



# Trust our friendly experts to help you find the right insurance at a competitive price

Call today to discuss a policy tailored to your exact requirements





### ONLY A STEP AWAY...

Beautiful Georgian Town New Forest Activities Fantastic Dining Experiences Things To See & Do



"We spent a few very pleasant days moored at the Town Quay which has an excellent ambiance... we like the new berthing arrangements; with finger berths, power and water all close to the Town Centre it makes Lymington a very nice place to visit."









NEW IN 2022 refurbished shower & washroom facilities at Town Quay

LET'S GET SOCIAL















GET 15% OFF\*

SIMPLY APPLY THIS DISCOUNT CODE 'PYCDISCOUNT' WHEN SHOPPING AT SALCOMBEGIN.COM

SEAS
THE
MOMEN



EVERY BOTTLE SOLD MAKES OUR OCEANS HEALTHIER

\*T&C'S: OFFER IS ALSO VALID ON SALCOMBE RUM, AND NEW LONDON LIGHT PRODUCTS.

CANNOT BE REDEEMED AGAINST EXPERIENCES, GIFT VOUCHERS & E-VOUCHERS.

# AVAILABLE TTHE BAR



A PALE ALE BURSTING WITH FRUITY HOP AROMAS. THE ULTIMATE UNFILTERED REFRESHMENT!

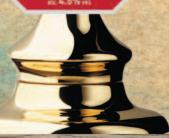


DE BREAKER



A DISTINCTIVE, RICH,
WELL-BALANCED MALTY ALE
BURSTING WITH CHARACTER,
FRUITY AROMA AND
DELICIOUSLY SMOOTH.











### The Poole Yacht Club

The Yacht Haven, New Harbour Road West, Hamworthy, Poole, Dorset BH15 4AQ

- Office 01202 672687
  - Bar 01202 674706
- Catering 01202 666668

# Welcome to the 2023 Edition of Soundings.

Here we are again, another bumper Soundings! Within are articles from a wide range of interests and, although these highlight diversity, all members have one thing in common: The Poole Yacht Club.

The Club has a terrific range of members and we should be proud that we offer the opportunity to sail to people from all walks of life. Sailing should never be for just the elite and wealthy.

Some time ago a proposition went to the AGM to record an ethos. I found that proposition recently, read it and completely agree with it.

Here is the preamble to that proposition: "The Club was founded as a members' club for 'artisans', that is to enable people of all walks of life to become members in order to participate in boat ownership and sailing. Its membership comprises people of differing interests among the sailing community, with all respecting and supporting the interests of the whole."

It occurred to me that our strength is a combination of experience and enthusiasm. So whilst we encourage and utilise that enthusiasm we must balance it out with the experience of others that have been there, done that.

Let the experienced help, use them too, with the input of everyone all aspects of Club life can thrive. Thanks are due to the businesses whose ads grace these pages. Soundings has, once again, been completely self-financing thanks to the generosity of the advertisers.

### Please support those that support us - Thank You!

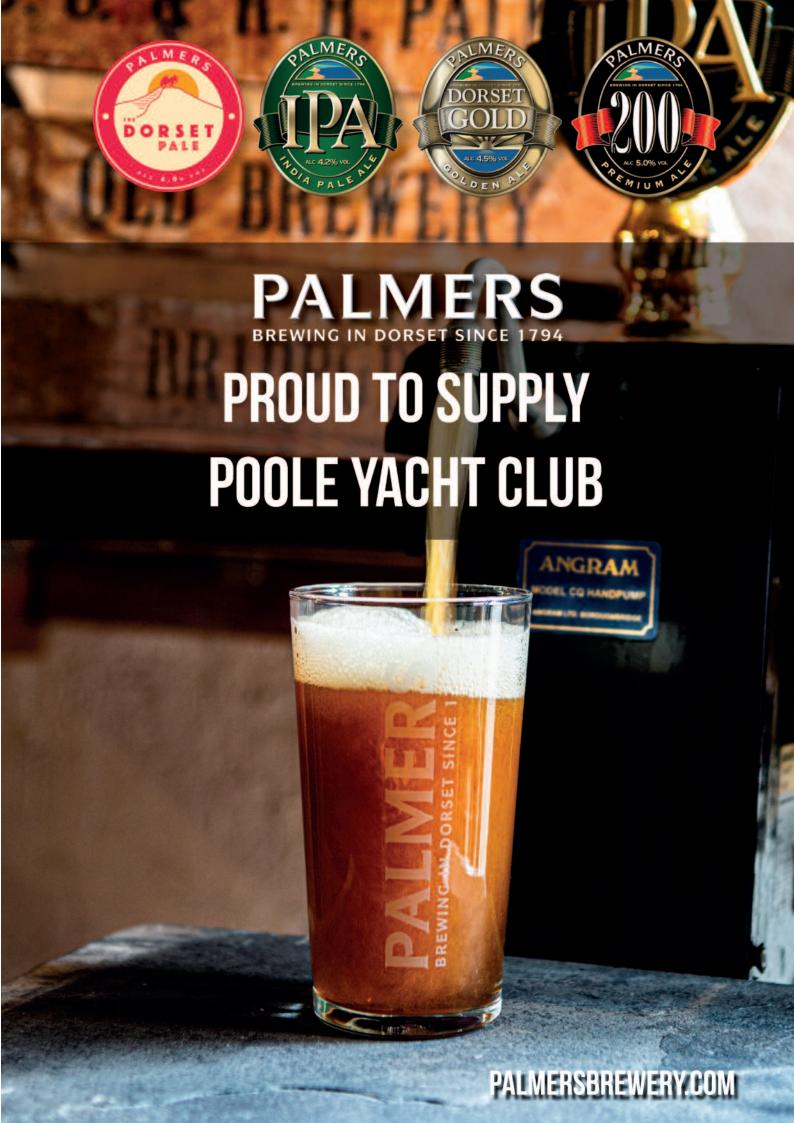
### Thank you too:

To all the members who contributed to this issue.

Talking of members: 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. You will find that 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. 07579 806292 Email: johnwitherspoole@gmail.com



# Contents

4	Welcome	from the Editor
11	The Commodore	Tracey Lee
13	Vice Commodore Services	Tim Edom
14	Rear Commodore Sailing	Simon Robinson
17	Training Courses	AJ Windsor
19	Volunteering	Richard McAvoy
21	West Coast Wanderings	Mark Jenkins
24	Four up in a Shrimper	Jeff Osment
28	Beware the Anchor Swivels	Martin Nickolls
29	A Night Aboard	Mike Greenland
30	69 Years a Member	Mike Ananin
32	Attention Members!	Classic Boat Section
33	The Ian Wall Trophy Goes to:	Roger Bond
34	Collisions, Insurance and the Racing Rules	Greg Ansell
36	Yachting World Dayboats	John and Phil Lokier
38	Bluebell's 2022 Season in Pictures	Jo Macgregor
40	The Jewel in our Crown	Sarah Agnew
42	Classic Cars, Bikes and Steam Engines	Jon Davies
43	The Lilla Salver goes to:	Matt Hitt
44	The Poole Yacht Racing Association	James Stafford and Roger Bond
46	Commodore's Charity:	Poole Young Carers
47	Commodores' Challenge	Stevie Thompson
49	Oli Hale and 'The Challenge'	Oli Hale
50	Shrimpers at PYC	Jon Davies
52	J24 National Champions	Dave Hale
55	Andrew Tate Awarded for #WomeninSAR	
56	Create a Sunrise Miniture Painting	Peter Hayton
58	Ladies' Nights	Amanda Jones
60	Planning to cross the Channel?	Tim Smith
61	The Sunday Winter Walks	Jan Thompson-Taylor
62	Dolphins and What ifs	Wendy Davies
65	Winter Social Events	Jon Davies and Amanda Jones
66	The Cruising Section's 2023 Programme	
68	The Pip Hare Interview	Kate Mellor-Gibson
70	Living the Dream	Elaine and Bob Hazell
76	Man Over Board	Gerald Davies
77	Cruising Section Winter Talks	Jan Thompson-Taylor
78	Decoding the "Code 0"	Owain Peters
80	Topper Hotshots	Rob Green
	46 and a bit Years!	Lorna Whitehead
84	Volunteering	
85	The History of Poole Yacht Club	Richard Cake











# The Complete Mast, Rigging & Installation Service.

- Composite rigging aramid fibre cables with biconic cone Light weight terminations
- → Complete standing rod rigging packages with heading capabilities up to -220 (30.25mm)
- Complete standing wire rigging packages with capabilities up to 32mm 1x19 or Dyform
- All modern & classic ropes, In Dyneema, Vectran, polyester and Hemp.
- → Hydraulic system packages including in house service & Installation
- In house manufacturing of aluminium masts including bespoke & fabricated fittings.
- Suppliers of carbon masts
- Manufacturers & suppliers of spinnaker poles
- Manufacturers & suppliers of booms
- Manufacturers & suppliers of hydraulic, gas and spring vangs
- Suppliers of head foil & furling gears systems
- Suppliers of complete deck hardware packages
- Complete service available for unstepping, re stepping, dock & sail tuning
- Complete mast & rigging visual inspections









### An individual approach to investment

Our purpose is a simple one, to let our clients focus on enjoying life while we help them achieve financial prosperity and security.

In 2021, the firm received the 'Best Advisory Service' award at the *City of London Wealth Management Awards*, while in 2020 it was named 'Regional Wealth Manager of the Year: Southern England' by the same awards body.

Established in 1875, we are one of the UK's largest independent investment management and stockbroking firms.

For more information, please call PYC member David Cake on 01202 714 451 or send an email to: David.Cake@redmayne.co.uk.

Redmayne Bentley LLP is a Limited Liability Partnership | Authorised & Regulated by the Financial Conduct Authority | Members of the London Stock Exchange

# **Poole Yacht Club Clothing**

Supplied locally to order by:



All samples provided on request in the office.

To order, please contact us directly at: icanbeorder@gmail.com 01202 159743 or 07900 916696

or click on the link on the PYC website which takes you to:

icanbepe.com

Office Address:
Unit E2, Romany Works Business Park, Wareham Road, Poole, BHI6 6JL.
What3Words///:upper/driven/liver





SET SAIL IN SAFETY AND WITH PEACE OF MIND





WWW.GTC.CO.UK | INFO@GTC.CO.UK | UK FREEPHONE: 0800 112 3919



am proud to have been elected as your Commodore at the Annual General Meeting held on March 25th. Thank you to John Yonwin as our outgoing Commodore, for leading us through unprecedented times in our long history as a sailing club.

Despite a tight deadline for this article for Soundings 2023, I needed some time after the AGM to think through what I found to be a difficult meeting, before putting "pen to paper" to write this piece. I have spoken to many of you in the last week about the AGM and in those conversations the word "uncomfortable" has been used frequently. So I want to acknowledge for everyone that it was difficult, and now it's time to move on and concentrate on the friendliness, collaboration, team work, fun and laughter which characterises our club.

Looking forward, my aim is to take a blended approach, building on all the work that has gone before and having a careful eye on the changes that are going on around us in order to move the Club on to continued success. I am giving some thought to how I and General Committee, listen, discuss and communicate with you as members. I want us to have a shared understanding about challenges and opportunities in the near and longer term future.

I have heard comments that people are still not quite sure who does what in our Rear Commodore structure. Sailing, Services and Facilities each has a Rear Commodore who heads up that aspect of Club life, and chairs a Sub Committee which reports into General Committee:

 Tim Edom is Vice Commodore and Rear Commodore Services, the Services sub-committee has another tier of Committees sitting underneath it which cover Social, IT, and Membership.

- Simon Robinson is Rear Commodore Sailing and so he chairs the Sailing sub-committee which takes care of our racing and sailing programme, volunteering and training. There is a Training Group which reports into Sailing Committee and also a group of Volunteer Team Leads who organise the volunteer duties.
- The Rear Commodore Facilities role (currently vacant) chairs the Facilities sub-committee with responsibility for the Yard, the Haven and the Club buildings.

What a lot of Committees you may be thinking! Well, yes but it also means lots of involvement and contributions from members, with each aspect of club life having a team of members taking a close interest in what the club needs and how it operates. It means there is good, healthy debate, with recommendations feeding up into General Committee.

The Commodore's Charity for 2023 is Poole Young Carers, and there is more information about what the charity does on page XX. I had the privilege of meeting some of the young carers group when I was a social worker with the former Poole Council, and I am very pleased to be able to offer this support to them.

If you want to talk to me about any aspect of Club life, please email me on Commodore@pooleyc.co.uk or best of all, catch me when I am around at the club. If we don't have time to talk there and then, I am happy to arrange to speak in a phone call, or over a coffee or maybe even a glass of wine.

# Spend less time scraping and more time sailing

# On site antifoul removal from symblast

No more spending days on arm-aching scraping and sanding to remove your existing antifoul coating!

In a matter of a few hours, our system provides the perfect finish to accept new antifoul, and there is no mess to clear up afterwards.





Imagine not having to do any more than pressure wash your boat for the next 10 to 15 years!



Once your antifoul is removed, we can apply Coppercoat ® and save you years of mess, inconvenience and expense while seriously safeguarding your investment from the elements.

www.symblast.com 07957 655978

# Salutations from Services

would like to take this opportunity to thank all of you who supported me at our recent AGM. It is my privilege to serve in this Vice Commodore Services role and support our first ever Lady Commodore, Tracey Lee.

The Services Flag role is a relatively new position and has a challenging scope, encompassing IT, Communications, Club and Staff policies, Social, Membership, Bar and Catering. We have a great team in Services that I would like to mention here:

### Chris Playfair

IT Committee and the Website: Working with our suppliers and Mark to ensure we get the best out of our IT services and that the Website remains fit for purpose for the benefit of our members.

### Amanda Jones

Social Committee:

Scheduling, Planning and Managing social events.

### Sarah Agnew

Sailing and Social linkage – liaising between both Sailing and Social to ensure that all events are fully joined-up and any issues/clashes are ironed out well in advance.

### Bar and Catering

No sub-committee for this currently, so I will be working closely with Mark, Bradley and the team to look at how we maintain the current high standards of service whilst developing a plan to address the deficit reported at the AGM.

### Staff

I will be working with Mark to look at opportunities for improving the levels of service across the workforce to drive a culture of continuous improvement at The Poole Yacht Club.

### Membership Committee

Focusing on recruitment of new members, and how to successfully integrate them into our Club. We also identify areas of concern from existing members and investigate how we can effect improvements, without disrupting the apple cart. Successes include the introduction of Direct Debits for Membership Subs and improving the content of New Member Meetings. We are currently reviewing the Club Handbook to address some of the anomalies to help increase the transparency of the Rules we all abide by. In addition, we are developing initiatives to attract members from the 18-40 year age group, to help the longer term sustainability of our Club.

I write this having only been in the job a week and am already immersed with the Flags team in monitoring the frustrating impact of the Oil Spill on our sailing activities. I sincerely hope that we get the all-clear from PHC in the very near future so that we can kick off our dinghy sailing for the season as soon as possible.



I am passionate about sailing in general and The Poole Yacht Club in particular. I have been fortunate enough to have been sailing for over half a century now on all kinds of craft, from homemade windsurfers to the Lord Nelson. I still can't roll-tack properly but am a keen dinghy racer and always willing to learn. As many of you know, having retired from finance IT, I am now a part-time Yacht Instructor and work for a local school on my own boat, within the constraints of the Haven rules, and on other boats as required.

I get immense satisfaction taking people out on boats, sharing our sport and helping them to develop their skills to progress in sailing. I am delighted that several of these sailors have become members of The Poole Yacht Club and are playing a full part in club activities. This year, I will also be skippering yachts for the Ellen Macarthur Cancer Trust for three weeks and am very much looking forward to this opportunity.

