I suppose I was unsure if there would be a demand for a ladies evening after having such a long break from social events , would members be prepared to come out on a cold Monday evening ? Well. I was overwhelmed with

the support, and it was lovely to see so many friendly faces returning and enjoying our evenings , we certainly had a lot of catching up to do .

We have had a packed programme and I am unsure of my favourite evening , however, I did enjoy the talk from Sarah Delves of 'Bags of Glamour'. I knew buying an expensive hand-bag was a good investment and I now have only to convince Mike! I was also surprised how much I enjoyed getting 'crafty'



Sarah Delves of Bags of Glamour



with fellow-club member Carolyn Corr, there was something quite relaxing about sewing, chatting and having a glass of wine. We also enjoyed an evening of tea tasting, courtesy of 'Its Tea' and then a tasting of what was promoted as 'healthy' chocolate by 'Food for Thought', I didn't hear much arguing with that statement.

However, our end of season Ladies' Night saw us welcoming former PYC member and Great British Bake-Off contestant Maggie Richardson. It was fascinating to hear Maggie's stories about the experience of being part of the television production and how she is handling her newfound local celebrity status. The club was literally buzzing with people and laughter as Maggie

recalled all the fun of GBBO. With over 80 tickets sold for the evening and a popular raffle for a cake donated by Maggie. I am delighted to confirm that £450 was raised on the evening to be handed to the Commodore's Charity, Julia's House.

I look forward to seeing you all again on the 3rd October at 7.30pm. Have a super spring and summer, both on and off the water. I am off to start planning our 2022/2023 programme – no pressure!

PYC member Carolyn Corr with her daughter Gina



Ex PYC member and Social Sec., Maggie Richardson, shows off her gift from GBBO



Chris & Juliette Elfes recall a

Husband Overboard



A (contrasting) tale of two people aboard a 32-foot yacht three hours off the Normandy coast in August 2018. We thought we should share our sorry story – we are not worried what you think of our mistakes, but do hope there is something potentially life-saving that you can personally take away....

CHRIS'S ACCURATE ACCOUNT (Sans Serif throughout), JULIETTE'S TRANSLATION (Serif Font)

We had had a lovely first 12 days of our summer holiday sailing trip on board Daisy with no children and no dog. Poole to Alderney to Herm to Guernsey and on to Jersey, with a day trip to Granville all went smoothly. We'd even bumped into the lovely Rob Gibson in a bar in St Peters Port.

- I admit we ate well and the weather was brilliant, but a channel crossing is SO boring and I HATED the rolling anchorage off Herm Island so much that it was definitely NOT deemed a HOLIDAY in my understanding of the dictionary definition.

- We hadn't even had any problems on the whole trip.

- On the way into St Helier, an entrance we'd never undertaken before, just as the Condor ferry was coming out of the narrowest part, the BLOODY engine overheated and on checking there was no water coming out the back.

- OK, one minor problem, but it wasn't a problem as the nice new warning alarm we had fitted last winter did its job so I turned the engine off, quickly unfurled the Genoa and gently sailed between the Condor and a rather large, solid looking concrete breakwater whilst looking for a mooring or place to chuck the anchor out.

- This WAS a problem and luckily a LOVELY Belgian man heard our alarm as he motored past and asked if we needed a tow. Cigarette in one hand he nonchalantly threw us a piece of string, asked us to throw a bucket astern to slow us down and prevent us overtaking and scratching his lovely new rather racy looking yacht before dropping us at the end of a perfectly timed arc onto a waiting pontoon of excitable but willing to help French yachtsfolk. It turned out he was a senior lifeboat coxswain in Belgium!!!

- Well, it's all in a good days adventure, you can always learn something AND I got to change the impeller* once tied on. We then motored to a visitor's pontoon and rafted up with many others.

- I loved being in a marina with nice shops and lovely walks

- The marina at St Helier was crowded, expensive and pontoon A was too close to the late night pedestrians staggering home....

After a fantastic evening with our new found Belgian best friends

Soundings 2022

in Jersey's wonderful Speak-Easy bar we planned a short(ish) day sail to Dielette via a lunch stop and pause for the tides at Sark.

- After an expensive evening and too many cocktails, Chris explained his normal, excellent passage planning but did not tell me that 2 x 4-hour sails and a 2-hour anchorage = a BLOODY long time!

- We motor-sailed west into a F5 along Jersey's impressive south coast before a great broad reach to Dixcart Bay, Sark.

- Firstly, can I say that I DO NOT like large, uncomfortable seas and this rapidly turned into a long slog into wind. The engine suddenly dropped revs and increasing the throttle caused a big kick of smoke so, bearing in mind the recent impeller issue and that I HATE engine problems, I said to Chris that we should turn round back through the uncomfortable seas and get back into the safety of harbour before the spring tides prevented us.

- Juliette certainly has a point, but this was not the impeller, things settled and I am sure we had had a large clump of seaweed round the prop which subsequently cleared. Steady revs, no smoke, excellent water out astern and so we agreed to turn back around again and 'let's continue with our passage plan'.

Picturesque Sark for a two-hour anchorage stop was sheltered, in clear blue skies with only three other boats. We slept outside after a good lunch and I had a refreshing swim before it was time to set off on a four-hour sail to France.

- Picturesque yes and I would have agreed to anchor overnight but last year we didn't sleep at all due to the rolling conditions and with Herm fresh in my memory I could not agree to an overnight stay here. He says 'refreshing swim' but can I point out that he's bloody mad, the sea is freezing and I wish he'd just do something on dry land sometimes....

- I did wonder about booking Juliette into the hotel on Sark overnight whilst I slept/stayed awake and did anchor watch in the admittedly rolling conditions.

- I wish he'd told me about the hotel, that would have been PERFECT.

- I didn't know the prophetic nature of the book Juliette was to be

reading ("Into the Water" by Paula Hawkins of "Girl on the Train" fame) as we motored out, prepared the sails and happily gybed nicely onto a carefully pre-planned ESE heading with the wind over the starboard quarter. This course would see us arrive nicely at Dielette entrance thanks to the strongest tide of the year flooding North. I was already looking forward to dinner and great wine at the always fabulous 'Bouche et L'Oreille' restaurant 400 m walk North of Dielette.

- The wind was at the maximum I like and the waves rolled us around uncomfortably. I was not looking forward to four hours of this so I got out my book and tucked myself up comfortably to start reading.

- Half an hour later I asked Juliette very politely (she was reading) if she would ease the lazy jib sheet.

- Does he always do this on purpose I thought? He knows I've just sat down. Ease it he said, well that's not very specific, I'll just take it off the winch and let go. There, job done. Now where was I, oh yes page two of my new book.