Having been Rear Commodore Sailing, I am fully aware of the commitment and focus that the Vice Commodore role entails and I am enjoying working with the new team to protect and shape Poole Yacht Club for the future.

I hope to see you at the Club – and if you want a chat, please find or email me: edomtim@gmail.com



park allocations and management. This is part of the evolution of the role previously undertaken by a combination of Lorna and volunteers.

Whilst on the subject of Sailing Committee, we added the Youth Rep role last year, Toby Griffen was elected by our Youth. We were really impressed with his willingness to provide considered input to the meetings and I'm sure in future years we'll see his name on the nominations board for General Committee. We look forward to welcoming Lily for the year ahead!

To enable me to dedicate the time to the Rear Commodore role, something had to give and I made the tough decision to step back from organising our powerboat training, however I'm not giving up the instructing – any excuse to be in the water! We are fortunate in that we have a great team of volunteer RYA Powerboat Instructors within the Club. I do want to highlight the work undertaken by Dave Nunn, Alistair Walker and Mike Jones in pulling together our one day Safety Boat course and the new format half day refresher sessions where the focus is hands on exercises to recover both dinghies and people. We had members that passed the PB2 course in January, back out in March recovering dinghies. I really can't recommend enough the valuable Safety Boat skills that you will gain by attending one of these sessions. Alistair Walker has stepped forward to take on the organisational role for the powerboat training, if you don't see a course scheduled, put a request in to AJ via:

### Training@pooleyc.co.uk

One area of Team Sailing that has really gone through a re-invigoration is the Cruising Section, they put on some superb talks over the winter, two of the highlights for me were the talk by Tom Cunliffe, who I believe may be returning next winter, and the

inspirational talk by Chris and Juliette Elfes following on from the 'Husband Overboard' article in our last Soundings. The Cruising Section put on some invaluable 'Man Overboard' training, I for one have now purchased a 6:1 Handy Billy through the Cruising Section so that Jacky could recover me back on board should the unthinkable happen. See the link on our website:

www.pooleyc.co.uk/cruising to the wide list of cruises that they have schedule for the season ahead open to all, please book plenty of time in advance to de-stress the volunteers organising the events!

Changes to highlight this year from a racing perspective include moving the spring and autumn series dinghy racing on a Saturday to the morning, with first warning at 10:30. Sailing Committee are open to ideas to support the growth of participation in our Club racing. We've been working on expanding our Race Officers over the winter, a big 'Thank You' to all those that have stepped forward. With the refurbishment of our race hut ongoing I expect them to be kept busy! It was superb to hear our cannon being used for the Sunday Cruiser racing in March.

I want to sign off with a plug for our biggest event of the sailing calendar – the Club Regatta. This will be from the evening of Friday 7th through to Sunday 9th July and is open to all our Club dinghy sailors, even if you haven't paid race or social sailing fees. We will be running the same four courses again this year, which really tests our volunteering capacity. Please do sign up to take part, even if you haven't tried racing before – you might just enjoy it! Thanks go to Carolyn Corr and Claire Eyre for taking on the organisation of the event this year.

I'm looking forward to seeing you out enjoying the water,





Tower House Parkstone Road Poole, Dorset BH15 2JH

Tel: 01202 678555

also at:

Beaufort House 2 Cornmarket Court WIMBORNE BH21 1JL

Tel: 01202 849169

Email: info@hillosborne.com

# PLEASE CONTACT US FOR A FREE INITIAL CONSULTATION

www.hillosborne.com

Registered to carry on audit work and registered for a range of investment business activities by the Institute of Chartered Accountants in England & Wales

### Come to Poole Sailing for Specialised Sail Training On your boat or ours!



RYA Recognised Training Centre

- Practical Sail Cruising Courses:
   Start Yachting, Competent Crew, Day Skipper,
   Coastal Skipper, Yachtmaster Exam Preparation,
   and Cruising Instructor.
- All the Online and Shore-Based Theory Courses from Essential Navigation and Safety to Ocean Yachtmaster.
- One-Day Practical Sail Trim and Boat Handling courses.
- Race Training and Coaching on your boats or ours.
- For a full programme, prices and contact details, go to www.poolesailing.co.uk

Email info@poolesailing.com
Or, call Rob Gibson, on 07966-155716

Expert Teaching from Beautiful Poole Harbour



ALL products are designed and made in U.K.

# **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.

### Oppy 1s

This is for our youngest sailors to start there journeys. Children must be in Year 3 or above to sign up.

- We will be working on the RYA Stage 1 syllabus.
- Boat hire is available, please add this to your booking.

### **Beginners Fleet**

This is a beginners group aimed at those children in Year 5 and above who are looking to start their sailing adventures.

- We will be working on the RYA Stage 1 and Stage 2.
- Boat Hire is available, please add this to your booking below.

### Oppy 2s

For those who completed stage 1/Oppy 1s in 2022. This is the next stage for those for want to sail solo and hone in on those sailing skills.

- Working towards RYA Stage 2 syllabus.
- Preferable provide own boat, but boat hire is possible please speak to AJ (training@pooleyc.co.uk)

### Double Handed Stage 2 and Stage 3

This group is for those who have completed RYA Stage 1 or 2, but want to carry on sailing with a friend in a double handed boat.

- Working towards RYA Stage 2 and Stage 3 syllabus.
- Own boat must be provided (does not have to be a Mirror, any double handed boat is accepted) /arranged before signing up to this course. We also suggest that you have a person in mind that you will sail with.
- Please speak to AJ (training@pooleyc.co.uk) if you want this group but don't have own boat.

### Oppy 3s and Topper 3s

A mixed boat group for those who wish to continue learning how to sail after completed RYA Stage 1 & 2. Either boat can be used, and the course is really aimed at those who now wish to continue sailing singlehanded boats.

- Working towards RYA Stage 3 syllabus.
- Must provide own boat,
- Please speak to AJ (training@pooleyc.co.uk) if you want this group but don't have own boat.

### Seamanship Skills

After completing RYA Stage 1, 2 & 3. The next step is to look at the safety of sailing and what to do in those difficult conditions and the beginning of advance sailing skills. Unlike previous years

this course shall run for the whole season.

- Looking to complete the RYA Seamanship Course.
- Boats shall be provided for this course and DO NOT need to be hired in addition to course cost.

### Advanced Sailing Skills

This is for those who have completed RYA Stage 1-3 & Seamanship Skills. It will focus on the different types of high performance sailing to help those discover what sailing suits them best.

- Aiming towards the following RYA courses, Sailing with Spinnakers and Performance Sailing.
- Boats shall be provided for this course and DO NOT need to be hired in addition to course cost.

### Multi-Hull Sailing, Stage 3 & 4

We have introduced a season of multi hull sailing, where the sailors will work towards there Stage 3 & 4 in Multi-hulls.

- Children must be in Year 6 or above and already have Stage 1 and 2, Dinghy)
- Boats shall be provided for this course and DO NOT need to be hired in addition to course cost.

### Start Race

For those that have done it all, or simple want to start immersing themselves into the world of racing, this is the course for you. We ask that you have a minimum of RYA Stage 1-3 and Seamanship Skills, and would suggest our Advance Sailing Skills course, before doing this course.

- Working on RYA Start Race course
- Must provide own boat.

### Assistant Instructor Programme

For those who want to become future instructors, we have your back. At Poole YC we are very lucky to have an abundance of incredible instructors who are all keen to teach and guide the next generation.

During the season you will work alongside the instructing team gaining experience and the pre-course requisites that you need to become a qualified DI.

If you have any questions please contact AJ: training@pooleyc.co.uk

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

It's Our Service That Sets The Standard

### **CLARITY** Copiers Dorset

"Clarity Copiers are proud to have provided Poole Yacht Club with their Sharp MX Colour Copier/Printer"

> Sales - Lease - Rental Colour Copiers/Printers Network Copiers/Printers New & Used Photocopiers Network Scanners Large Format Copiers



www.clarity-copiers.co.uk

Fax: 01202 678960 dorset@clarity-copiers.co.uk

# HARBOUR YACHTS

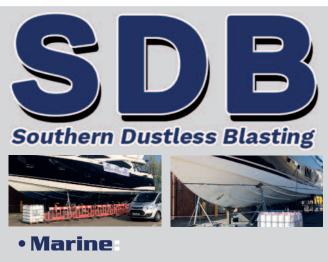
Motor Boat and Yacht Brokers Unit 3, Davis's Boatyard, Cobb's Quay, Poole, BH15 4EJ



Tel: + 44 (0) 1202 660 150 Email: sales@harbouryachts.co.uk

- Professional Motorboat and Yacht Brokerage service
- Boats constantly required owing to quick turnover
  - Competitive commissions
  - No VAT / No sale no fee
- No tie-ins or multiple agency fee
  - All viewings accompanied
- Multiple advertising from major internet portals, publications and social media

For all latest listing with full Photo Gallery: www.harbouryachts.co.uk



- **Antifoul Paint Removal**
- Automotive
- Industrial & Commercial **\*\*DOFF**
- Stone & Brick Cleaning

Dan Evans 07951610101

dan@sdblasting.uk Southerndustlessblasting.uk Working hard to maintain access to our sailing communities

Poole Yacht Club dredging 2022



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 Rigiflex 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 on 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.

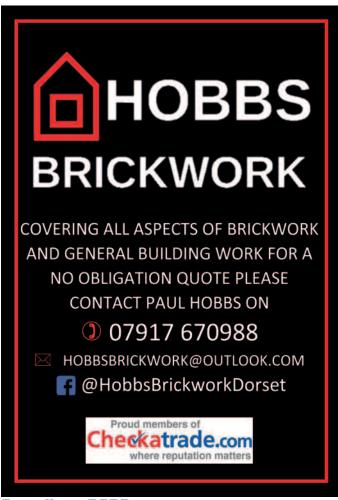
### Thank You

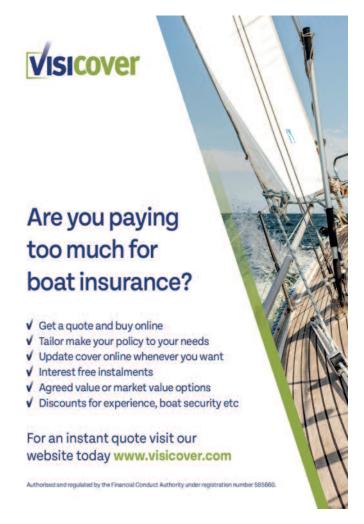
Lastly, a huge thank you to everyone that has been involved with volunteering at the Club, either this coming season, or for previous seasons.

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









# Mark Jenkins recounts his

# West Coast Wanderings

s an active member of Poole YC also sailing frequently in the Solent, my starting point was Keyhaven where my Shrimper 19 was lifted out, jet-washed and put on a trailer bound for Inverness. She would be my home for the next six and a half weeks.

The next day after launching and rigging in the wonderful marina there, I set out into ferocious tides and a gentle breeze, only to return to the very start of the Caledonian Canal. After paying for the canal pass and associated paperwork I awaited the arrival of my life-long friend and sailing 'mate', who had flown to Inverness from Bristol. We opened a bottle of Tobermory whisky and got into the final plans for each part of the epic adventure. We were to be the very first vessel though the canal for months, due to the essential maintenance being carried out at various lock gates.

As the entrance to Loch Ness produced so many moments of expectation Steve asked again: "Are we really doing this east to west coast thing in a Shrimper?" as eyebrows had been raised on a number of occasions. During the dozens of locks there were few boats less than 36 foot but, as always, the Shrimper catches the eye and many offers of help with the long bow and stern lines were forthcoming.

bluejay was certainly not the first Shrimper through this famous canal but blazed a trail this month. Other Shrimpers

from the South Coast were to follow a very similar route but we had a little more time due to setting off as the canal opened fully, all the way to Fort William.

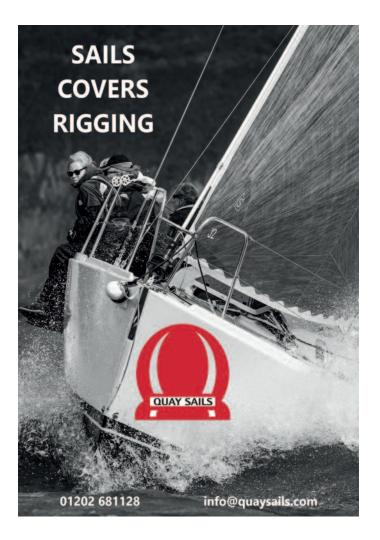
The weather was 'Scottish' (two seasons: winter and June!) for most of the way but cleared to allow us a great view of the top of Ben Nevis. The next few days motor-sailing south to Oban saw a lot of headwinds and horizontal rain but the long daylight hours and eternal optimism saw us through some memorable little marinas (if that's what you can call a single pontoon) and many very friendly local sailors.

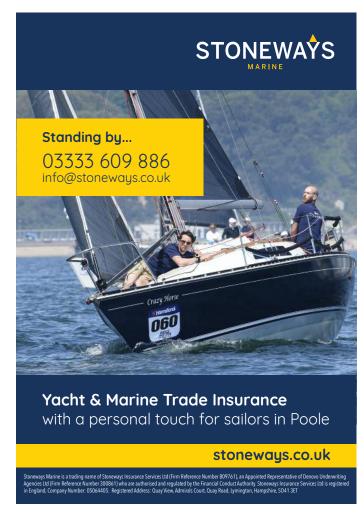
Upon reaching Oban Steve was suffering a bad cold, tested negative for Covid, and embarked on a train journey south, made none the easier by strikes which were to plague many this year.

So the rounding of Mull became a solo effort and was worth another tale with charts, tracks and stories varying from 'why am I being battered in the Sound Of Mull, single handed in a small boat' to 'wow' these lochs are incredibly beautiful and lona is the most special place I've ever sailed to in my life.

Such a mixture of experiences and emotions as the month prior to the well-organised ISW event based at Largs – See Page 24

Yachtsmen have often talked about circumnavigating the Isle of Mull with the pros and cons of going clockwise or anticlockwise. I tried on two occasions to venture south with the tide only >>>











to be knocked back by the NW winds having rounded the south of Kerrera. The two respite entrances of Loch Spelve one day and then Loch Feochan are not for the tide-wary; Hurst Castle had not prepared me for the speed of these flooding tides that makes 'crabbing' an appropriate term!

So, I set off with one reef up the Sound Of Mull, passing Lady Rocks in perfect conditions, getting tides and wind just right. An hour later I was bare poles and motoring for safety into Lochaline, where a small marina and a lovely manager provided the necessary shelter before continuing in brisk winds and a short, choppy, sea into Tobermory. A day or two after the peaceful explorations of Loch Sunart, the fast and furious run south led bluejay into unchartered waters – following a fishing boat in for a safe mooring in Gometra.

Superb sailing around Ulva Ferry and the impressive waters beneath the high mountains gave a new hope and rays of optimism continued for a stay on Lunga, the Treshnish Isles and Staffa, before heading south to lona and then the intricate passage-finding into Tinkers Hole and Balfours Bay.

61 EA Canna 208 Rum The ☆ Oigh Small Sgeir RIDES Muck : 22 Ardnamurcha 67 Glensanda lona

The North Pier at Oban became well known to me but also, other Shrimpers from Poole, still heading south from the Caledonian Canal and provided a good meeting point.

Finally some settled weather arrived as passage plans were checked, double-checked, scrutinised by local sailors and then put into action; The straights on Lunga, the 'Royal' marina of Ardfern and then into Crinan Canal is the summary of some very intricate 'rock-spotting'.

This is a wonderful area of scenery and requires good lock skills before coming out at Ardrishaig and into Loch Fyne where Tarbert became the favourite harbour, before following the Fife Classics back to Largs.

With so much more to tell and reminiss about this 40-day adventure, it may be worth a closer inspection of charts, though I have to say the 'missing rocks', ie: unchartered ones, still give me cold shivers when I think back.

In summary, *bluejay* had adapted so well to adventurous sailing that to become part of such a fast-growing class at Poole YC means more adventures are guaranteed.



Page 23



n June 2021, after a season chasing Cornish Shrimpers around Poole Harbour in my 14ft Post Boat, I decided that I had downsized too far, bought *Natalie*, a 2002 Mk 2 Shrimper 19, joined the Shrimper Owners Association and the fleet at Poole Yacht Club, and began the transition from sloop rig to gaff rig in earnest.

The SOA website is full of the logs of Shrimper owners stretching back to the start of the association, so when the venue for International Shrimper Week for 2022 was announced as Largs on the Firth of Clyde, with sailings to the Isles of Arran, Bute and Tarbert on Loch Fyne, I signed up for a sailing adventure promising my wife that she could always go 'island hopping' using ferries and buses if conditions became too rough. However after sustaining a torn rotator cuff at Christmas I was literally a single-handed sailor, so I turned to long time sailing friends from PYC: Pete and Cathy Neyland, also Hon Sec of Poole SOA, to see if we could sail four up in a Shrimper. *Natalie* had come with a cockpit tent and four long berth cushions, so we began to dream of still nights on moonlit lochs and maybe the sound of a distant piper.

Jon Davies, Class Captain of PYC Shrimpers, gave us plenty of good advice on the perils of towing, so with new tyres and a fully serviced trailer we lifted out ready for our 500 mile journey north.

We arrived at Largs Marina on Sunday 19th June after a two-day drive from Poole. The Fife Regatta had just finished and a number of these classic wooden racing yachts, built by William Fife at nearby Fairlie were still anchored off Largs. Many Shrimpers had already assembled from around the UK and Holland, including *Moneypenny*, also a new member at Poole. This made four boats and five crews from the Club with *Camaron* and *Bluejay* reaching the end of their sea passages having launched at Inverness a few weeks earlier and taken the Caledonian Canal to the west coast.

The pontoon berths at the impressive Largs Marina were officially booked for ten nights so we retired to our two double bedroom AirBnB flat in Largs town centre, a bargain at £25 per **Soundings 2023** 

couple per night and leaving only three nights 'at sea' to be endured by the men under the cockpit tent.

On day one, now joined by the crew of *Coffee Bean*, we registered with the ISW organising team, hoisted the mast and rigged the boat in quick order as the sun was out and the sea was beckoning. Around 30 boats were attending the rally and there was a good mix of Shrimper 19s and 21s with which to compare notes. It wasn't a designated sailing day but with blue azure skies and a fresh breeze, we took the opportunity to sail the Largs Channel between Great Cumbrae and the coastline and were rewarded with stunning views. Back on land the fleet gathered in the evening at Nardinis, an Art Deco restaurant on Largs' seafront, for a welcome fish and chip supper and ice cream.

Day two was the official shakedown sail around the islands of Great and Little Cumbrae, eight miles in total. While the light wind was coming from the NW the tide was running S, so as one of the early boats to go out we decided to motor sail the mile to the northern tip of Gt. Cumbrae in order to reach down the west side.

With lunchtime approaching we sailed gently through the gap between the two islands to discover a south facing bay and the quaint seaside town of Millport. There were plenty of rocks and small islands to avoid but also a very pleasant anchorage off Millport's sandy beach. By the time the rest of the fleet started appearing, we had up anchored and set sail back to Largs marina taking advantage of a fresher breeze to run across the Largs channel with views over to Hunterston Nuclear Power Station, ironically set beneath a wind farm on the hills above West Kilbride.

So far, four up in a Shrimper 19 was working well with the on board loo, privacy curtain and gimballed gaz stove coming into their own.

Day three was the start of a passage to Tarbert via the Kyles of Bute with the first leg an eight mile sail to Port Bannatyne on the Isle of Bute. Again the wind was from the NW and just about



strong enough to sail on port tack most of the way. The weather was overcast all day, but we did see the Waverley paddle steamer making passage from Glasgow via Largs to Tarbert. Only three people can comfortably sit on the high side of a Shrimper, so my wife gladly volunteered to take the Waverley to Rothesay and was rewarded with a tour of the last remaining sea going paddle steamer in the world, built in 1946.

At our morning briefing, Port Bannatyne was described as a cosy marina just along the coast from the main port of Rothesay. With around 23 boats making the passage, we rafted up stern to, three abreast. It certainly seemed a quiet spot to spend the night right at the entrance to the East Kyle. After a few hours preparing the boat for two ladies inside and two men in the cockpit tent, with lots of tips on how best to rig a Shrimper tent, (it goes under the gaff but over the boom!) we took the short bus ride into Rothesay for a group Scottish meal at the Victoria Hotel with dishes such as Cullen Skink, Balmoral Chicken and Cranachan on the menu.

Rothesay is a Victorian resort that has seen better days but many of its features remain including the quayside washrooms and bandstand. From our window seat in the hotel it was possible to imagine scenes of yesteryear and right on cue the Waverley came in on her return journey to Glasgow.

Fortunately it was a still dry night under the cockpit tent but not quiet as a dog somewhere on the opposite shore barked non-stop for several hours. It was a good idea to be an early riser with the limited portacabin facilities ashore and after hot showers and breakfast on the boat, we made an 08:30 start on day four with a largely sunny day predicted for our sail around the Kyles of Bute to Tarbert, a total of 21 nautical miles. The sea state was smooth so we were back to four in a boat. We had been briefed to look out for the Maids of Bute after rounding Buttock Point, a source of considerable amusement, also the scenic anchorage of Caladh.

The light wind was on the nose heading north so it was a gentle motor-sail up the East Kyle to the Colintraive ferry linking Bute to the mainland of Cowal. Beyond the narrows of the Burnt Islands we rounded Buttock Point to discover that the Maids of Bute were two women turned to stone whilst waiting in vain for their men to

return from the sea. However they have now been painted in a pop art style and look like a couple clowns.

It was too early to stop for lunch at Caladh and with the picturesque towns of Tighnabruaich and Kames on our starboard side we were now able to tack gently southwards down the West Kyle in glorious sunshine picking up a spare mooring just short of Ardlamont Point for lunch. Two Shrimper 21s joined us and a group of four others motor-sailed past no doubt hoping to pick up a stronger wind beyond the headland for the remaining eight miles to Tarbert.

We too had to motor-sail out of the West Kyle and gave the rocky point a wide berth before heading north again on Lower Loch Fyne. By 16:00 we were approaching Tarbert, tucked away on the east coast of Kintyre, and it was worth the wait. Undoubtedly one of the most picturesque harbours in the Western Isles, and a bucket list destination for many sailors. We had been well briefed for the wiggly pilotage and the Shrimper fleet filled the pontoon on the shore side of the marina. The facilities were five star so plenty of time to relax before the group BBQ on the quay side looking across to Royal Tarbert Castle on the hill above the town. After a day of sailing there's nothing like an Aberdeen Angus beef burger washed down with a glass or two of malt whiskey, unless you are a teetotal vegetarian!

The good news was that Tarbert was a picture postcard destination and after another still night, day five began with a glorious dawn which bathed the town and harbour in a golden light. Alas if we stayed another day as planned, the weekend weather forecast was for very strong winds and boats staying on Friday would not be able to leave until Monday. We decided to retrace our passage but lingered for an hour to visit Royal Tarbert Castle with its spectacular views across the town and a stunning Georgian church on the opposite hill. Nevertheless we departed at 09:00 with a southerly wind blowing straight up Loch Fyne. Once again we wisely reduced the crew to three and intended to sail but soon realised that the wind on the nose was less of a problem than the building sea state as waves started racing towards us in ever bigger sets. After an hour's battering we rounded the marker



buoy at Ardlamont Point and surfed into the West Kyle of Bute, putting out the jib to stabilise the boat. A pod of dolphins accompanied us part of the way and once again it was wind assisted heading up the West Kyle but wind against as we turned into the East Kyle.

My wife had taken the ferry from Tarbert to Portavadie and stopped for tea and cake in Portavadie Sailing Club while waiting for the bus to Colintraive. She crossed to Bute by ferry minutes before we came through and she was on the ferry from Rothesay to Wemyss Bay by the time we reached Rothesay Sound. We just about had an angle for sailing straight home to Largs, which we reached around 16:30, a 29 mile passage in eight hours but half of it motor-sailing. A hot supper was waiting for us at the AirBnB proving the worth of a shore base and an island hopping crew member.

Days 6 and 7 were cancelled for group sailing as the wind was gusting up to up 34 knots on the Saturday and 40 knots plus on the Sunday with heavy rain. Also the fleet was now scattered across the isles; some home in Largs, some sitting out the weather in Tarbert and three boats sailing deeper into the shelter of Loch Fyne to visit the Crinan Canal. The sun still shone on Saturday though, so for us it was a blustery ferry ride across to Great Cumbrae and a visit to Millport by land having seen it from the sea earlier in the week. Millport boasts the smallest Cathedral (of the Isles) in Great Britain and a bracing walk up to the Glaid Stone high point provided stunning views of Bute and beyond Kintyre to the Paps of Jura, also the Isle of Arran and Ailsa Craig to the South, and Ben Lomond to the North West. We did hear that Bluejay had surfed across to Arran to sample the delights of the Largs Brewery and the local music festival, but later discovered it was via the Ardrossan ferry.

Traditional Scottish music had been hard to find in Largs but on our trip to Millport we had discovered that a concert was being held in the Cathedral the following day. Sunday brought the worst of Scottish weather and the AirBnB was now worth its weight in gold. The ferry crossing was a master class of bringing a car ferry onto a ramp in the teeth of a gale and it was hard to stand up straight on Millport seafront. The concert though was a special treat as we joined around 30 locals to listen to a trio from the Glasgow City Orchestra play a set of traditional Scottish fiddle music. This was followed by tea and cakes in the library and a special treat for Cathy, a bell ringer at Lytchett Matravers, who was

given the opportunity to ring the Cathedral bells using an Ellacombe mechanism, which allows one person to ring all eight bells, if they know the right tunes.

Day 8 and it was back to sailing with a seven mile crossing to Kilchattan Bay on the southern end of Bute, via the gap between Great and Little Cumbrae. There was also a planned group visit to the Largs RNLI Station at 17:00. However by 13:00 with much tacking we had only reached the gap with three miles still to go. Some Shrimpers went on and met the small fleet returning from Tarbert. Others, us included, decided we could not make Bute and back by 17:00, so turned around for a goosewing sail back to the marina. The Largs RNLI team, many of whom had trained at Poole RNLI HQ, gave us an informative tour of their station and the opportunity to play in their impressive inshore Atlantic 85 lifeboat, although sadly not crashing through waves at 30 knots.

The wind and rain came back with a vengeance on Day nine, which was a shame. We had already lost the proposed passage to Arran and back and now it was another day of sightseeing. We opted to keep it nautical and visited the Scottish Maritime Museum in Irvine, a half hour's drive down the coast. The museum is housed within the vast, glass-roofed Victorian Linthouse, formerly the engine shop of Alexander Stephen and Sons shipyard in Govan, before being salvaged and relocated to Irvine in 1991. It provided a fascinating history of Scottish boat building and engineering with lots of hands on experiences. A whole section was devoted to William Fife and Sons of Fairlie, renowned for building fast wooden racing yachts, 23 of which had taken part in the Fife Regatta at Largs in the week preceding the ISW.

The day was rounded off by a group meal at Largs SC, a large and very welcoming club that had hosted the World Laser Championships and is now the proud owner of a world class slipway. Thanks and presentations were made to the organising team and to individuals for sailing achievements but not the cup for the Shrimper race, which was still to come on the final day.

The final morning was given over to a 'fun' self-timed race around buoys in the Largs Channel and the Firth of Clyde. We had been warned all week to look out for submarines coming down from Faslane but none showed up, unless they were under the water. It gets pretty deep in Scottish lochs, the depth gauge often stops working and you have to get in close to drop anchor. However the wind was up and the Shrimper 21s with their larger rig were the early leaders. Karen Macey sailing single-handed in

### Soundings 2023

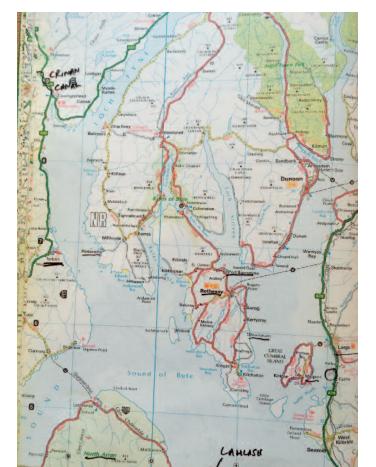
Largs Marina looking west across to Gt. Cumbrae



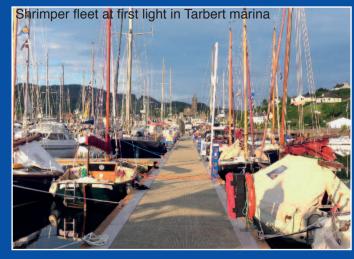
Camaron made a good challenge for PYC but Blue Moon from Chichester SC won the trophy, which was presented at a final visit to Nardinis ice cream parlour.

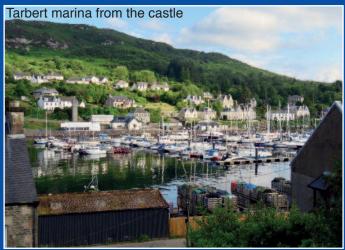
We hauled out *Natalie* on the afternoon high tide, strapped her down and left her parked in the marina for the journey back to Poole the following day. The only way to round off our sailing adventure was a Largs' fish and chip supper from the Blue Lagoon Café where the portions were large, although we passed on the deep fried chocolate fudge!

Was a 1000-mile round road trip from Poole Yacht Club to Largs in order to sail in the Scottish Isles worth all the preparation work and planning? For a 10-day event we needed to be lucky with the weather and, with only three lost sailing days, that was a pretty good result. For those boats taking advantage of the ISW location to sail more widely around Loch Ness, the Caledonian Canal and some of the outer Isles, they will have a different story to tell. For us just the passage to Tarbert through the Kyles of Bute was worth all the effort and sailing in the company of other Shrimper owners is just more fun than sailing on your own. And yes, you can sail four up in a Shrimper 19, but be sure to have a shore base for at least two of the crew.









Page 27

# **Martin Nickolls says**

# Beware The Anchor Swivels

A tale with a precautionary note that could save some members' cash, embarrassment or serious loss

hilst Nirvana was ashore for routine winter maintenance I ran my anchor down to the tarmac in order to give it a proper clean and was amazed, puzzled and finally horrified to see that the anchor was no longer attached to the chain. The thought of lowering the anchor at sea and failing to get any bite could be frustrating, expensive for a lost stainless steel anchor and even dangerous if the anchor was intended to be the saviour from a lee shore.

The cause of this was a fractured stainless steel swivel as shown in the adjoining photo, the break is an intergranular fracture so may be due to; stress corrosion, fatigue or manufacturing fault/ process



(a forging would normally be superior to a casting). Tarnishing visible in the picture indicates that the failure was progressive so a crack may have been detectable by close examination but it had not been spotted by me. Also a possible contributor to a failing of this type of swivel is overlooking the golden rule not to over tightening of the cotter pin such that the tang is bent; it should only be just hand tight and then locked with the opposing screw and 'Loctite' thread-lock. I can't be sure of the correct original assembly it being secondhand 'as purchased'.