- Unfortunately, she must have had a very temporary mini-stroke as she just seemed to let go of the sheet altogether and we both watched as it disappeared forwards, wrapping itself around the pulpit. "Do you want to.....no, no silly boy, correction "Do I want to go forward?".

'I'll go I volunteered' – a bit pointless to say that really as there was no-one else on board who was even thinking of going forward!

"Will you take the helm?" on second thoughts I'll use the autopilot I thought having quickly ascertained with my medically honed non-verbal communication skills that this would be a better received suggestion. I quickly set the auto-pilot and went smoothly forwards, sorted the madly flapping loose jib sheet and carefully checking my feet I started back to the cockpit on the windward rail.

- Actually it is a beautiful day, Chris seems very happy, "I'd better talk to him now he's gone to the pointy end.

- I was wearing my wide brimmed Tilley hat to avoid sunburn and by now Juliette had put her book down and was chatting happily. Really pleased she loves this sailing so much. Perfect days. Now I must be careful not to slip I thought as I looked back down to remain sure of my footing.

BLANK (i.e. no conscious thoughts from me for a few seconds)

- NOOOOOOOOOO! He's been smashed in the face by the boom and catapulted through a backwards 360-degree somersault (Subsequently termed 'le flipping' by the amazing French paramedics 12 hours later). He's dead or paralysed or unconscious I am sure of it. What do I do? I can remember Day Skipper Man Overboard procedure, right:

1. Point at the casualty

2. Shout loudly 'Man overboard'

3. What's 3?

4. Oh ?!@*, shall I call Mayday on the VHF? Where is France, where are we, where are we going?

5. Yes, I know where we are, the GPS co-ordinates tell us that, but the VHF is down below, I'll lose site of him.

6. I must turn the boat around

7. I must fully furl the jib. I can't – it's stuck. I'll let it flap and drop the main. It won't fully drop but that's better

- The next thing I knew was that my face really hurt AND I had a lifejacket inflated AND I was soaking wet AND I was in the sea. My face really did hurt and blood was spurting from my forehead into my eyes – but not enough to stop me see the blood shoot out of my mouth as I coughed up sea water. I could also taste the blood pouring out of my nose.



THOUGHTS:

1/ I am not in the Caribbean, at least there are no sharks...

2/ if I can think that then my brain is working

3/ I can move my neck, yes it's not broken

4/ I can move my legs and arms, good

5/ my BRAND NEW expensive boots that I bought 12 hours ago are going to be spoiled

6/ glasses have gone but there is no glass in my eyes

7/ the boat has gone

There wasn't an eighth thought....**THE BOAT HAS GONE** was screaming round my head. I turned round 180 degrees and could just make out Daisy in the distance but knew we had been sailing at about six knots so she was getting further away as I screwed my eyes up to try and focus without glasses.

Eighth thought - don't panic

9/ I hope Juliette isn't panicking, she's going to kill me....

10/ ouch, my nose is definitely broken

11/ this is SERIOUS and I MUST get back on Daisy soon or otherwise – the adrenaline that was surging in my body meant I was concentrating on the now, not the otherwise!

- I can see the flashing strobe light in between the waves.. That's him. Is he alive? How on earth will I get him on board?

- YES, she has turned back into wind and is coming towards me. Great news and despite a flogging Genoa and half dropped main she was still making good speed. BAD news as she sailed straight past shouting 'I cannot stop!'.

Twelfth thought – SHOUT the loudest you have ever shouted and make it clear what you need Juliette to do. So I did with instructions to turn Daisy left so as to lie side on to wind and then to use astern to STOP the boat, then forward to STOP the boat.

- How do I stop? Oh my god, he's covered in blood, but at least >>>



he's shouting at me. I think he said 'Astern?' I can't get any nearer and I can't hear him properly due to the wind, flappy sails and engine noise. Oh my god, Oh my god, Oh my god, I HATE this. How have I ever got myself into this situation? NEVER again. Where's the life assurance policy when you need it?

- Thank goodness the boat is now stationary and at least now Daisy was in swimming distance for me (a definite benefit of all my cold water training for a channel relay swim)). If I don't get to the boat now then it's getting dangerous.

I always leave a looped, knotted 'pull aboard' rope on the pushpit for ease of clambering aboard after a swim and so with this and pulling the boarding ladder down I could drag myself aboard.

I'm on and I'm alive, so let's sort the sails, get back on track with motor assistance and get going to Dielette I said. 'If Juliette could see all was OK then I think I've got away with it' was my thinking as I peered closely at the chartplotter from about 5cm distance with no glasses and blood running down. (She'll never notice!)

- He's on, he's alive. Right, Call the Coastguard, stop his bleeding and....I can't believe it, he wants to carry on sailing. We need help. He is SO STUBBORN. Right, well we need to get him out of his wet clothes, he's been injured and in the water for more than 20 minutes. Come on 'take your clothes off and please stop fussing about your boots'

- WHAT, take my clothes off? Darling this is NOT the time, 'I've got a headache.' Oh no, my brand new boots are going to stink if they stay wet.

- Stop worrying about your boots you silly man.

- I must get Juliette to safety, that will reassure her.

- Is he alright? He seems more stubborn than ever and not listening to me.

- I must not let on I feel sick. Oh no I think I need to lie down, looking at the chart plotter without glasses has not helped. Am I more injured than I thought?

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- Is he having a brain bleed? I've told him I am going to go below and call the coastguard.

- If I don't feel better in two minutes you can call the coastguard.

- Oh good, he's being sensible, I'll call the coastguard.

- 1 minute 55 seconds later, 'I'm better now'

- Oh no, he says he's OK. He looks a mess.

- The only way to stop the bleeding is to keep pressing but I can't see much, I do think I got away with it. She seems to trust me?

- When we get back to land I'll kill him...I'm so worried about him. Chris, call Dielette and tell them what's happened.

- Yes, good idea, I'll call Dielette I replied, but I'll ask them what time they close (Answer – if you're interested 8pm, which was 15 minutes before our ETA).

- So, did they say they'd come out to meet us?

- Er, no I didn't ask them to...we'll be alright. Three hours later we sailed into Dielette harbour, making entry with a setting sun and a young teenager on a moored yacht looking horrified at my bloodied visage when asked if he would temporarily take a line onto his parents boat. Dropping Juliette ashore I motored round to a vacant visitor pontoon and Juliette took the lines to help loosely secure Daisy.

- Right, I'm on dry land. Even though he's now in charge of the boat alone, we are inside the safety of the marina and not alone. Now we're safe, let's leave Daisy as she is and go and get some help.

- Right, let's secure the sails, do the mooring lines properly. The decks and sails look like there's been a murder but I don't feel like cleaning now, however it's a really lovely sunset. I'll just stop and take a nice photo, perhaps the best position is over there.