I had conversations with a number of sailing buddies about the wisdom or otherwise of swivels on an anchor cables as for 40 years with sailing yachts I never used a swivel and never had a problem. It was universally accepted not to use one if you don't need it and you only need one if you have a self docking anchor, as I have now I am more aged. I then mused over the fact that I have a windlass and an all chain cable, as more bow weight is better for the Bosun trim, and the gypsy is I think only designed for chain rather than chain/rope. My thought being that if the anchor is the

right way up when it drops it will still be the right way up when recovered as the chain cannot rotate in the windlass, However I could not be convinced that the shackle joining the two lengths of chain would also oblige as in hand feeding trials the chain could be made to rotate 90 degrees between the two scopes. A swivel of some sort seems to be warranted, at least that is what I decided.

Another golden rule is don't attach a swivel directly to the anchor but to fit a shackle between so that the swivel cannot be bent sideways by any anchor loads. I opted for what I regard as swivel shackles (because I don't know any other name for them) on the basis that simple is generally best and that any damage inflicted on the swivel is visible, hopefully in time to replace rather than experience another failure. I was surprised that the largest swivel that I can fit to my 6mm chain looks very small although the breaking strain is higher than the load that my windlass will deliver and close to the limit for the chain.



The installed setup on Nirvana, I think thread-lock is more reliable than locking wire (but invisible) so I used both when I finally obtained some bright annealed Tp316 stainless steel locking wire. The swivel part is welded, not just screwed as the hexagons make it look!

Soundings 2023

# Mike Greenland Enjoys.....

# A Night Aboard



used to race (socially rather than seriously) an R19 with Alan Guy and last summer we decided that it really was time for a change. We thought a Shrimper looked like a good plan and less than a week later Ragtime was up for sale and sold. Three days later an eight year old Shrimper (Emsali 1113) came on the market at Royal Motor and we bought it.

There then began a period of learning during September and some picnics were had with our wives who concluded it was much more comfortable than an R19. We had the inboard serviced and the Coppercoat needed a top up but otherwise no major issues.

Spring 2022 saw us start to race, along with a couple of other Shrimpers in the club. I think there are 26 Shrimpers in the club but very few race.

We have not joined in much with the many Shrimper group activities but I did feel an urge to do a little more. I have tent camped for most of my younger life so what better than a night on the Shrimper in the harbour. The R19 is not a boat you would wish to spend a night on - unless you got very drunk at the club and could not afford a taxi home. But a Shrimper, it has a proper indoors and soft bunks!

A suitable weather window is obviously essential and one arrived in early July. I set off from the club at around 20:00 and, given the wind (very light) direction, Arne looked the best place to stop. A few other boats had the same idea but I was lucky and found the very last yellow buoy to tie up to, the anchor did not even need to get wet. It was a glorious evening and sunset which was enjoyed drinking a can of beer and a tipple as the Ensign was lowered to the sound of noisy birds

A very quiet night in a berth of, just, sufficient size and a super sunrise was seen. Well it was July so I missed the actual sunrise fortunately, but, is was nice and warm. The little stove was soon in action for some tea, sausages and bacon to eat in

Overall a very enjoyable experience and plenty of room for one! Then it was time to go home for a shower.

In early August a second opportunity arose with suitable weather. This time the anchor was dropped at the west end of Brownsea. I had hoped for Blood Alley but the wind direction was not as forecast. This anchorage was quite busy but fortunately the noisy people on three rafted up motorboats went home as the sun went down.

A very quiet night was had with a spectacular sunset and a very bright moon.





### Mike Ananin reflects on

Mike with his wife Robyn

# 69 years a Member

As a thirteen-year-old cadet member, I never imagined what Poole Yacht Club would be like sixty-nine years later.

My Russian father nurtured my interest in sailing through the Power Station Sailing Section, which was affiliated to Poole Yacht Club. Two boats were available to members; a 14ft clinker dinghy and a 20ft Victory Class keelboat, but our interest quickly transferred to the Bob Newton inspired Dayboats, which led to our purchasing one of the first available for home finishing. I was introduced to a new world of fabulous dinghy racing.

Study in London did not stop my weekend pilgrimages to Poole, despite three-hour motoring marathons. A hunky youth, I was introduced to cruiser racing with PYRA and established myself as foredeck hand for Eric Cake. Spinnakers and massive broaches made life very exciting racing along Dorset's beautiful coast and across the channel. Further delights came as part of the Poole



Dayboat Cruising: Arne beach with wife Robyn, father Vadim and very young son, Philip



Yacht Club team racing Excalibur and achieving great success in RORC races offshore as far as Spain.

With an urgent desire to have one of my own, I bought a boat. Most people get mortgages on a house, but I got one on Halloween, a West Solent One Design converted day racer from 1926. She sailed like a bird and we explored the South Coast, then France and the Channel Islands. Navigation using just a compass and an echo sounder was a real test of sailing and the Channel Islands produced thick fog at times.

Then I took a pause, taking advantage of a government funded teaching contract in Kenya. Only two years! Would my mates at the yacht club still remember me when I returned? Two years turned into seven. Life was heaven at that time in Kenya, and the sailing unbelievable.

I became a Fireball fanatic, racing and organising lake and sea regattas. Most sailing was done on Lake Naivasha at 6,000 feet above sea level, on the floor of the Rift Valley, but we travelled around for sailing regattas to Lake Victoria, the coast at Mombasa, or to some dammed lakes created by up-country farmers. The social world was very good as well. I represented Kenya at the Fireball World Championships in Ireland and at the Europeans in Germany. Sadly, all good things come to an end and the British Government put an end to our overseas contract.

Returning, I now had a family. I did what most sailors do. I bought a family sized twin keeler and enjoyed many trips both home and abroad. By the time of the Yacht Club relocation, I had acquired a Prout 31 catamaran and was one of the first to obtain a berth in the new yacht haven. After the vagaries of mooring out in





the channel and using a launch or a dinghy to get there, the Yacht Haven was sheer luxury. My second wife initially proved a useful crew in my Prout, but a few hairy moments around the Channel Islands and the North coast of France fuelled lingering doubts. A second family arrived and again we bought a family cruiser, but the lack of support turned me into a devoted single-handed sailor.

A few years ago, I sold my Southerly. Commitments, family, increasing traffic problems (eighty miles of hard motoring) all conspired against my dream of pottering around my beloved Poole Harbour in my old age.

My love of sailing still endures in the form of chartering, which I have continued to do in a wide range of venues, Australia, Caribbean, Finland, Turkey, Greece, Scotland etc. This year, after several Covid postponements, we sailed the West Coast of

Sweden, sailing from Gothenburg. How un-publicised can a sailing Nirvana be? Thousands of Islands with miles of sheltered waters with picturesque harbours and marinas, all for the taking.

I have watched the developments over the years and the Club has improved beyond recognition. Race nights buzz with enthusiasm. The catering is superb. The Haven berths are first class and what a wealth there is in training



young people. The Committee have done a magnificent job, and they have been led by a great Commodore. His newsletters are informative, tactful, and very readable and I shall watch for future news about the Club and its activities. As for 'Soundings', surely this magazine deserves an award. Better than any yachting magazine and I subscribe to three! I love reading it.







### For the attention of members with an interest in older boats, sail or motor, large or small

ur club has sections for all types of members, boats and activities, either social, for racing or for those that just enjoying being out on the water. Amongst these are the Cruising and Classic Boat sections, who have their yearly programmes for weekend walks, away rallies, raft-ups and outings to interesting places. Not forgetting the annual joint Cruising & Classic Sections Fitting Out and Laying Up Suppers in the spring and autumn. These suppers were once well supported but in recent years numbers dropped, due to the increasing cost of the menu our Club catering offered.

After several meetings we decided instead of two sections organising their own beginning and end of season suppers, now both our sections work closely together by joining-in with shared and different activities including these joint suppers.

Since its inception The Classic Boat Section has offered a platform for those interested in both social and on the water activities to enjoy the company of others who just happen to either own or have an interest in older craft. As mentioned by our Captain at the recent Club forum, if you have an older craft of any kind: Westerly, Sadler, Moody or a Shrimper 19, etc., a majority of these and other craft in our marina can now be considered as "Classic" being built over many years. Different materials apart from GRP were also used: - Steel, Alloy, Wood, even Ferro Cement and now, of course, Carbon Fibre.

The reason for this article is simply to make all members, with or without an older craft, aware that we would welcome you to join us in our section's activities. The advantage of becoming a member of the Classic Boat Section is that you will be emailed about any **Soundings 2023** 

social, on or off the water, activity we have arranged. To join us simply send your name, email address to the Captain – see the end of this piece. He will send you an acknowledgement and you will then receive emails prior to any function we organise.

Your friends and family are all welcome too, as increased numbers of participants always make our gatherings more enjoyable. There is no requirement to be a "Classic Class" member, just join in anything we organise either with or without a boat and there is no "Class fee" to pay. All are welcome. I should mention here the very successful monthly lunches, usually organised on the second Monday each month, but avoiding bank holidays. These lunches are for anyone too, but especially for those who have lost touch with friends or it's a chance to have a drink and catch up with those familiar faces you always enjoyed seeing. It's also an occasion to make new friends and chat about all manner of things including our love of activities on and off the water.

On the Classic Boat Section noticeboard on the landing passageway you will find notices of proposed activities for the year. We have several ideas in the melting pot for our section to enjoy this coming season, but the success of these events does depend so much on a reasonable number joining in.

Emails with final details on these events will be sent nearer the time they are booked during the season and a poster displayed on the noticeboard. We have, since Christmas, organised a skittles evening and a free games evening, which we call Yoti Yoti, where your skills in drawing and with a dice causes a lot of fun with prizes at its conclusion.



Visits to interesting places are also being considered, including to Fort Nelson in Portsmouth. Or why not join a sail to somewhere local in company, anchor close to a beach, with either a picnic or lunch at a nearby pub, and a beach game perhaps. We have in the past arranged raft-ups in the harbour, always held somewhere sheltered, which are one of the highlights of our calendar. How about a rally for shallower draft vessels to motor up to Wareham with the tide, have a pub lunch or riverside picnic/walk and motor sail back on the ebb. Those with suitable boats could offer places for others to join them.

We sincerely hope that many of you will give the above some serious thought and decide to give us a try.

Contact our Classic Boat Section Captain: ken.wilding1@virginmedia.com





# The Ian Wall Memorial Trophy goes to:

# Roger Bond

This trophy is awarded to an individual, or group, that contributes to either Poole Cruiser Racing, PYRA or both. This year the recipient was Roger Bond. Roger is active in both, he has been Captain of both and his Rum Tots on PYRA trips are legionary. Congratulations Roger and thank you for what you do.

Roger, right, with Lynne Wall. Picture by John Withers.



Page 33

# Collisions, Insurance and the Racing Rules of Sailing By Greg Ansell

wonder how many members of this club know the sickening crunch of wood and or plastic when a slight misjudgement during a race has resulted in a collision needing some kind of repair. Actually sometimes it's a clang rather than a crunch when the pulpit or guardrail is ripped off, but then maybe that happens only after a serious misjudgement.

It's hard to get one's thoughts in order when this happens: Is the crew OK? What is the extent of the damage, e.g. is the rig OK? Are we sinking? Who is at fault and what should I do about that? The longer the boat and the more crew on board the longer any assessment of all this all might take, but once you are sure of everyone's safety (and that includes the personnel on the other boat or boats) then it's reasonable to consider the race situation.

The Basic Principles stated in the RRS (Racing Rules of Sailing) identify "a fundamental principle of sportsmanship is that when a boat breaks a rule and is not exonerated she will promptly take an appropriate penalty or action which maybe to retire". See also RRS 4.1(a) Acceptance of the Rules. It's worth mentioning at this point that there is no hierarchy in the rules; that a rule is written on white blue or yellow paper, or comes earlier in the rules book doesn't give it greater importance.

There will be little doubt that when boats have collided then at least one rule will have been broken, i.e.: RRS 14, avoiding contact. You will remember that its infinite wisdom World Sailing reviews the Racing Rules every four years, after each Olympics usually, and may make changes. The latest version of RRS 14 is different, and some of the old version has been moved to the new rule on exoneration RRS 43, (it's worth a look). The point of this was to attempt to clear up the doubts that could occur under the old rules, that when in some incidents, if an infringing boat took a penalty, did that automatically exonerate the other boat or boats involved in that incident? It is worth noting especially RRS 43.1(c), which now contains the words relating to right of way boats at risk of DSQ if there is damage or injury.

When a collision has occurred sometimes a boat will acknowledge fault and accept a penalty, but more often there is considerable doubt over how and why it happened and how it could have been avoided, and a protest meeting might just help resolve that doubt, and restore relationships in the club. So if you intend to protest what should you do? In short, you inform the other boat(s) at the first reasonable opportunity, and hail "Protest" and display a red flag at the first reasonable opportunity for each. Then when ashore complete and submit a written protest form before the protest time limit has expired. RRS 61 explains the **Soundings 2023** 

detail, for example boats less than 6m hull length don't need the red flag; if the boat is beyond hailing then you will need to inform the other boat by radio, or promptly when ashore.

Sometimes the circumstances of the crash, injury or extent of damage will preoccupy the protestor, but he must inform the other boat as soon as possible. If the protesting boat fails in some way to comply with the details of RRS 61 then his protest may be declared invalid and won't be heard. Two common reasons for protest invalidity are delay in hailing "protest", and delay in displaying the red flag. RRS61 states ... "at the first reasonable opportunity"... which means essentially straight away and NOT after conversation and expletive exchanges with the other boat, and NOT after spending minutes below deck rummaging around for the flag.

There may be circumstances around the crash which will convince a protest committee that some of the requirements of RRS 61 might be relaxed, (see 61.1(a)4) or that it should extend the protest time limit; but the protest committee will NOT do this simply because the would-be protestor decides to consider his position for a few hours or days before submitting his form. Note that our Club sailing instruction 12.3, which details how to deliver your protest form when the office may be closed.

The forms are available pinned to our notice board, but a form is not essential, a piece of paper would do provided it identifies the incident and is dated and signed. The office then arranges a protest committee, a hearing time and notifies all concerned. RRS Part 5 (Rules 60-67) and Appendix M outline how protest meetings work, and how to appeal against a decision. It seems complicated and alarming in print, but in real life it is much less so, and involves just some questions and discussion with and in the presence of those directly involved; witnesses are permitted; then the committee has a discussion and presents its findings. It's so much more civilised than a punch up in the club bar!

But what about the damage? First of all what is damage? The Rules book mentions damage just once, in RRS 43.1(c) (Exoneration) and serious damage twice, in RRS 44.1(b) (Taking a penalty) and 60.3(a), but there is no formal definition of either. A past appeal case attempted a definition of damage as "injury to the boat that a careful owner would repair promptly" so that sort of leaves judgment of damage in the hands of those directly involved, which probably accounts for why some boats remain immaculate despite an active life, yet others remain significantly battle scarred throughout successive seasons. It's worth inspecting your boat carefully after a collision. The method by which some boats are put



together can create some areas of weakness; one Tuesday evening race I hit a racing mark (a post) hard – yes I took a turn. When I looked at the impact point after the race, it seemed OK, but ashore weeks later in Chris Somner's yard it was clear that the deck/hull join had been sprung at the point of impact. Such injuries allow water to track into the hull and damage the integrity of the hull (never mind increasing hull weight). Luckily for me the problem was spotted in time to prevent that development. So did that bash against the post cause "damage" or "serious damage"?