- He's bloody (true) crazy (maybe).

- Once happy that Daisy was safely secured we walked up to the café. "Une taxi a Cherbourg s'il vous plait, monsieur?" "Non monsieur c'est necessaire a telephone aux pompiers (fire brigade)." But I don't need the fire brigade I remonstrated, not realising first response to trauma in France is the paramedic trained fantastic 'pompiers'.

The amazing threesome Sebastien, Sebastien and Jean-Michel took over. Once strapped to a trolley in the back of the 'ambulance' I felt I could finally 'let go of the responsibility' as I knew Juliette was finally safe. Not the nice meal and wine we had planned though, instead I chatted happily in French all about Brexit to our three paramedics, wanting to prove to Juliette that she could stop worrying and that I was basically OK.

- Oh no, this is like living with Basil Fawlty, I'm worried that he's had one of those head injuries where people become fluent in a foreign language. I've heard about that. What a day, I'm shattered and hungry.

- My head really does hurt now In many senses Cherbourg hospital felt like an English hospital. Lovely staff but a long wait after an initial triage assessment. They seemed more interested in getting out insurance/EHIC details than anything else. The doctors were superb, friendly, knowledgeable and honest "You have a complete blow-out fracture of your nose but your brain looks alright." (I've been telling Juliette that for years, now I have proof). Six hours later and perfectly stitched up, preloaded with antibiotics (open fractures are at risk of infection) we found ourselves with nowhere to stay at 03.00 in Cherbourg. We had been asked to return at 09.00 to see a

specialist. All hotels we tried politely declined – probably suspicious that we were drunks ringing or a tourist with a sex worker...

We googled a taxi number and got taken back on a nightmarish taxi ride at ridiculous speeds through back lanes in the dark – worse than being on the boat I thought. Once on board Juliette collapsed asleep whilst I searched for 'Man overboard rescue videos' on YouTube (I couldn't sleep).

On awaking Juliette thought her troubles were over, only to find me wide awake. *"I can't sleep"* I repeated, *"Yes you can"* *"No I can't."* In the end I finally relaxed when Juliette lay hugging me, and as soon as I drifted off she went for a wander for fresh air, a time to reflect and prepare for the taxi journey back to Cherbourg...

To be honest, going back for 09:00 was a waste of time (no-one was expecting us) and money, but once we'd finally seen a junior doctor, who was barely older than her accompanying medical student, I said *"Let's go for lunch."* My thinking was that I had to make up for us basically not eating for nearly 24 hours but once sat in bright sunshine and waiting I didn't feel so great. Let's go to Cherbourg 'Plage', I thought, remembering that the park by the marina last year had had deckchairs and a really good feel. If we could recreate the nice time we had there last year I might be making up for the missed lovely restaurant last night.

- *"What's that smell of dog shit?"*
- *"I can't smell anything"* I said (true, with a smashed nose completely blocked nostrils I could NOT smell ANYTHING).
- *"It's all over your shoes, no don't sit down, oh for goodness sake, it's all over your jumper now!"*
- Bringing the story to a rapid close, we obviously curtailed our plans to have a few days in Normandy and so we promptly bought tickets for a ferry home. I looked like I'd been in a pub brawl and

everyone kept staring in the boarding queue. To be honest I felt awful, headache and nausea worse with standing. I was worried that I'd not be allowed on board if staff suspected I was ill. 'I'm fine' I kept muttering to anyone and everyone. Finally, on board I could lie down. Whenever I opened my eye (the other one would not open by now) I would find a quizzical French person stood silent staring at me with a look of mixed fear and revulsion.

A week later I was waiting in Poole Hospital ENT. The telescope inspection of my nose was unpleasant and unfortunately knocked off the clot which turned out to be covering a skull fracture. This now meant there was nothing to stop the cerebrospinal fluid leaking and running out of my nose. For one week I couldn't walk as the low fluid pressure causes horrendous headaches. Thankfully it sealed itself without surgery. That was one good thing.

In total the continual headaches and concussion symptoms took four months to settle. I was off work for eight weeks but in retrospect should have taken longer. I still get headaches much more easily than I ever did BUT am back to normal. The biggest thing I am sad about (apart from scaring Juliette silly at the time) is that – and I understand why – Juliette doesn't want to buy a bigger boat and plan to live aboard for months at a time in the Med.

- He's got a weird definition of normal! However, the great thing is our future plans. I've always wanted a house in Italy or maybe we could join a motorhome club. Every cloud does have a silver lining after all!!
- In summary, the amazing Juliette and my expensive lifejacket with its strobe light on a flexible arm above my head both saved my life.

*Really frustrating that a new-this-season impeller failed – the lesson is not to try and save a couple of pounds by buying generic parts on-line! A Yanmar only impeller from now on.



The Lilla Trophy 2022 is awarded to:



Thank you to members that have submitted the four nominations for the Lilla Trophy this year. These were:

- 1 The winning Commodore's Challenge Team
- 2 Simon Foster
- 3 Steve Ehrhart
- 4 Steve Thompson

Nominations were invited from members for a member, or members, that "simply excelled in 'on the water' activities or volunteering or going that extra mile on behalf of the Club or its members". Clearly all four nominations were worthy of being nominated. Thank you to those of you that submitted the names.

The Judges (your Flag Officers) did not find the task of selecting a winner at all easy this year.

Both Simon Foster and Steve Ehrhart have done much to promote and encourage dinghy sailing during the past twelve months, and our Commodore's Challenge Team brought home the silverware and smiling faces all round! We will be defending the trophy here from Poole YC in December!

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However, we have been in strange times, what with Covid and everything, the judges felt that the award should, if possible, recognise volunteering across a number of different functions and Club operations.

In addition to his duties as Assistant Sailing Secretary (these duties are excluded from consideration by the judges), Steve has been a cornerstone within the Club's Covid Group and spent many, many, early morning hours researching Government announcements and helping with the drafting of all the Covid Bulletins. Additionally, he has spent time liaising across all Club functions to ensure, with others in the Covid Group, that we do all we are able to keep safe during the pandemic. Steve has also been right at the front of the vanguard of the coaching team that helped and coached our Youth members win the Commodores' Challenge last December.not to mention his stints as Race Officer for on the water events we host!

We toast you Steve. Congratulations and thank you for all you have done for the Club.

John Yonwin, Commodore, on behalf of the Club's Flag Officers

Esme is appealing to the Community



Right: Esme, Logan and Kerry Waters are all supporters of #Willdoes and have completed several sponsored walks on behalf of the charity.
Above: the charity's bus



Junior member, Esme Waters, has joined the #Willdoes Youth Committee, following in the footsteps of her Auntie, Kerry, who has been supporting the charity as a volunteer since its start and has been a committee member since January 2020.