Will the protest sort out who has to pay? The answer is not necessarily. RRS 67 "Damages" states that the "question of damages arising from the breach of any rule shall be governed by the prescriptions of the national authority". You will find the relevant prescription under Rule 67 on page 164 (second set of yellow pages) of the RYA Rules Book, and it makes clear that:

1: ANY ISSUE OF LIABILITY OR CLAIM FOR DAMAGES ARISING FROM AN INCIDENT WHILE A BOAT IS SUBJECT TO THE RACING RULES OF SAILING SHALL BE SUBJECT TO THE JURISDICTION OF THE COURTS AND NOT CONSIDERED BY THE PROTEST COMMITTEE.

## 2: A BOAT THAT TAKES A PENALTY OR RETIRES DOES NOT THEREBY ADMIT LIABILITY FOR DAMAGES OR THAT SHE HAS BROKEN A RULE

So essentially a protest committee is NOT in the business of deciding who should pay for damage, but is a body that by taking evidence from the parties (the protestor and protestee usually) to the protest, and any witnesses, will find the facts of the case, conclude whether or not a rule or rules have been broken, and decide on appropriate penalties to be given to which boats, and by so doing will rescore the race. If your insurance company is interested in the protest result that is their business. There is an appeal process for protests. If you don't agree with the methods of the protest committee, or their interpretation of how the rules should work given the facts that it found then consult RRS 70, which explains how to go about it. But you cannot appeal against facts found by the protest committee unless there are grounds to challenge the way they have gone about finding them!

What about the Insurance Companies? I've been with mine for at least 30 years, covering over that period, my Firefly dinghies, Mirror 10, R19 and Shrimper 19, and I've been very impressed with their promptness and assistance when it has been required.

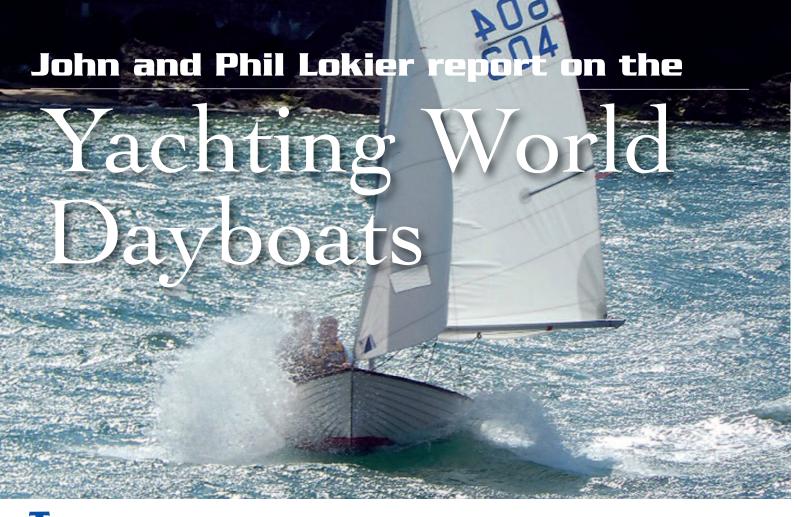
My boats have been bashed at least SIX times when stationary on their mooring or marina berth and on five of those occasions no one was on board my boat! I'm pleased to say that four of the guilty parties owned up, profusely apologised, and paid up promptly. The wife of the fifth thought it must have been my fault somehow that her husband's boat collided with mine, although her husband did pay up eventually, and the sixth remained anonymous.

It seems to be that some owners prefer to pay up rather than consult their insurance companies, I'm not at all sure why. In one of my mooring crash incidents the damage was found to be more than the other boat owner expected (he was expecting just to pay up) and he hesitated over the costs when he realised how much they would be. So I contacted my company several weeks after the incident; they were entirely OK and entered some negotiation with the other insurance company and my boat was repaired at no cost to me, but they made the point that they would have preferred that I had contacted them earlier even if it was intended that the damage was to be sorted without them. My annual premium did not change.

Some years ago I was required to chair a protest meeting at a prestigious club not a million miles from ours. It was a second hearing of the same incident that had involved five large yachts in collisions causing damage worth at least £5k, which seemed a lot back then. The meeting was mostly well behaved; facts were found with some difficulty since one of the parties to the protest chose not to attend. But the most memorable feature of the event was that all the yachts involved were insured by the same company, and the company owner was the helm of one of the yachts involved! I was not party to their discussions on costs!

Finally an observation on penalties for incidents whilst racing. Back in the day, when I first started racing, to acknowledge an infringement (however trivial it seemed) required retirement from the race, so there was a huge temptation not to acknowledge the infringement! The current RRS permit gentler forms of penalty, percentage and turns, to encourage better rules observance, in the context of the racing area, channels, moorings, size and manoeuvrability and so on, but there is still some pressure in some fleets to lessen the penalties further, to balance the "penalty" against the "infringement" as they see it. But when the penalty when taken has so little effect on the position in the fleet of an "offender", then is it really a penalty, and does it not become a chancer's charter?

May we all enjoy collision free sailing in 2023



hese aren't just any Dayboats, these are Yachting World Dayboats (abbreviated to YWDB but affectionately called Dayboats). They've been an adopted class at Poole Yacht Club since the mid 1900's and there are many current members who can recall sailing Dayboats from swing moorings off the old club house wall, now the Harbour Commissioner's Offices by the entrance to the Poole Ferry Terminal.

Dayboats, in the early days, were all wooden clinker boats before the days of mass produced dinghy GRP boats. As with all other classes of dinghies, the Dayboat has moved with the times and all Dayboats at the Club – except one – are of a GRP construction. To the uninitiated, they may look like painted wooden clinker boats but they are GRP hulls which have been moulded to keep the classic clinker appearance.

The Class Association owns the moulds and maintains records of all Dayboats in the class To date, 678 Dayboats have been registered so, therefore, we are a small fleet compared to some of the popular mass produced sailing dinghies. However Dayboats are an important fleet at each of the clubs that they are sailed.

Other than the Dayboats scattered around the country, the main clubs, other than Poole, are: Bosham Sailing Club in Chichester Harbour, Thornbury Sailing Club on the River Severn Estuary, and Gravesend Sailing Club on the River Thames. All clubs have representatives on the Association Committee in order to maintain a close contact with other clubs and Dayboaters.

Dayboats at our Club can be found, after 1st April, on E pontoon "the Dayboat Pontoon", no hauling in and out each time they are sailed, just rig up on the pontoon and sail away – and no waiting list for a berth. Boats compete in the Club racing programme on Monday and Thursday evenings, and Saturdays, although some crews are just happy not to race but to sail at leisure without the constraints of race formalities.

Soundings 2023

Although Dayboaters are renowned to be a friendly, laid back, bunch, the racing is as competitive as any other fleet, being a class that has stood the test of time, while other classes have come and gone. The Poole fleet has accumulated 30 impressive trophies to be fought for each year.

As well as Club racing, many Poole Dayboaters compete in the annual Open events held at Poole, Bosham, Thornbury, Gravesend and a recent new addition at the Avon Sailing Club on the River Severn in Gloucester.

The Association also organises the annual Dayboat Nationals (Dayboat Week) which are held at venues such as Falmouth, Rock, Brixham, Salcombe and, of course, Poole. The current Dayboat National Champion is Pete Hewitt with crew Chris Lockett in DB 669 Merlin, both from our Club.

Our annual Dinner and Prizegiving evening in January was a great success. The top three prize winners being: Bob Clewer and Andy Cake in DB 670 Deja Vu, Steve and Annette Wilson in DB 675 Aurora, and Pete Hewitt and Chris Lockett in Merlin.

All fleets ebb and flow with the changes and demands on our leisure time, but there are signs of a new generation of youngsters coming into the fleet, especially at other clubs where families are introducing their children to Dayboat sailing with their parents. John & Phil Lokier DB 663 C'est La Vie

So, if you are tempted to join our fleet, or would like more information on Dayboats, please contact our Class Captain: Steve Wilson on 07986 905940 or email stevetwilson675@gmail.com or catch any Dayboater and they'll point you in the right direction. If you would like to "TRY A DAYBOAT", a few of us are only too happy to take you out for a spin once the new season gets underway in April – again please contact Steve in the first instance.



Page 37

## Bluebell's 2022 Season in Pictures

y first proper cruise of the year, was the Easter Weekend, blessed with sunny weather. My initial plan was to sail from Poole to Ryde and back over the four days to join the DCA (Dinghy Cruising Association) rally there. With a forecast of calms and stronger headwinds, I decided instead to explore the Western Solent and return home slightly early, visiting Keyhaven, Newtown Creek and Yarmouth.

A secret beach in Poole Harbour

In July I joined the DCA rally in Newtown Creek, enjoying a beautiful downwind sail on the Saturday. Also equally enjoying a beat to windward in a F5 to get home on Sunday! One of the few times I have closed the 'storm flap' across my face on my foul weather jacket and a true proving ground for my mast foot repair (there is no photographic record of the return trip!).

The August Bank Holiday arrived as a blank space in my diary, the perfect opportunity to go exploring. I wanted to head west to Weymouth and Portland but with fresh easterlies forecast for the Sunday and Monday this would make getting back home difficult.

So I decided on Worbarrow Bay for Saturday night, a long beat up to Alum Bay (IoW) on Sunday then a nice run downwind home on Monday. I was rewarded with beautiful sailing and amazing views!

There's always room for a little one! Moored

in Yarmouth, Easter weekend cruis

My last cruise of the year was for the Victoria Shadow Association rally in Bembridge. Thankfully the weather agreed to be on my side and I enjoyed decent northerly winds for a beam reach both there and back.

Perhaps ironic for a year when I have extended my cruising ground extensively, on my last sail of the year in late October I found a secret beach in Poole Harbour. Exploring new places, near or far from my home slipway is simply magical.

I've also spent many beautiful nights at anchor this year in Poole harbour, either at the weekend or midweek. There is something fantastic about sleeping aboard in the South Deep or off Shipstal Point and still being at my desk for 9am the next day!





**Drifting round Durlston Head** 



The colourful cliffs at Alum Bay



Poole Harbour













## Youth Training is, in my opinion.....



We can train up to 90 children a year (this year we have roughly 70) – from very beginner, to those learning to race and learn other skills.

The reason it is so wonderful is not only are we introducing children and grandchildren of current members to sailing but it is a fantastic way to integrate families new to sailing into our community and sport we all love.

Youth Training has changed a lot even in the time I have been at the helm. From a focus on basics and leading into racing, we now have a broad range of RYA courses.

Research, backed by our own observations, shows a huge drop off in teenagers, more often girls, where competitive sport isn't for them. Or there is a perception that to race you need to be aspiring to be the next Ben Ainslie. Also, for some children, the idea of single handed sailing puts them off.



Soundings 2023

In 2020 we aimed to introduce the Sailing with Spinnakers course and seamanship skills into our structure whilst moving our Youth Racing (Hot Shots) on to a Thursday night. Sadly that year the training courses were hampered by Covid, but the Toppers





had a successful season integrating (sort of) with dinghy racing. In 2021 we finally got to start our Seamanship Skills and Sailing with Spinnakers course and both were a sell-out. These took children, who had come out of Stage Three and, either didn't want to race or didn't feel ready for race, those who had done Start Race and wanted to learn different skill, but brilliantly, we also saw children who had previously dropped out of sailing a few years previous due to hating racing wanting to join back in. It was a huge success.

The Seamanship Skills course continues to be a big hit. The Sailing with Spinnakers have since evolved into an "Advanced Skills" course. Whilst still following the Sailing with Spinnakers programme we also aim to introduce the children to a wide range of skills to improve their double handed sailing and also introduce them to a variety of fleets within the Club. Huge thanks to the Hobies, GPs, R19s and cruisers, who I know have all stepped up to help with this.

We have also introduced an Assistant Instructor programme to our courses. This gives youth who are 14/15+ the opportunity to learn teaching and coaching skills under the watchful eye of our Senior Instructor Team as well as a series of day workshops to prepare them for their Dinghy Instructor when they turn 16.

This year we have also introduced a Multihull course to Wednesday nights. The reason for this is that the children, when surveyed on "what boat would you most like to sail", overwhelmingly said Hobie 16. I think they like their vibe!

The success of our Youth Training ultimately shows in other areas of the Club. We have 15 or so Topper racing every Thursday, many have progressed into Lasers. We also have lots of children R19ing and involved in Cruiser Racing. This season we had 32 children train for our Commodore's Challenge team.





Some argue that investing so much in our Youth and new children joining our Club ultimately doesn't benefit the Club as they go off to uni at age 18. I disagree, investing in ensuring all children come out of our Youth Section with a love of sailing is paramount to the preservation and future of the sport we all know and love. Sailing is declining nationally, but if we send children off into the world wanting to find somewhere to sail, they will hopefully go and enrich a club somewhere in the world with the enthusiasm that Poole Yacht Club has given them.



Page 41

# Classic Cars, Bikes & Steam Engines



Ray Walker has owned this 1950s MGA for over 50 years



Richard Stephens and his speedway bike



Soundings 2023

n October Club members and their friends were invited to bring along their interesting vehicles for display in front of the clubhouse.

On a beautiful Sunday morning, more late summer than autumn, owners were left with no excuse not to bring out their cherished classics and the yard was host to over 50 interesting cars, motorcycles and a steam engine.

Among the cars on display were a fabulous 1926 Bentley, a Rolls Royce, several MGs from the 40's and 50's, Morgans, Triumphs, a very rare French Matra sports car, a beautifully restored MGA on its first ever outing, and a completely original 1950's Ford Popular still running well. Lorna appeared with her classic Mercedes convertible and Richard McAvoy made it a 'Sports Car Sunday' with his 1950's Triumph TR3.

Prominent among the two-wheelers was Richard Stephens' 1970 methanol powered speedway bike, that used to race at Poole Speedway (and which apparently still runs, but a demonstration was reluctantly declined due to fears of complaints about the noise from the flats behind!).

A great attraction proved to be Dave Mallinson's amazing fully working miniature traction engine, which he built himself, it is powerful enough to tow a trailer with passengers. He even let members drive it!

Thank you to all participants. With a throng of enthusiastic owners and interested spectators in the yard and the bar and restaurant full upstairs, the event was a great success.



Amazing immaculate 1920's Bentley 'Le Mans'

## Dave Mallinson very bravely lets Marie-Do Davies drive his steam engine!





A rare survivor, a completely original 1959 Ford Popular



Richard McAvoy's 1950s British Racing Green Triumph



Jon Davies with his recently restored '53 MG TD

## The Lilla Salver is awarded to:

## Matt Hitt



Our Commodore, Tracey Lee, with Matt. Picture by Kate Mellor

The Lilla Salver is awarded annually by the Flag Officers to a Club member or group of members who have made an outstanding contribution or achievement to our Club during the previous year. It is awarded at our AGM in March.

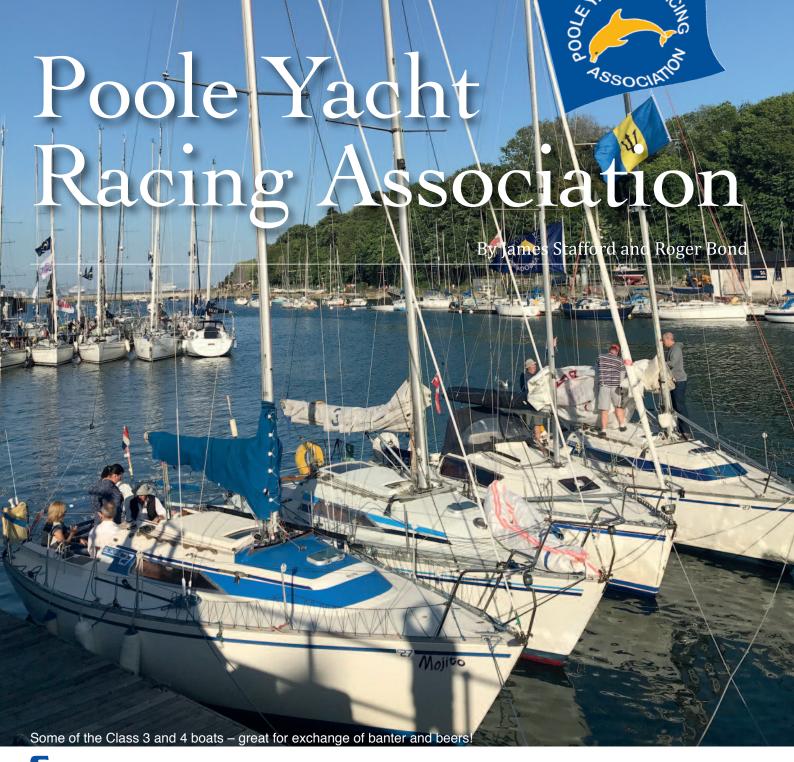
The award is for achievements or contributions for the period January – December the previous year.

Any Club member from any membership category is eligible to receive the award. Members of the General Committee and Club Employees are not eligible. The eligibility criteria encompass any outstanding contribution or achievement. e.g., An outstanding contribution to volunteering, a truly exceptional racing result, exceptional assistance to other members etc.

Whatever the reason for nomination, the person or persons nominated will have made a positive contribution to other members in the Club or will have put our Club in the spotlight in a very positive manner.

Our members will decide whom they wish to nominate and submit such nominations to the Flag Officers. The Flag Officers consider all nominations received and their decision is announced at the AGM and the "Lilla" Salver awarded then.

Congratulations Matt, well deserved - Ed.



Longratulations! At last, you have acquired a boat and learnt to sail it around the harbour and occasionally out into Poole Bay.

However planning to go further seems problematic. Where to go? When to go? Will my crew be available? What time to leave? Will the tide allow me to get there before dark? Do I need to use my spinnaker? Which marina to use? How can I ensure they have room for me? What do I do when I get there? Who will help if things go wrong? Will the weather be nice?

Joining Poole Yacht Racing Association (PYRA) is one way of solving these problems. PYRA aims to "Promote, encourage, organise and coordinate racing" for members of Poole Harbour's yacht clubs.

Don't worry if you think yacht racing is not for you, or you have been intimidated by racing around the cans with its raised voices and split-second spinnaker hoists. PYRA racing is an entirely different experience. Because the races last longer, the emphasis is less about precision manoeuvres and more about making the right strategic choices to sail your boat quickly to its destination. Some **Soundings 2023** 

helms love the competitive aspect, whilst others are happy just to arrive in good company. PYRA members welcome newcomers and



Mojito and Novo Vento en-route to The Solent



are happy to share experiences and advice.

The PYRA committee plans the season's programme in advance. Organising suitable start times, destinations, marina berthing, and post-race socials.

Don't worry if spinnaker sailing feels too demanding, every season you can elect to be given a handicap with or without a spinnaker. Indeed, Class 4 is aimed specifically at those new to racing and shorthanded or family sailors who may not wish to fly a spinnaker. Some are happy to remain in the class whilst others join another class after 'learning the ropes'.

Once underway we all race together to the same destination and meet for drinks at a predetermined rendezvous, such as a local sailing or yacht club. The rendezvous is a friendly informal affair starting with presentation of results and prizes, and occasionally, a 'Rum Tot' courtesy of our 'Rum Bosons'! Very often we take advantage of the club's hospitality and all stay for a meal and party.

The season's programme, supported by all Poole yacht clubs, includes day and weekend events, usually Sat/Sun. Individual events are normally sponsored by local companies who generously supply a free beer for all, and/or prizes for individual efforts.

Much of our racing is in local coastal waters, for example: east to Solent destinations and west to Weymouth. Three adventurous passages go across the channel to France and Channel Isles. Other events include a regatta and the Round the Island race, and naturally involve a long weekend – often over a Public Holiday.

PYRA also operate a "Find a crew service" where sailors without

boats can register. This is invaluable when you find your regular crew members have decided to go to a wedding, or on honeymoon or holiday, just when you wanted to sail to Portland Harbour!

So why not join the PYRA community – it's great fun and bargain for 40 races at just  $\mathfrak{L}60$  year/boat, for the first year, or just  $\mathfrak{L}10$  for crew, thanks to all voluntary efforts from within.

If you only fancy a 'taster' of a couple of events there's also a deal waiting for you! Contact us by email: poole-rep@pyra.org.uk, speak to either of us at the Club or visit the website: pyra.org.uk. You will improve your sailing skills and make new friends. It is satisfying and fun and yes, the weather will be perfect!



Close racing but most friendly!



## The Commodore's Charity is:

By Tracey Lee and Ollie Thorneycroft

## Poole Young Carers

cole Young Carers is a registered charity that raises funds for children in Poole who have caring responsibilities for adults in their family; usually but not always their parents. There are estimated to be about 700,000 young carers in the UK, and they carry enormous responsibilities which impacts on their education, physical and emotional health and their friendships.

Each individual situation and family is different, but young carers often do a significant amount of daily work around the house, cooking, cleaning and doing the washing, maybe helping their parent to get in and out of bed and get dressed. Children as young as five will assist with medication and will know how to call the emergency services. The young carers I have met are proud of the help they give at home, and also talk about how much they appreciate having time away to do "kid's stuff" with other young people who are in a similar situation. The young carers' families can struggle financially because of a parent's disability.

Donations to Poole Young Carers are used to provide outings and activities like camping trips, going bowling, a Christmas party and days out.



## Ray Smith

Back in 2003 the late Ray Smith was a Councillor and the Mayor of the Borough of Poole. During this time he learned about the lives of children and young people in Poole who shoulder caring responsibilities every day for a member of their family. He was so moved by this that, together with his wife Jean, they created the Charity, Ray Smith's Young Carers (Poole) which has been supporting young carers in Poole ever since.

There are more than 200 young carers in Poole alone, aged between 5 and 18. Typically they care for a parent or a brother or sister who is disabled, suffers a chronic illness, has a learning difficulty, or otherwise needs care. They do this before and after attending school, college, or work. This means they end up taking responsibility for a whole range of domestic and caring duties within the home and often means they cannot enjoy activities that other young people take for granted.

The eagle eyed of you will notice that this is the twentieth anniversary of the charity, and we are thrilled and honoured to be nominated as the Commodore's charity for Poole Yacht Club. We are a small charity with a local focus, our purpose as a charity is to give young carers some respite, fun and support, in the words of the charity's founder – to enable them to be "a child for a day".



Here are examples of the support we have given to young carers in Poole, names have been changed to protect their privacy:

Lilly is 10 and lives with her mother, father and four younger siblings. Lilly is a registered young carer for her younger brother who is non-verbal and has physical and learning needs. Lilly helps her mother and father when they are caring for her brother by keeping the house tidy and keeping her younger siblings occupied. Lilly also keeps her brother company and reads to him when he is having a lie down.

Lilly likes kayaking and hiking and really wanted to be part of a local Scouts group, which the funding has enabled her to do. Lilly is now thriving in the Scouts having made friends and really enjoying taking part in the activities and challenges.

"'I love Scouts. It makes me really happy - I feel more confident and I'm learning new skills all the time and making friends. It's the highlight of my week! Thank you for making it all possible for me."

Sophie is 16 and lives with her mum and dad. Since Sophie was five years old she and her older brother have been young carers for their mum who has a significant back injury where daily support is required and uses a wheelchair. When not at school Sophie helps mum physically and around the home. Sophie supports mum emotionally and worries about her mum.

Sophie experiences anxiety and had tried various methods to gain support and talk through her worries without feeling like they had made enough of a difference for her. When offered the chance to try horse therapy she was apprehensive but was committed to trying it out. The funding for this course provided Sophie with a therapy that really worked for her. She has developed many coping strategies through the course that she now uses every day.

Sophie can now look to her future more positively and feel more equipped to support herself and her mum.

"I did not have any idea what I would get from the course when I started but as I left the course each day, I was very smiley and felt a little bit of happiness...The horses helped build my confidence. I have learnt to try not to worry about the things that are not in my control, live in the moment and go with the flow."

Soundings 2023



ess than five seconds to the gun and both boats well short of the line, not that that matters in match racing, you just want to lead over the line however late.

The Poole team on *Energy* were in control with barely a boat's width between her bow and the transom of *Emma Jane*, the Committee Boat. Poole's helm, Oli Hale, hovered threatening to keep that space closed. On the back of *Beluga* I suddenly realised that Parkstone's helm, Alex Purrier, thought the gap was big enough, asserting: "they've got to give me room at the committee boat". No time to explain to him that there was no room, so I probably should have closed my eyes. But, like so often in life, you get transfixed by the situation and the scene of impending carnage unfolding before your eyes.

At that moment there might have been room for him to squeeze a Topper through, on its side, but five tons of *Beluga* in a 25-knot gust was surging at seven knots for a space that wasn't there. Somehow Oli saw he was being infringed and now needed to do all in his power to avoid a collision, which would have meant a penalty on Poole as well. With helm to port and jib trimmers

Amber and Lottie sheeting hard *Beluga* turned away, moving five tons of water sideways (you can see the swirl of water under the bow in the second photo in the sequence), and the slenderest of gaps appeared. I don't think anyone breathed but waited for the crunch, only wondering if any of the three boats would survive unscathed. *Beluga* slid through the gap, Poole waved the protest flag and Lucy Forrester-Coles had no alternative but to signal a penalty against Parkstone (unpunished such a move might have encouraged similar behaviour and then a search for owners willing to put their boats in the firing line).

Alan Laing, the Committee Boat owner, took the pictures, which show the sequence and power of the boats – I think he was taking them more as evidence for a seemingly inevitable insurance claim than anything else.

That was Parkstone's second penalty and although they had a marginal windward advantage off the start line due to Poole's drastic bear away, they had to unwind at least one of their penalties immediately. That gave Poole the lead, which they held and built on to the finish of Race Two, leaving them 2-0 up.

## However, thanks to Oli's quick thinking, a gap appears...



Race One had got away shortly after 10:30 in a building, gusty, breeze. Much to the glee of the crews Race One sail plan was signalled as two reefs in the main, regular jib and spinnakers! In these conditions of 15 knots with 22 knot gusts the boats would be a handful downwind.

Around 40 spectator and support boats saw the Race Officer, Jim Macgregor, kick things off. Parkstone had won the toss, chose *Energy* for Race One and so Poole on *Beluga* entered from starboard. The boats dialed up but *Energy* coming in from the port end did not complete her tack and eventual fell off on port without opportunity for Poole to avoid and there was a kiss of *Energy*'s starboard gunwale with *Beluga*'s bow; well actually her navigation light which she left on *Energy* as a token of her visit. So penalty on Parkstone and Poole led from the start.

Poole covered Parkstone's moves upwind and positioned on the port lay line for the rounding. Lily on mast and Mason on bow had the pole up and secured and the mid-boat team of Ethan, Beth and Lucy had the clew to the pole end and spinnaker out of the hatch ready. Off went the kicker, Tom let out the main and up



....as does another boat to fill it!

went the spinnaker in a perfect hoist. Spinnaker set and *Beluga* bounced off downwind. Halfway down the run they gybed for the leeward mark with Parkstone close behind after an excellent hoist themselves, waiting to take advantage of any mistake. Poole's drop, controlled by Becky in the pit, was perfect and with jib up and tensioned *Beluga* pulled away upwind. With a comfortable lead it took a while on the second run to get an hourglass out of the spinnaker, but calm heads sorted it and Poole sailed through the finish to take the first race.

Crews swap boats after Race One and Race Three so Poole now went on to *Energy* and I was now hosting Parkstone for Race Two, which we've already described.

Parkstone are a very young crew and should be back stronger in future. They also had the strategy to involve all 16 of their team in the boat on the day. They swapped six out after the first race and swapped helm too – Emily Shonrock handing over to Alex. Poole would have struggled with this approach as we had 31 kids turn out in total for the team and regularly had two fully crewed Elan 333s with Adam Covell's *Tarka* as the pace boat and a mix of experienced adults teaching others how to race 30+ foot cruisers in Robbie Russell's *Sea Thistle*.



Back to the event and I was impressed by Parkstone's resolve in Race Three. They set themselves a simple target: to avoid getting a penalty in the pre-start. This they did, even though it meant they were sailed well off towards Brownsea in coffin corner before Oli tacked back with a comfortable lead from the start. Unlike other years when Parkstone have been on the losing side, this year's team kept up their spirits. It is no mean feat to sail one of these boats competitively around a small windward leeward course under the gaze of spectators who, of course, could all do a better job!

So a 3-0 victory for our Poole kids and next year it'll be back to Parkstone as hosts. Meanwhile we say farewell and well done to Oliver Hale, Ethan Topping and Beth Pryor who will all be 18 before next year, which makes room for others who have practised hard this year to earn their place on next year's team.

## **BARGING IN:**

There is no specific anti barging rule however Section C rules (MARKS AND OBSTRUCTIONS – p.22 of the current RYA Rules book) do not apply at a starting mark surrounded by navigable water. There is no zone, so there is no requirement for the leeward boat to give room, so the windward boat must tack off or otherwise keep clear.



raining for the Commodores' Challenge 2022 began late September, going out every Sunday afternoon until it started to get dark. With some nice warm weather, the Poole team attracted a total of 32 youth members to take part in the training. While normally, as the wind and weather deteriorate getting closer to winter we begin to lose people, however this year interest stayed strong and numbers rarely dropped below 25.

Thanks to Steve Thompson and Adam Covell, we had two Elan 333s to train on, and an A and B team were gradually formed which could race against each other. As well as this, thanks to several people e.g. Rob Russell and Rob Gibson, we often had a third boat on the water, which allowed some of the newer people to big boat sailing to have a go at sailing these larger yachts without the pressure of match racing practice.

As it always is with Commodores' training, throughout October a few of us were a little rusty, getting ropes the wrong way around winches and making similar small mistakes. Throughout the winter however, with the help of a few key people e.g. mum and dad, Dave and Jackie Hale, Rich O'Farrell, Steve Thompson and Joe Cross, we began to get better and better at manouvering the boat and its straight line speed.

By the end of the training, we had become a very efficient team, completing many complicated manouvers very quickly e.g. pole less and windward hoists, dial ups, reach to reach gybes etc. This was helped massively by the fact that, as a team, we all got

on well and were able to have a lot of fun while training.

Leading up to the event, the forecast was not looking great with both the actual and reserve days suggesting winds of 25-35 kts. When it came to the morning of the event, several of us, especially me, were quite nervous however also confident that whatever happened that day we could not have been any more prepared than we already were, and luckily the winds were just about light enough for the event to happen.

Initially the call was made for no spinnakers to be flown, however this was changed for the first race, pushing the ability of the crew to the limit. Thanks to our training, we managed the conditions very well and sailed the boat to our first victory! Due to the building forecast, sadly all the races after this spinnakers were not allowed to be flown, however by this point the wind had built to a constant base wind of over 20 knots, with gusts reaching up towards 30. This pushed the boat to the absolute limit and gave the trimmers of both sails a very difficult job upwind however, once again, our training paid off and we won the next two races, ultimately winning the event.

I have now done the Commodores' Challenge for six years, beginning training in 2016 and getting on the team for the first time in 2017, and I have had the honour of helming in my last two years of doing the event. Every year I have done it I've had an amazing winter of weekends, getting to know new people and enjoying doing my favourite sport with them. I will miss it a lot.





ur fleet continues to grow as the Shrimper's popularity shows no sign of waning. We now have 23 boats on moorings and in the Haven, with nineteen Shrimper 19s and four Shrimper 21s. Many are on D pontoon and the hope is that eventually we shall be able to group our boats on the same pontoon, much like the R19s.