Esme wants to help to raise money through fun experiences like sailing events, selling cakes, tombolas, walks and selling #Willdoes t-shirts and hats. Through the Youth Committee she will have the chance to bring new ideas for fundraising, promoting the charity through social media and being a voice for young people to get the support they need for their mental health and well-being.

The charity, which was founded in 2019 after the tragic death of a local teenager called William, has so far raised over £200,000.

Money raised provides grants to good causes that help improve the mental and physical wellbeing of young people and also funds innovative projects throughout the county.

Most recently the charity bought and refurbished a double decker bus which now serves as a mobile outreach facility, travelling to areas where young people are facing difficulties with their mental health, offering the opportunity to confidentially speak to youth workers, counsellors and medical professionals.

#Willdoes raises the majority of its money through donations and by organising variety of sporting and cultural events from sponsored runs and horse treks to fundraiser balls and quizzes.

It has experienced exceptional support from high-profile ambassadors since its conception, including Olympians Victoria Pendleton, William Fox-Pitt and Jamie Nicholls. Sandra Redknapp and Carl Jason Fox are also passionate supporters of the charity. Generous donations have also been given by the Talbot Village Trust.

Lesley Paddy, mother of William and Founder of #Willdoes, said: "On behalf of our trustees and fundraising committee, we would like to thank everyone who has donated or helped us raise £216,000.

"The lack of youth provision, funds and safe spaces in Dorset is at crisis point and whilst we have made great strides in helping bridge the gap there is so much more we can do. We appeal to local residents and businesses to help us."

To find out more about #Willdoes, please visit
www.willdoes.co.uk

About #Willdoes:

#Willdoes was set up in August 2019 by Swanage resident, Lesley Paddy after the tragic death of her son William, aged 14 years. #Willdoes gives grants to projects that help improve wellbeing, which includes counselling, providing support for bereaved children, improving social spaces, and donating to other charities such as Dorset Mind, Mosaic Family and Purbeck Youth.

Jonathan Davies reports on

Cornish Shrimpers at PYC

Ten years ago, there were just three shrimper owners at PYC. Now there are 25, with 17 boats moored at the Club and several others on the waiting list, so we must be offering something that people want. Especially, over the last couple of years, we have welcomed quite a number of enthusiastic new members who are also new to Shrimpers. We would like to think that they have found that, at PYC, the Shrimper owners are a friendly, supportive group who help each other and enjoy using their boats mainly for relaxed local cruising, often with family. We also enjoy sailing in company with other clubs' Shrimpers who turn out for the weekly Poole SOA sailing programme. Poole harbour has one of the biggest

concentrations of Shrimpers in the country, with about 110 boats. At the moment they are very popular and the few that come up for sale are rapidly sold.

The Shrimper is a good compromise for dinghy sailors moving up to a small cruiser and also for owners of larger cruisers who are now looking for something less demanding, but still with a satisfying sailing experience and good seagoing performance for a relatively small boat. The Shrimper, with its drop keel, is ideal for our local area and most places a dinghy can go, a Shrimper can follow. With its solid build and reassuring sailing properties, longer distances are also quite possible and our cruising ground stretches from Weymouth to the Solent.

Overnighting or longer stays are no problem, there is a small galley and the accommodation, while limited, is quite adequate for two, with some boats having two extra small berths. One big advantage the Shrimper has over most other small cruisers is the ability to take it on a trailer in order to explore areas a long way from home. The Shrimper Owner's Association organises the International Shrimper Week each summer and through this quite a few of our Shrimpers have been trailed to distant cruising grounds.

Our Shrimper 19 'Merriwinds', usually seen quietly cruising in the harbour, has taken us down the Clyde as far as Rothesay and the Kyles of Bute, explored the Dutch canals and the IJsselmeer, discovered the east coast rivers as far as Snape, sailed around Milford Haven and West Wales and, in wonderful weather, cruised in the South of France and sailed out to the islands of Hyères.

If the situation on land has at times been depressing and constricting, the Shrimper has offered the opportunity to safely escape restrictions and also beaches and roads congested with staycationers. Thankfully, while busy, our local waters still allowed us to 'get away from it all' and the ability to navigate where larger boats cannot go has meant that we could find places that weren't too crowded. Anchoring in very shallow water under a cloudless blue sky in the lee of Brownsea Island, and watching carefree grandchildren being able to wade ashore certainly helped dispel some of the covid blues.





The last couple of years have seen some impressive sailing achievements, notably Karen Macey and Mark Jenkins, who sailed their Shrimpers single-handed back from the ISW in Plymouth with just an overnight stop in Dartmouth. The boats were constantly at their maximum, on a broad reach before a stiff westerly, and Karen says that it was the most exhausting but exhilarating sail she has done; thirteen hours continuously at the helm as she feared broaching her 19 foot boat in the big waves. Mark has also sailed his Shrimper single-handed from Lymington to Poole over a dozen times to spend the weekend at the Club. Mark also organised two very successful Shrimper cruises to the Solent.

Shrimper racing is also beginning to take off. Tuesday race nights have seen Colin Calver and Nigel steadfastly turn out in S524 Cygnet. As things get back to normal others are joining them, and this season it looks as if they will have a lot more competition. They were getting rather complacent!

Over the winter we have had a couple of very well attended PYC casual lunches and, as a result of many questions from new (and not so new owners), we are having a 'set up your boat' day at the Club in May when our PYC panel of experts, Trevor Heritage, Karen Macey, Keith Thatcher and John Lloyd, will be on hand to give out practical advice and help based on many years of Shrimper sailing. An acknowledged feature of owning a shrimper at PYC is the readiness of more experienced members to help newcomers.

We are much more optimistic for the coming season's sailing now that we should finally be able to enjoy completely unfettered use of our boats. Several members are planning to tow their boats to Largs in Scotland for Shrimper Week in June, Mark is talking about another group cruise to the Solent, the Poole SOA has published a large programme of weekly activities, and many are expressing a desire to make 'Friendly Fridays', which turned out to be very popular at the end of last season, into a regular group event with a social gathering in the bar afterwards. All we need now is some good weather!



A Commodore of World Renown!

Thomas Wanhill was elected as the third Commodore of Poole Yacht Club in August 1855, with the Club now three years old. Unlike the previous two incumbents, he was a true 'son of Poole'. He was baptised in St James' Church, Poole, on 2nd August 1816. His father, Thomas, was a mariner who for many years sailed the trade route between Poole and Newfoundland. His mother, Margaret, was the daughter of James Manlaws, a wealthy Poole-based merchant with substantial property and shipping interests.