As well as owners new to the Club, last season our fleet welcomed a couple of long-standing PYC members coming from sailing R19s and Ospreys, who want to continue to enjoy small boat sailing and racing, but with some increased comfort and the possibility of sharing sailing with wives and grandchildren. One boat we have sadly lost is Trevor Heritage's beloved *Jessie May*, which he had to give up sailing due to health reasons. However, he continues to crew on Shrimpers and, of course, we are fortunate as a fleet to continue to have the benefit of his vast experience as a Shrimper sailor.

Shrimpers have given their owners pleasure in many ways, and not just sailing. Brian Cleal, who bought an older boat, is probably the PYC owner who spent more time than anyone else actually on his Shrimper, but sadly working to get everything to his satisfaction rather than sailing! On the water our most frequent sailors must be John Lloyd in *Alix* and Karen Macey in *Cameron*, whose Shrimpers are often out several days a week. Also, Mark Jenkins in *bluejay*, for whom the sail from Keyhaven to Poole appears to be as familiar as driving to the shops.

Roger Antolik regularly commutes from Warminster to make the most of *Sooty Tern*. Colin Calver in *Cygnet* is a very regular participant in the Tuesday racing and looks likely to be joined by several others including Greg Ansell who, having just acquired **Soundings 2023** 

Galatea and having never sailed a Shrimper before, went out and won his first race!

As covid restrictions receded we saw an increased boat usage with more joining in with the weekly Shrimper Owners' Association (SOA) organised sails locally, up to Wareham, around the islands, to Studland and to Swanage. In July a group of PYC boats joined a SOA rally to Christchurch, where after an idyllic sail in beautiful sunshine, they were entertained by Christchurch YC members before overnighting on the club pontoon and returning the next day.

Friendly Fridays provided an opportunity to introduce grandchildren to Shrimper sailing, and I personally know three little girls who thoroughly enjoyed every minute of their sailing alongside several other young people out in dinghies. Staying up late to enjoy a burger from the barbeque was an additional treat!

A high point of the children's summer was, on a perfect August morning, making the short trip to Brownsea with other Shrimper owners, anchoring off a 'desert island' beach and going ashore for Cathy Neyland's guided tour of a foreign land. Luckily, we missed the pirates.

One very pleasant local trip was the barbeque invitation from Lilliput SC. This is one of the closest destinations from PYC but, ironically, one of the hardest to get to, and a Shrimper is about the largest visiting boat they can receive. Getting six of them on their pontoon, even for a quick lunch, was an achievement!

Last year saw some significant Shrimper adventures, and you can read about Jeff Osment's Scottish Shrimper Week and Mark Jenkins' trip in separate articles. However, Karen Macey also had an amazing single-handed journey last June when she had 30

consecutive nights aboard her Shrimper 19 Cameron. In company with Robin Carter, a new member of the Club in Moonfleet, Karen towed her boat 650 miles by herself to launch at a slipway north of Inverness. Initially in fine weather, they had a spectacular trip down the Caledonian Canal. At Fort Augustus there was a staircase of locks to negotiate before a sail through Loch Oich to the next locks. Next, they motored on through Loch Locky and down Neptune steps to Fort William, finally exiting the canal and heading south to Oban where the weather dramatically changed. They had six very uncomfortable nights storm bound with cold, gales, and driving rain. Karen said that this was particularly hard in a Shrimper where even her sleeping bag got wet. Eventually the weather relented and they were able to go from Oban to the Crinan Canal, and into Loch Fyne. The last leg was around the Kyles of Bute to Port Bannatyne, Inverkip and down to Ardrossan before heading to Largs where they then participated in the 10-day Shrimper rally, before retrieving cars and trailers and, tired but happy, driving all the way back to Poole.

During the year we have had several very well-attended convivial lunchtime meet-ups in the Skylight Lounge, where members were encouraged to bring along friends and family. These events are deliberately kept low-key and have given members the opportunity to get to know each other and exchange ideas and advice.

In May we had our 'Set Up Your Boat' Day. The weather was beautiful and enabled us to have several boats on the waiting pontoon, where our resident experts were there to suggest rigging changes, help with engine servicing and give advice about sailing techniques. A fruitful morning was followed by a delightful lunch in the sunshine on the terrace and an afternoon sail in perfect conditions.

One of the advantages of having a boat that can be trailered is that a Shrimper is able to winter out of the water and, at the moment, a number of PYC boats are tucked up in storage under cover. However, as a new season approaches, we are already dreaming about sailing and participating in a very full Poole Shrimper programme of local events. Further afield, at the beginning of the season, we have an exciting and unusual motor cruise planned down the Thames from Lechlade to Hampton Court in April, and at the end of June, the SOA 10-day rally at Mylor in Cornwall, which several boats from PYC are planning to attend. A couple of owners are even considering sailing all the way there!

For those who are planning to stay closer to home, the Shrimper is, of course, an ideal boat for enjoying the wonderful natural resources we have on our doorstep.

Jonathan Davies, Shrimper Captain





Friendly Fridays' fun



Visiting Shrimpers on Lilliput SC pontoon



Karen Macey leads the fleet towards Arne



Set Up Your Boat Day

Page 51



o why buy a J24 when there are many other keelboats you can race? Sonatas and Hunter 707s for instance, both with good fleet turnouts. However there have been 5,500 J24s built worldwide since the mid 70's and the list of World Champions is the list of Who's Who in Sailing.

It all started when club members, Quinton and Yvonne Hall, gave me a call one day and asked if Jackie and I would come and do the National's on their J24 *Ju Ju*. Now I'm not the best of crew but, bless him, Quinton said *"it's OK you can helm"*.

At the end of Day One we were laying second to the famous lan Southworth and I was hooked! We came sixth overall that year (2017) and, in the car on the way home from Plymouth, Jackie, in her normal excited way, said: "We've got to get one of those they are so much fun!" I, using one of my phrases, replied: "They don't make it flat for stacking", (i.e. money is no good stacked up in a pile, much better for it to be used), and "BTW the World's are coming to Poole in 2020".

One month later a 2005 J24, *Cacoon*, was on our drive. We sailed her locally with great success against Parkstone YC at club level but in the 2018 National's we came 6th again. It slowly dawned on me that we had a long way to go to beat the likes of Duncan McCarthy or Nick Philips in a National Championship. The top guys were using North Sails at around £7k a set and also drafting in professional crews. What to do? As my school reports read: 'Must try harder'.

The J24s are dry sailed, as are many other top-level keel boats, so to make it more practical to use we purchased a Hydrolift. Now we could sail *Cacoon* and practice whenever the weather and crew availability allowed, which really upped our game. We subsequently came forth in the 2019 Nationals, then – covid came along and the 2020 World's at Parkstone was postponed for a year. It was at this

point that we took a long hard look at our performance. Upwind we weren't too shabby but downwind the top guys had a slight edge – what were they doing? "Well, they have spent a lot of time having their hulls faired by David Heritage on the Isle of Wight", a fellow competitor told me.

Being mere mortals, we are definitely not in that league of spending. So we had *Cacoon* lifted out and stored in a barn in Corfe Mullen where were set to work ourselves. A massive thanks to Dave Coward, who I got to know really well in a cold barn with what seemed like endless pots of filler and pieces of sandpaper. Nye Davies brought the coffee and doughnuts and did many trips to Southampton for supplies. Jackie lent a hand when one of us needed a break, but I'm sure she spent more time with the resident horse "Red".

In 2021 the World's were finally cancelled at Parkstone, as not all the countries could attend due to ongoing Covid restriction. However we did attend the National's that year, which were at Poole and the good news: we were quicker. On the final day, the morning races had been light and fluky, which we seem to have an uncanny knack of not only going the right way but also sailing fast downwind, thanks to Matt Hitt in trim.

Going into the last race, with more steady pressure from the sea breeze, there was one point in it between us and Chaotic, Nick Phillips and team, who included Olympian, Ben Saxton, on board. Almost as soon as the prep flag had been raised, *Chaotic* hunted us down and the race became a full-on match race. We were sadly sailed down the fleet, although we did beat them in the end. This race became a discard for both of us, *Chaotic*, having a two-point lower result to discard, took the regatta. Nick Phillips and Ben Saxton came over to us after the race and congratulated us on our efforts saying that it was harder to win the J24 National's that year

Soundings 2023



## J/24 European Championships 2022



## **Howth Yacht Club**

### Overall

Sailed: 10, Discards: 1, To count: 9, Entries: 34, Scoring system: Appendix A

Rank	Sail No	Boat Name	Helm Name	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total	Nett
1st	GRE5367	JMANIA	Tridimas/Skotida	NC Palaio Faliro	10.0	4.0	8.0	1.0	3.0	6.0	2.0	23.0	8.0	(25.0)	90.0	65.0
2nd	GBR4269	Cacoon	Hale	Poole YC	14.0	1.0	3.0	10.0	14.0	5.0	4.0	7.0	7.0	(19.0)	84.0	65.0
3rd	IRL4236	KINSAILOR	Kinsale YC	Kinsale YC	21.0	2.0	6.0	(27.0)	5.0	11.0	3.0	12.0	4.0	2.0	93.0	66.0
4th	GER5381	Schwere Jungs	Karsunke	Blankeneser SC	5.0	8.0	4.0	8.0	4.0	18.0	1.0	9.0	11.0	(28.0)	96.0	68.0
5th	IRL4247	Headcase	Mulloy/Ryan /Dicks	HYC, LRYC	2.0	19.0	(35.0 UFD)	3.0	2.0	1.0	19.0	1.0	1.0	24.0	107.0	72.0
6th	IRL4794	Hard on Port	Bailey	Bray SC	20.0	(21.0)	9.0	9.0	7.0	9.0	12.0	5.0	2.0	5.0	99.0	78.0
7th	ITA416	La Superba	MM Italiana	CVA MM Italiana	12.0	9.0	1.0	15.0	6.0	(22.0)	6.0	4.0	10.0	17.0	102.0	80.0
8th	GBR4248	MaJic	Torr	Saltash SC	4.0	5.0	5.0	14.0	8.0	12.0	13.0	11.0	9.0	(20.0)	101.0	81.0
9th	USA3746	Easy Street	Vaughan	Corinthian YC	1.0	10.0	11.0	2.0	19.0	14.0	11.0	(22.0)	17.0	1.0	108.0	86.0
10th	IRL5159	Jibe	Fergus/Kelliher	Tralee Bay SC	6.0	14.0	15.0	20.0	10.0	7.0	5.0	(21.0)	6.0	4.0	108.0	87.0

## The score sheet says it all

than it was the J70 National's, which they had also won.

Nye sadly stepped down from the team of *Cacoon* that year. At the prize giving I thanked Nye and the rest of the team. We had done well, not bad for a driving instructor, two retirees and a mother of two teenagers. Jack Sharland replaced Nye for 2022 and we gelled as a team immediately. The 2022 National's were held in Plymouth and unsurprisingly there were two Irish boats competing. One of boats, *Headcase*, had just returned from touring Europe with a string of excellent results including winning Kiel

Week. They were using the opportunity to check-out the competition for the European's that were being held in Howth, Ireland, later in the year. However the Irish were excluded from the championship results as they weren't British nationals so we became the J24 National Champions.

In late August 2022, we were off to Ireland for the Euros. It didn't start well, Dave Coward's car blowing up 100 yards from the ferry!

Boats had come from far and wide to take part, including two from the USA.

See over>>>>



The usual procedure of the boat prep and measurement, then boat and crews being weighed, took the first couple of days.

We were in the top six in the practice race and it became apparent that we could even allow ourselves to think about a podium if we knuckled down, so early nights and no booze! Race One showed that the tide was a super-important consideration, as our 14th proved. Everything came together in Race 2 with a 1st place. Race Three followed with a respectable third, so after Day One we were on 17 points. No good, I thought, until Matt pointed out the hot shots on *Headcase* got a 3rd, 19th and a UFD so let's be positive and keep it up.

The preparation of some of the boats and teams was incredible, La Superba of Italy, the current European Champions especially. The Greeks on Jmaina were consistent as were the Germans and some of the Irish. The USA boats seemed to struggle figuring out the tide, which we didn't suffer from. We kept out heads down and worked the side of the course that favoured both tide and pressure.

On the second day, *Headcase* got back in their groove, which resulted in an impressive 3-2-1 scoreline, this was the type of form they had shown in the UK. On the third day we continued to sail with conservatively good form. Although we were protested in Race 6 by a competitor, who was on equal points, for allegedly hitting the mark. Fortunately for us, the jury had filmed the sequence of events and the protest was lost due their statement not matching the reality, thank goodness for modern technology.

Going Into the last day, it was the Greek team in the lead, then *Headcase*, then the Germans and then us is in 4th, with very few points between us all. We had calculated that a podium was up for grabs, and we all really wanted it. The game plan was to stay ahead of our competitors. After the start, the wind did a big right shift which favoured the boats on the other side of the course, but it played into our game plan as the three top boats were just behind us. We managed to achieve our goal and kept ahead of them finishing 19th with *Headcase* in 24th, with Greece and Germany 25th and 28th respectively.

It was pouring down with rain while we sailed back to the marina to wait to be lifted out. We were all itching to know where we had



come overall in the Championship. Matt couldn't take it any longer and went down below to look up the results. After a couple of minutes we heard a rather excited scream, "Way-hay we came second!" However the mobile app showing the results didn't work very well. You couldn't see the total points column until you turned the phone sideways, which we didn't work out for quite a while. Then all of a sudden, Matt shouted "OMG you'll never guess what – we are actually equal points first!"

The 2022 European Championship was to be decided on count-back, I'm sure other sailors know how this feels. If you are soundly beaten and come second, fair enough, but equal points first, what a gutter? So we were second overall, first Corinthian and first over 50's helm.

I am so very proud and can't thank the crew enough: Jackie, Dave Coward, Jack Sharland and Matt Hitt who really do make an awesome team. For me, the best part of these events is the privilege of sailing with such great friends.





have always been passionate about supporting the next generation in both their professional capacities and opportunities. Many of you will be aware that I was the Club RYA Principal for the Youth Section for many years, during which time I taught 'Oppy1s' on a Wednesday evening. My commitment to the next generation also extends to my own professional life at the RNLI where I have, for the last eight years, led the RNLI's Women in Engineering (WinE) Programme.

Each year, on the 23 June, the RNLI welcomes 40 students aged between 11-13 years from schools across both Bournemouth and Poole to become involved in a fully immersive day of STEM (science, technology, engineering and mathematics) activities, this includes challenges and demonstrations focused around lifesaving and rescue in particular; with an opportunity for students to meet and listen to inspiring guest speakers from across the engineering community.

The date of the 23rd of June is selected, as it is the 'InWed', International Women in Engineering Day. The RNLI's contribution to this day is significant and draws upon teams across the RNLI and those external to the RNLI plus support from Dorset and Wiltshire Fire and Rescue, all volunteering to lead the activities. These included working out the forces involved in raising one of their team off the ground in a harness with pulleys and ropes, racing against the clock to design an effective float to throw to rescue one of the team in the harbour and using technological skills to complete the 'What 3 Words challenge' around the site.

There is an excellent video on the RNLI Women in Engineering website that is well worth a watch: RNLI Women in Engineering – Event and Resources.

Following the success of this programme, I partnered with the International Maritime Rescue Federation (IMRF) International Maritime Rescue Federation (IMRF) to support their global Women in Search & Rescue programme. The Women in Engineering programme has been shared with the IMRF's 115 members globally as a best practice guide. These include several podcasts and I also presented at the IMRF 2022 Annual Conference in Finland.