Thomas became an Alderman, a Magistrate and was elected Mayor of Poole three times during the 1840s. By the 1860s, he was employing 128 men and 15 boys in the shipping, ship building and clay merchant trades he had inherited from his grandfather. Whilst he was well known in the town for his various activities, it was the innovative racing yachts he produced with his younger brother, James Manlaws Wanhill, in their shipyard in Hamworthy that were to bring him world renown.

The first America's Cup was a race around the Isle of Wight in 1851. In that fleet, three of the ships were designed by the Wanhill yard: Bacchante came 3rd, Eclipse came 4th while Freak (sailed by William Curling, the first Commodore of the Club), was one of the many boats disqualified for various reasons.

In the decade following the America's Cup, yacht racing between wealthy yacht owners increased in popularity and much interest was taken in the design and performance of new racing yachts. An article in Yachts and Yachting in 1856 which looked at the changes that were being made, stated:

To Mr Wanhill must be awarded the praise of originality. He saw the errors of the match-sailing system and profited by them...In fact, it is not too much to say that the introduction of Poole vessels made a far greater stride toward an improvement in speed than was made by the America.... Mr Wanhill was the first builder who had the
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courage to build vessels much sharper at each extremity than any then existing, and knowing well that speed depends in a great measure on size, he raked the stern-post, and increased the depth, thereby obtaining a larger vessel without increase of tonnage...

In March 1857, a reporter looking at sailing activities in various places along the south coast, wrote an article in Bell's Life of London & Sporting Chronicle in which he mentions his visit to Poole:



The following day dawned upon us in that quaint little town for which the fame of a yacht builder has acquired a wide-world name, for where that a burgee floats is not the name of Wanhill known? But as if to identify it still further, it is always mentioned in conjunction with the town of Poole. When we say that the Messrs Wanhill have acquired a fame for Poole we think that the intellect and talent which has produced such vessels as the Champion, the Secret, the Heroine, the Cygnet, the Cynthia, the Vision, the Bacchante, the Drift, the Freak, the Antagonist, the Foam, the Viola, the Shark, the Vigilant, the Extravaganza and many other well-known vessels, may justify the assertion. Messrs Thomas and James Wanhill have been the pioneers in the yacht racing world, and they deserve well at the hands of yachtsmen; they boldly launched racing craft at times when others were possibly thinking more wisely of profits than improvements, and they have produced more winners for their time than any other builders...

As well as worldwide fame, designs from the Wanhill yard created considerable local interest as yacht racing in Poole grew in popularity during the 1850s – though still largely the prerogative of the wealthy. Many of the yachts came straight from the yard to race against others. The Hampshire Advertiser on 3rd July 1852

announced that the first Regatta of the new Poole Yacht Club would take place the following week:

Several new yachts are expected to make their debut on the occasion, among them a 20 ton cutter launched some three or four weeks since from the building yard of Messrs. Wanhill, another of the like tonnage from the same yard, named the Sea Serpent, which was launched on Monday...

Two weeks later, announcing the results of the regatta, the Hampshire Advertiser stated:

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

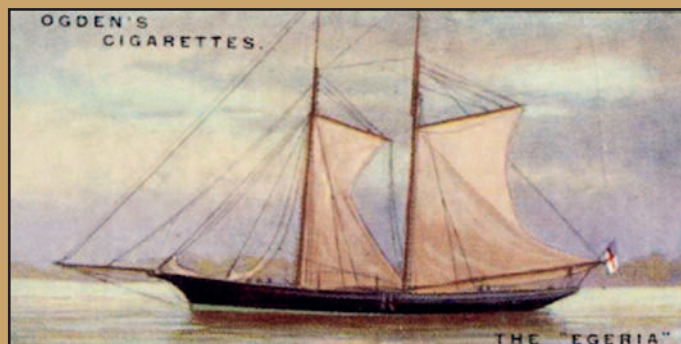
Three boats started the race, which was won by the Lilla; the silver trophy she won on that occasion in 1852 is now in the possession of Poole Yacht Club.

Thomas Wanhill's final years seem to have been beset by personal tragedy, ill health and commercial problems. His younger brother and partner, James Manlaws Wanhill, died suddenly in 1857, an event which must have severely impacted the business of the boatyard. His fleet of small coastal ships trading between Poole, Portsmouth and London found themselves increasingly losing out to fierce competition from the railway network, which was now spreading far and wide. Embezzlement by one of his ship's Captains and non-payment of debts eventually caused him to sink into bankruptcy in 1867, from which he was subsequently discharged later that same year.

Thomas Wanhill died on 2nd September 1868, aged 51. His funeral was attended by the Mayor, Aldermen and other important men of Poole, eight of his Captains who ran his trading ships carried his coffin and he was finally laid to rest in Poole Cemetery.



Thalia: this stunning Wanhill 45ft Gaff Cutter was built by George Frederick Wanhill, Thomas's son, in 1889. She has been completely renovated and is being sold by Sandeman Yacht Company of Poole for £265,000. George was around when the Poole Corinthian Club became Poole Yacht Club in the 1890s.
Picture courtesy of Lloyd Images



In 1865 Lord Dunleath commissioned the 153-ton schooner Egeria from the top designer-builder of the time, Thomas Wanhill of Poole, Dorset. He owned her for more than thirty years.

Picture as featured on an Ogden's Cigarettes card.



The Cutter Yacht 'Cynthia' winning the L50 Purse at Torbay, August 24th 1849.

Built April 1849 by Messrs Wanhill of Poole.



Lilla; the silver trophy she won on that occasion in 1852 is now in the possession of The Poole Yacht Club.

Nowadays awarded to a member for outstanding service

Friendly Fridays & Sociable Sundays

In 2018, the Club introduced a new regular event: Friendly Fridays. What could be better than a social sail around the harbour, in dinghies with safety cover, for new sailors and experienced racers alike, followed by a BBQ under the terrace after sailing?

In Spring 2020, Covid meant the season started very late so 'Friendly Fridays' was extended to include Sundays from September to November, once again proving very popular.

Friendly Fridays was initially intended for dinghies but last season we were approached by some cruiser skippers, who offered to take members out on their boats. This has really opened up social sailing to more people at the Club, and is an amazing way to meet new people.

This year, Friendly Fridays and Sociable Sundays will be running all season. If you think this might be something you would like to join, here are some answers to questions you may have.

What are Friendly Fridays?

These events are ideal for people who have just learned to sail, especially if you have just done your RYA 1 & 2 at the Club and aren't yet ready for racing. We also have many experienced sailors join us so it's a great way to see the harbour.

If you would like to sail on a Cruiser, we can arrange that for you as well.

What time do you meet?

We meet on the slipway at 18.15 on Fridays for a very brief meeting to explain the way things work. On Sundays we meet at 13:00 by the slip and start launching boats five minutes later after a similar briefing.

You will need to rig your boat early and be ready to sail as soon as the briefing is finished.

I'm new to sailing. Can I still take part?

A good yardstick is that you can launch your boat, sail to a

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destination and return unaided. Safety cover will be there to help out, but there isn't any coaching or training as such. You should be RYA Level 2 (Adults) or Level 3 (Youth).

Youth boats need to be a Topper, Mirror, or faster, boat. Due to the varied experience of the sailors, we operate a very strict 18-knot gust wind limit.

You don't need any prior experience to go out sailing on a cruiser. For dinghies, you will need your own wetsuit, gloves, boots and buoyancy aid.

Do I have to Pay Anything to join in?

If you pay race fees, then Fridays and Sundays are completely free. Just turn up and sail.

Full information for rates on website.

Trophy Races

If you have paid for Fridays/Sundays (but don't normally race), then you're now eligible to join the Trophy Races (such as Bournemouth Pier, Swanage etc). These are great fun and don't involve navigating around the race marks. Why not give it a go this season?

Tell me more about the BBQ?

This has become a very popular event so pre-booking food as soon as you arrive is recommended. Menu includes vegetarian options. The BBQ is only on Friday so if you want to eat on a Sunday it's best to arrive early and get lunch from the lounge before sailing.

All of this sounds great. How do I get involved?

There is a WhatsApp group for the dinghy fleet and it is easiest to post on here. It's very friendly – introduce yourself with a little about your sailing experience and anyone that has space or looking for crew will reply.

To join the group, you can scan this QR code with your Smart-

phone Camera App and (if you have WhatsApp installed) it should join you to the group automatically. If this doesn't work, you can email your mobile number to: volunteers@pooleyc.co.uk – just say in the email that you'd like to join the Social Sailing group.



Cruiser Sailing

Friday Cruisers are open to sailors of any experience, especially if you're happy to pass on tips to the newer sailors. This is about getting as many members out on the water sailing as possible.

Cruisers meet at 17:45 in the yard by C pontoon, where the skippers will allocate you onto a boat (so each boat has a balanced crew in terms of experience).

If you would like to sail on Cruisers this season, there is a WhatsApp group. A message will go out on a Tuesday/Wednesday with the number of spaces available. Just reply if you would like to sail. Youth sailors are also welcome but depending on the skipper, they might need Mum or Dad to come along. Join the group using the QR code below.



Shrimpers

Last season, we were very fortunate to be joined by the Shrimpers who sailed with the dinghy fleet.

If you own a Shrimper and would like to join in on a Friday or Sunday, feel free to join the WhatsApp group or just turn up and introduce yourself.

Facebook

If you don't use WhatsApp, every Friday and Sunday will be posted on the PYC Social and Sailing Facebook page. Feel free to post on this and ask any questions.

Safety Boat Volunteering

If you have just passed your PB2, Fridays and Sundays are the ideal opportunity to spend time on the water gaining experience.

We operate an 18-knot gust wind limit and you get to see parts of the harbour you usually wouldn't on a race night.

Email: volunteers@pooleyc.co.uk if you're interested in helping out.

If this all sounds like something you'd like to get involved in, come on down to the Club on a Friday or Sunday and say hello. We're looking forward to seeing you there.



Trevor Welton showing new member, Simon Gandy, the ropes aboard Minstral

Steve and Cathy Lacey

Wild Rival heads East

Where to go in 2021? A dilemma faced by many sailors. The Baltic was still out, France still had testing challenges, both to get in and to return to the UK. Many south coast sailors seemed to be heading to the West Country; it sounded like it would be full! The RNVRYC had changed its plans from a cross-channel rally to a Cinque Ports one, starting in Ramsgate and heading back to the Solent. We elected to compromise and join the RNVRYC rally in Ramsgate and head on up the East Coast, to explore the Suffolk rivers.

We planned a leisurely passage along the South Coast, in daylight hops, to increase the chance of spotting those fiendish poorly-marked pots, but had established the tides work quite well heading east, and we could comfortably get to Ramsgate in three legs if we needed to.

Sure enough, the weather put paid to our leisurely plans, and we delayed sailing from Poole until some weather had passed through. A brief weather window allowed a pleasant sail to Hornet Services SC at Gosport. We thought our passage might have been delayed when we saw a double man overboard from a jetski just outside Poole Harbour, but they managed to self-rescue and head back into harbour under their own steam.

We spent two nights at Gosport, waiting for another band of weather to again subside and then set off at 0600 on 7th July. We had light airs until clear of the submarine barrier, when the wind rapidly built to a SW 5-6, which gave us a good brisk passage past the Rampion wind farm.

The wind eased as we approached Beachy Head, but we were by then ahead of our tidal schedule, so there seemed little point in shaking out the reef in the main, to get there earlier and fight the tide. Beachy Head was uneventful and we locked into Sovereign Harbour at Eastbourne and were allocated a berth between two small classic yachts. These turned out to be Katie McCabe's Morgan Giles 26, *Falanda*, and her dad in *Amaryllis*. At 14, Katie

Soundings 2022

was aiming to become the youngest sailor to sail solo around the UK; her insurance meant she had to have her dad sailing in company a couple of miles astern. We met them again in Ramsgate and followed Katie's passage around the UK via Facebook. By the end of our modest summer cruise, she had circumnavigated the UK, solo, in seven weeks – an impressive achievement and it will be interesting to see what she does next!

In company with a number of RNVRYC boats, we slipped early the next morning and took the 0500 lock, to carry the tide east as much as possible. With a mainly SW4, but sometimes less, we sailed and motor-sailed to reach Ramsgate in around 11 hours. Around Dover, there was significant Border Force and RNLI action, with a number of small boats coming from France to the UK.

Torrential rain the next morning put us off the walking historical tour of Ramsgate, but we had a pleasant couple of days socially distanced socialising. On the 11th, as the rest of our rally headed to Dover and ports to the west, we set off across the Thames Estuary, towards Harwich. The presence of multiple wind farms, as well as chart plotters, radar and AIS makes this a very different passage from days gone by. Planning a crossing is made a lot simpler by Roger Gaspar's excellent "Crossing the Thames Estuary" book and downloads. Although a Vertue managed to ghost along under kite, the lack of wind can't have helped the wind farms generate much power, and saw us motoring again.

We approached Harwich via the Medusa channel and continued up the Orwell to Woolverstone – as MDL annual berth holders, we don't pay any extra for berthing there. Once past the busy container port at Felixstowe, you find yourself in a peaceful, rural river, with many interesting craft on moorings, and underway.

Relocating in Woolverstone to a deeper berth, we found ourselves moored near Nancy Blackett, Arthur Ransome's favourite yacht. A pleasant riverside walk takes you to the famous "Butt and Oyster" at Pin Mill, and a few minutes further inland at

Chelmondiston is the excellent Hollingsworth Store and Butchers, with a good supply of tempting local produce.

The prospect of a wet and windy weekend saw us proceed another couple of miles up river to lock into the wet dock at Ipswich, where a lot of regeneration has taken place around the waterfront. With a main railway station near the wet dock and plenty of shops for victualing, this would make a good venue for a crew change, but Ipswich is well worth a visit in its own right, with plenty of interesting architecture, museums, art galleries etc. A meal ashore led to a lengthy chat with the local MP who was at the neighbouring table.

Once the weather improved, we had a gentle sail back down the Orwell to Shotley marina, at the site of the old HMS Ganges sports pitches. With the container port opposite working through the night, it's not the most peaceful location, but a good spot for devotees of military history to catch the ferry across to Landguard Fort and Harwich.

On a calm sunny day, we fuelled and joined the waiting list to lock out of Shotley, before motoring round to the River Ore. We passed Tuesday of Ore (R41), who was clearly more patient than us and more confident of when he could safely cross the bar into the Ore. We found helpful information at <https://east-coastpilot.com/downloads.html>, advising an initial entry two hours before HW. Once in the river, there was plenty of water, as we headed past the strange pagodas at Orfordness; a remnant of cold war trials and a venue for early radar trials but now a peaceful nature reserve.

We picked up a buoy off Orford, courtesy of the Orford Quay Warden. We inflated the dinghy and rowed ashore for a superb lunch at the Oysterage, and had a less efficient row back, not due to lunch, but as the glue around the valve for the inflatable floor had melted in

the heat, requiring an overnight repair.

Carrying on up the river, it becomes the Alde, and meanders past the Cobra Mist building, where attempts were made at Over the Horizon radar and the site subsequently used by the BBC and later, Radio Caroline. There are visitors' buoys off Slaughden Quay at Aldeburgh, near a cloverleaf shaped Martello Tower and the Aldeburgh YC launch is available to ferry sailors ashore. Aldeburgh, a characterful town with its shingly beach, is home to a number of beach company lookouts and quite an artistic community. We'd planned to stay longer, but had a battery charging issue and opted to head back to Woolverstone where we reckoned we could get assistance, with another early start to get us back down to the Bar before high water. Carl, from the local Beta agent found a chafed charging lead, behind the alternator, which was down to the last few strands, and had been causing our erratic and unreliable charging. After he re-terminated it, we were relieved to find it fully functioning once more.

We headed back up to Ipswich for another forecast wet and windy weekend, and took the opportunity to visit Sutton Hoo, which was fascinating – it must have been quite a feat to haul the Saxon ship up the hill to then bury it, probably the burial of King Raedwald, ruler of East Anglia in the early 7th Century. Many of the photographs taken in 1939, during the major excavations have just resurfaced and been digitised and are now available to view at Sutton Hoo.

Sailing back down the



Orwell and out to sea once more, we again headed north, but this time just as far as the Deben. As for the Ore, there is a potentially shifting bar to cross, but good information is available from www.debenestuarypilot.co.uk and the East Coast Pilot. The entrance passes between the villages of Felixstowe ferry and Bawdsey, another key site in the development of radar and one of the first chain home radar sites. In Ipswich, we had been advised by a neighbouring local boat to ring George at Ramsholt for a free mooring, and sure enough, he offered us a suitable buoy which was both available and at no charge. We carried on up the Deben, to the Tidemill marina at Woodbridge, knowing that we needed to time our passage to arrive near high water (and avoid neaps). We stayed a few days whilst some very wet and windy

weather passed through, with our keel happily settling into the silt at low water. This time allowed us to meet up with friends we had first met when berthed next to us in Port en Bessin in 2009 and to start passage planning for the journey home.

We sailed via Ramsholt back to Woolverstone for fuel, past another Rival 41, *Tabitha*. The fuel proved useful, as it was another light airs crossing of the Thames Estuary the next day, to Ramsgate, where we berthed near Rival 32 Syntonic. The tides don't work as favourably heading to the west, so we took a short hop the following afternoon to Dover, with a pleasant sail down the Gullstream, and then a short time holding north of the eastern entrance before the efficient Dover VTS authorised us to enter harbour, between ferries. As we headed towards Granville >>>

TOP TO BOTTOM:

Katie McCabe's Falanda and Amaryllis
Sutton Hoo Sculpture
Steve and Cathy Lacey



Steve and Cathy aboard Wild Rival. They are more likely seen at the Club racing Hecate in Class Two

Soundings 2022

Dock we were advised to watch out for a Border Force cutter transferring people ashore around the next breakwater and also saw one of the smaller Border Force RIBs towing a number of empty small rubber boats. Many discarded rubber boats of varying sizes were rafted up in the corner of Granville dock and lifted out and loaded into a lorry the next day. A couple of small RIBs had French registrations, one only about the size of our tender and a number of larger rubber boats appeared very shoddily made, with water pouring out of them as they were lifted – a sobering sight.

Round at the new Harbour Office, we were able to look down on the brand new, but currently virtually unusable marina. Apparently the swell modelling proved incorrect, leading to a very unpleasant and potentially hazardous motion on the pontoons, which efforts are on-going to rectify. Until this is resolved, the planned closure of Granville dock has been delayed and the new marina remains purely skeletal.

We took another afternoon tide the following day from Dover to Eastbourne, listening to much VHF traffic about small boats seen in the main shipping channels, and saw a number of empty small boats under tow as well as one abandoned red rubber boat, which had made it to the shingle beach at Dungeness, near the former nuclear power station which struck us as a very remote and strange place to claim asylum. As the wind dropped, we passed the trading schooner de Gallant, who we had seen landing cargo in Ramsgate, tacking backwards and forwards very slowly off Fairlight. About an hour after sunset, we locked back into Eastbourne, ahead of the next weather system.

Strong winds from the west, accompanied by lively seas and at times very heavy rain did not encourage us to continue west, so we had a prolonged stay in Eastbourne. This gave us the opportunity to catch up with Cathy's aged aunt, who delighted in managing to climb over the guard rails onto Wild Rival, after 18 months of minimal activity and minimal contact with others.

Finally, the weather abated and we had a lumpy motor towards Beachy Head, with leftover seas, which improved once the headland was rounded, giving us a fine sail back towards the Solent and back to Gosport, via the Looe Channel, inside the Owers. Leaving Gosport late morning the next day, we crossed to the Island shore into the last of the foul tide and then carried the tide all the way to Poole, albeit beating all the way. Realising that we would not make the last daylight bridge lifts to our berth, and would be faced with another two hours wait, we managed to get a berth for the night at Poole Yacht Club. There we ate ashore in the Club and were walking back to Wild Rival, watching fireworks off Poole Quay, before we would have managed to reach our own berth, so it seemed a wise choice. The next morning, we returned to our berth at Cobb's Quay.

Our cruise lasted just under six weeks, and saw a very modest 500nm, and five Suffolk rivers explored. Once east of Selsey Bill, the traffic density drops off significantly. The rivers were very pleasant, predominantly rural, and generally with plenty of depth, so long as you timed your crossing of the bars appropriately.

FYI:

Ashore, there were interesting places to visit, with a wealth of history ranging from Roman and Saxon times, through Tudor and Victorian reigns to more recent WW1, WW2 and cold war eras.

For the gourmand, there were plenty of good eateries and fine victuals to be found. All in all, a great place to cruise.... just don't tell everybody!

Clara Beard and.....

The Hobie 16 Fleet

Hi, my name is Clara, I'm 17 years old and a keen Hobie 16 sailor from PYC. I've been sailing on Hobie 16s since I was around ten years old, with it going from a memorable experience on a sailing holiday to Greece, to a hobby that my friends and I can do from our local yacht club. Luckily, I've had the advantage of growing up around all things Hobie due to my parents' involvement in both sailing and selling Hobie's (before I was around to take up their time) being taken onto a Hobie 16, before I was even born. My family's regular trips on Wildwind Holidays to Greece also helped to kickstart my love for these very special boats, helming on the wire at the age of 11, despite my great fear of the trapeze! I was truly inspired at how easy my parents had made it look, as well as the hundreds of Hobie sailors at Vasiliki Bay, in Greece. The speed during a cross shore is enough to make you sweat, but at the same time an incredible adrenalin high, that if done right, makes for unforgettable memories.

My family and I were introduced to the PYC Hobie fleet in 2018, at that time only our Monday racing nights were in operation and a much smaller fleet. However, a slow increase in demand was starting to show, with many of the youth members asking to know more about the famous Hobie 16 and how they could sail one. This sparked an idea, and with the help from Simon Keen and Aaron Agnew (PYC Hobie Class Captain), my mum Hazel Beard (British Hobie Cat Class Association Class secretary/treasurer), took the love for Hobies at the Club one step further in 2019, launching the return of the Hobie 16 Nationals to Poole in May, 41 years after the club hosted the very first Hobie 16 Nationals back in 1978. The Nationals were a success with a total of 17 boats in attendance, five of which were from PYC. Of course, with Hazel Beard involved in the planning process, there was a big party in the clubhouse on the first night with a live band and LOTS of dancing.

After the success of the first Nationals, we had planned our second event for 2020 but, unfortunately, this was disrupted by the pandemic and it could not go ahead. The team worked hard to reschedule for 2021, and once it was clear it was safe, teams

began to sign up. With 23 boats enrolled, it was exciting to see the increased popularity of Hobie 16s, particularly in the young entrants from PYC, including myself, Beth Pryor and Josh DuValle (Youth National Champs 2021) and my crew who unfortunately had to pull out due to illness. The three-day competition was amazing, as I watched with FOMO from the shore, and the 2021 party was even better than the last; with a bonus of a singing performance from myself and another Club member Liv Curran.

As we start the new season of sailing, the Youth Hobie Fleet, as well as the main fleet, has noticeably expanded, and we're all busy preparing our 16s for our first race of the year. I'm very excited to get out on my very own Hobie 16 and, in particular, to watch Beth and Josh's new boat eat my dust and to see our lovely fleet continue to expand.





Racing can only take place with help, please come and join us

- 
-  Regular Events from March to December
 -  Special Events at Weekends
 -  Race Management
 -  RIB Driving and Crewing
 -  Shore-Based Roles for Special Events



Please go to: www.pooleyc.co.uk/volunteering for more information

Poole's Handicap Class

The Handicap Class at Poole Yacht Club currently has a great spread of sailors and new members.

We welcomed new member Dave Nunn last year, in his RS 600 *Not Much Though* as his consistency is proving too good for the trophy haul! Let's see if Junior member Tom Cluett can do the same in his RS? No pressure Tom!

Other new boats joining us are a Fireball (below right) belonging

to our Vice Commodore, Adam, and wife Tracey, and Nathan McGrory in his Contender.

With Glen Truswell joining us, with his International Canoe in 2019, Pete Smith has now also bought one.

The Phantoms have lost a member in Stuart Maunder but all is not lost, he has now bought a Contender, along with his brother-in-law, Julian Lee, which brings them up to four boats.

With the 420s joining us over the season too. Their numbers are so strong, matching other classes in the Club, they almost have enough for their own fleet, it brings back my memory of the the class numbers we had in my youth.

My greatest of thanks to Dave Evans (Contender) who helps me so much managing the class and trophy's, Graham Wallen (I2000), who is our treasurer keeping the accounts in order,

Then to the rest, Peter Harlow (Phantom), Chris Greetham (Phantom), Dave Ching (Cherub), Dave James and Tina Lewis (Pegasus), Pete Smith, with daughter Evalyn (Firefly) and the Ospreys, Aeros and Lasers, who also often join with us racing.

Us old stalwarts are still here running the class for you. We welcome any new members or social sailors wishing to try racing – please feel free to make contact. There are a lot of boats in the yard that don't race. If you wish to try for free we can help you with this.

Contact: simon@sphilbrick.com



Hannah Lewis and Mark Titterton in their RS 800. These two pictures are by Mike Millard

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The Social Programme



Sunday 1st May: International Paint Regatta
Live Music with Renegade – Open to all.

Saturday 21st May: Osprey and Contender Open Meeting
Live Band

Friday 3rd June: Hobie Nationals
Live Music with Quinns Quinny

Friday 3rd June: The Queens Platinum Jubilee

Friday 1st – Sunday 3rd July: The Club Regatta
Cream Teas available Saturday and Sunday.
Various activities on main days, including Live Music on Saturday 2nd.
Oh and there's Sailing too!

Friday 26th August: Martin Clayton Jazz Night

Saturday 24th September: Octoberfest
Beer and Bratwurst.

Sunday 9th October: Vintage Vehicles

Friday 28th October: Youth Halloween

Saturday 12th November: Curry Night

Saturday 19th November: Round UK Sailor Talk

Saturday 3rd December: Annual Dinner and Dance

Saturday 24th December: Carols, Mince Pies and Mulled Wine

Saturday 31st December: New Year's Eve Party

Please note this is not a complete list, Covid has knocked Social for six, so events are being added to all of the time. Check our Website, Social Media and Notice Boards



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