Annually the IMRF recognises those that have made a significant global contribution to Women in Search & Rescue. I was

honoured to be recognised for the prestigious #WomeninSAR for my dedication to inspire the next generation of female engineers. (See international-maritime-rescue.org)

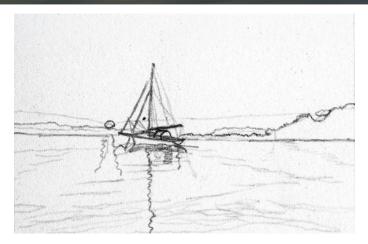
International Maritime Rescue Federation, Chief Executive, Theresa Crossley says; 'The RNLI's commitment to saving lives has never wavered. During two years of the pandemic, this event was taken online and adapted to still provide a space for young women to test their interest, to ask questions from those in the Navy or other inspiring engineering and search and rescue roles for example. I am very excited to see where the RNLI will take its STEM programme for young women next.'

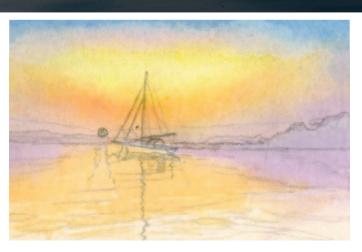


## Peter Hayton shows us how to

## Create a Sunrise Miniature Painting

This painting is one I did for the Royal Miniatures Society's Annual Exhibition at the Mall Galleries in London. The area in the harbour where the painting was taken from has very special memories for Anne, my wife, and me. The photo, shown above, was taken from our Centaur *Kailani*, especially for the painting.





Initially the painting is started with a loose pencil drawing followed by applying a little masking fluid to the sun's centre to keep it bright white. Then the first washes in blue/mauve and various golden yellows. These are the lightest colours that will form the background. In watercolour paintings the colours are applied light to dark. This type of painting has to have the sky, clouds and sunrise painted first in order to apply the boat and land over the top later on, giving the feeling of transparency.





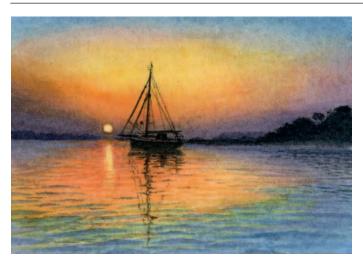
The next stage in the painting is to start building up some of the shadow and foreground colours for the land areas and then the initial detail and shadows in the trees. The warmer golden colours now start building in the sky and sea. We must never be frightened to use bold colours; nature has a way with colour that is far more courageous and balanced than we could hope to be.

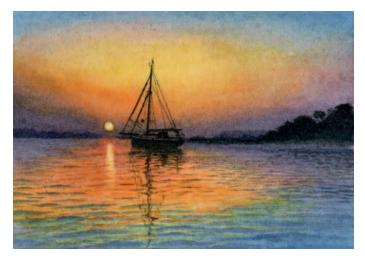
Soundings 2023



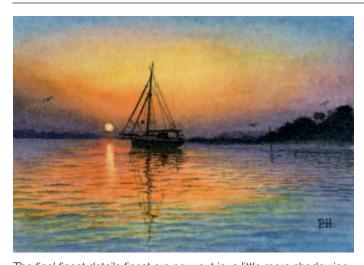


Now the build-up, Firstly the masking fluid is removed from the sun and its reflection, then more details in the boat, land, and the sea. It is also at this stage that the pencil sketch is partially rubbed out with a putty rubber. The first real details in the boat in the foreground are started, more shadow work is implemented and the land starts to build up. This is the time when the painting starts to take on the feeling and boldness that is needed to make it come alive and give off the vibrancy of the rising sun.





The first of the finer details are now applied. More and more layers are applied to the sky and sea to give build up the colour vibrancy and give the painting the feeling of depth and distance. Some more work on the fussy details on the boat and more shadow to create the 3D effect that gives you the feeling of being part of the picture.



The final finest details finest are now put in, a little more shadowing around the boat, the most delicate details in the sea, more wave work in the water and more strength in the colours of the sunrise, little things like the channel marker, then the birds, my little trademark, three gulls sometimes very well hidden, and finally my initials/signature.

## **Final Painting**

The image shown here is slightly larger than the painting's finished size of 8.5cm x 5.5cm, which is the average size of my original miniatures.

I do hope that this has given a little insight into the painting and intense fun of creating a sunrise picture in miniature watercolour, it can become an almost fanatical thing if you allow it, every detail must be in place for the customer to feel it was a very special place. People love their sunrises over the water and it is up to the marine artist to do their very best to supply a soul-felt painting to help the viewer to feel the immense power and tranquillity, of a new day.

By Peter Hayton RMS, HS, FGSA www.peter-art.co.uk



Soundings deadline marks the arrival of spring and, at last, goodbye to those cold dark evenings.

The arrival of spring also enables us to welcome back to our gardens the characters that we heard all about at our first talk of the season .. Hedgehogs!!!



## RESCUE, REHAB, RELEASE

Such an interesting talk from Jim Dunne of Hamworthy Hedgehog Rescue. It was a room filled with 'the have and have-nots' as we established who amongst us were lucky enough to have these visitors into our garden and what we can do to protect them.



Our November evening was again an opportunity to witness 'the have and have-nots' but this time those with amazing crafting talents. As somebody who has trouble with any element of DIY, I was astounded by the range of talented people that we have in this Club. We themed the evening: PYC does Etsy, which is an online craft selling website. The room was filled with an impressive display of crafts and provided a fab opportunity to buy that unique Christmas gift. It would be great to be able to grow this craft display format at the Club.... watch this space!

Soundings 2023



December was such a treat as we welcomed personality and reality tv star, Tom Read Wilson. Wow this chap has an appeal to all ages and what a charming man, his books are hysterical to read too! We sold over 80 tickets for this evening. Tom didn't charge us a penny for his time and as a result we generated a whopping £580 to hand to the Commodore's Charity: Lewis Manning Hospice Care.



January was a fun evening as we were all inspired to adopt a New Year's resolution to declutter. Not sure it has worked for me though as I have just gone out and bought more new clothes to fill up the space that I created! However a big thank you for the tips of Lisa Hunter and 'ClutterBusting.

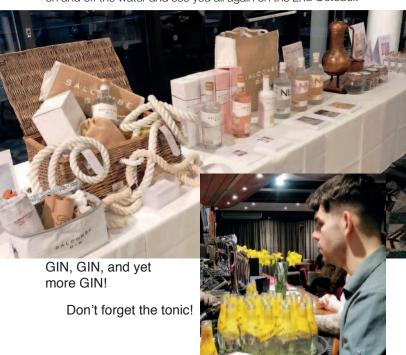


Our February speaker was Dan owner of Trehane Nursery. Dan provided us with a prompt to the new season approaching and a reminder to visit his, Wimborne based, farm to pick your own blueberries and flowers, now definitely on my summer to-do list.

Which leads me to the last event of the Ladies' Night calendar this season, literally as Soundings was going to press... a Gin and Rum tasting! Special mention must go to Bradley for charming James, the Salcombe Distillery Sales Manager, and twisting his arm to do such an entertaining tasting evening for us. A busy Monday evening at the Club and another successful fundraiser for the Commodores' Charity, generating another £250 for Lewis Manning Hospice Care.

On the subject of charitable donations Ladies' Night also made a contribution to Poole Food Bank, which was kindly collected by Chris Playfair. I will also be handing over a cheque for  $\mathfrak{L}120$  to help maintain the much needed supplies.

I am thrilled that we managed to achieve so much, with most of the evenings costing just £3.50. Have a safe and enjoyable summer on and off the water and see you all again on the 2nd October.



Juliette Kemp (PYC and Lewis-Manning), Tom Read-Wilson and Amanda Jones



Poole Food Bank donations were kindly collected by Chris Playfair



Page 59

## Tim Smith with advice on...

# Buying a boat? Planning to cross the Channel? Do you know its limitations?

any of us buy a new or second-hand boat with the aim of taking a long cruise – either across the Channel or down the coast-but is it capable of the trip? Since 1998 all boats with a hull length between 2.5m and 24m being sold for the first time are required to be assessed under the EU Recreational Craft Directive (RCD) or the UK Recreational Craft Regulations (RCR) in one of the four different design categories shown below:

	- 0							
Design	Wind force	Significant						
category	(Beaufort scale)	wave height						
		(H 1/3, metres)						
Α	exceeding 8	exceeding 4						
В	up to, and including, 8	up to, and including, 4						
С	up to, and including, 6	up to, and including, 2						
D	up to, and including, 4	up to, and including, 0.3						
Craft in each	ch design category must be	e designed and constructed to						
withstand t	the parameters in respect o	of stability, buoyancy, and						
other relevant essential requirements, and to have good handling								

A boat certified as Category C is quite capable of a cross Channel trip, under normal conditions, but may not be able to cope with winds greater than Force 6 – not that you would necessarily deliberately set out under those conditions. If you are planning a longer voyage, you will probably inevitably encounter stronger winds and your boat should probably be designed to category B or better.

characteristics in those conditions.

A boat previously assessed under the RCD in the UK and carrying a CE mark can be sold without a UK Conformity Assessment (UKCA) until 31 December 2024, after that date all boats must **50undings 2023** 

have a UKCA mark identifying the category for which it has been designed. In addition, a pre-owned vessel being imported from the EU to be placed on the UK market is now required to obtain a UK Conformity Assessment in line with the requirements of the RCR.

In order to obtain a UKCA mark, a boat will require a Post Construction Assessment and third-party verification. So, if you bought a boat in the EU and now want to import it and sell it in the UK, you must get it assessed.

The RYA publish a Guide to the RCD and RCR for their members on the RYA website:

www.rya.org.uk/knowledge/buying-owning/recreational-craft-regulations-directive

If there has been a Major Modification to the boat, e.g. a new engine, the boat will need to be re-assessed before it can be sold. This may apply to older boats such as a Westerly or a Moody.

Most older boats such as a Hunter Sonata or an R19 will never have been categorised and their capabilities have to be assessed from experience.

If you are buying a boat, the certification could be one of the most important bits of information, but it seems that the yacht broking industry is very shy about revealing the assessment for the boats they sell and it is not usually shown on the yacht particulars. The local authority Trading Standards Department are responsible for enforcing the RCR but in the first instance consumers should contact the national Citizens Advice line on: 0808 2231133



he Cruising Section Sunday Winter Walks are well-established now and have been a great success this season. We started with the T E Lawrence Trail Walk in November, organised by Gerald Davies. We parked at Bovington Tank Museum at ten and walked through the forest, ending at Moreton, where we visited the church, with its wonderful Whistler windows and to the resting place of TE Lawrence. We had lunch at the Dovecote Cafe, a stroll around the gardens and then we returned through the forest! There were 18 of us plus a well-behaved dog!



The second Walk was organised by Ray and Val Floyd on a bitterly cold day in January. This was around the lakes at Longham, starting and finishing at the excellent Bridge Hotel, Ferndown, for lunch. On this walk we had16 people plus dog.

The third walk, from Kingston in the Purbecks, was organised by

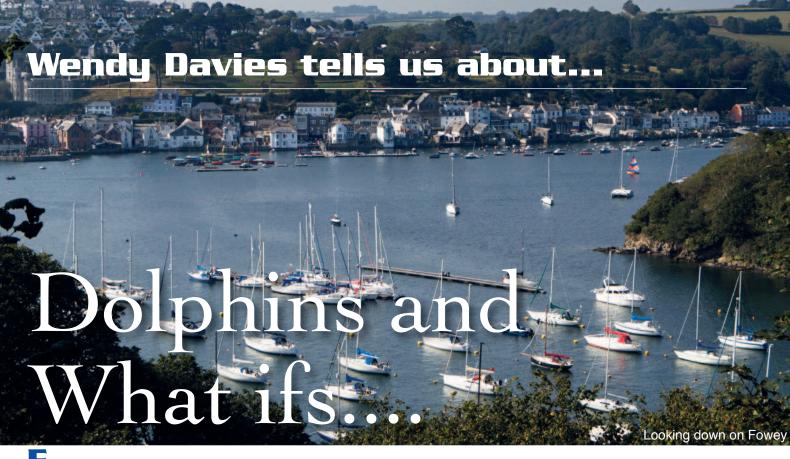
Gerald Davies for February. This time 19 of us plus Gerald's dog ended at the Scott Arms for a hearty lunch! This was a beautiful walk with fabulous views.



The final walk was on Sunday 26th March and started from the lovely village of Winterbourne Houghton, ending at the tranquil village of Ibberton in the Vale of Blackmore. There was some slipping and sliding down Bulbarrow Hill! There were seven of us: Gerald, Roy and Wendy Davies, Jan and Keith Taylor and new members Colin and Kim Fox. I have to admit I ducked out of the walk and explored Ibberton with its Medieval church, daffodils, primroses and wild garlic. After a cosy lunch in the Ibberton, the hearty ones walked back.

Well done everyone and thanks to all who have organised a series of excellent walks through the winter.





or a few years we had just been cruising around the Solent with no longer trips or channel crossings since 2017. In September 2021 we had a window of three weeks and with Covid restrictions eased we decided to take off and head West. What we couldn't foresee was the three weeks of Easterlies that we were going to encounter.

We set off from Poole with Portland Harbour as our first stop, spending a lovely calm evening at anchor, that is until midnight when the wind came up; we let out more chain and went back to bed. Next morning, we went into Portland Marina and spent a gorgeous day walking on the west side of the Bill. Our passage plan was for a 4am start, to do the inside passage round the Bill, however we were talking to a friendly fisherman moored next to us. He suggested we could have an extra hour in bed and that a 6am rounding would be ok, which is what we did in flat calm conditions.

The wind built to NNE 14-20 knots, the seas rolly and with 25nm to Dartmouth, we were suddenly joined by a pod of 50+ dolphins. They stayed with us for 15 minutes, darting and diving under the boat, it was a wonderful sight. With camera in hand, arm wrapped

around the shroud taking photos, there were a lot of misses as they were coming in from all directions, an amazing experience. We arrived at Dartmouth to discover it was Regatta Week, the HM found us a space rafted on the walk ashore, which gave us a ringside seat for the 'on the water' activities and the Red Arrows did a fly past, it was a lovely atmosphere.

Falmouth was calling and two days later with passage plan in place or should I say two different plans. It's called 'lack of practice'. Start Point was not slack, and the overfalls were not kind, but they swept us along. It was a dull morning, the wind was easterly and, with rolly seas we goose-winged our way towards Eddystone lighthouse, again joined by dolphins.

By lunchtime the wind had dropped, the sun was out and engine on. Suddenly off Eddystone we realised that the keel had caught a rope, engine quickly off and a 'heart in mouth' moment as we watched the rope drop away and sink with no sign of any buoy.

Falmouth Town Quay is always a good place to stay to refuel and stock up on stores before setting off to explore. We anchored in Channals Creek off Trelissick, using the dinghy to go ashore for



## A Falmouth Working Boat



walks. We then made our plan to move on to the Isles of Scilly the next day, with an overnight anchor at St Mawes.

With a forecast of ENE 3-5 dropping to 2-4 later we set off in 10 knots down the side of The Lizard, within the hour the wind had increased to 19-22 knots, with confused seas and large waves. With two reefs in the main we asked the question "Do we want 12 hours of this?" The answer being NO we turned and went back to anchor at Trelissick in time for breakfast. Once again, the Scillies had thwarted us!

We spent a lovely few days around Trelissick, Malpas and St Mawes. We spoke with one of the charter skippers who told us that we had made a good decision as the Isles of Scilly were so packed with boats that, even the charter skippers with their knowledge, were having difficulties finding space to anchor.

After a wonderful week of pottering around the Falmouth area, it was time to start our journey back east with a trip to Fowey. As it had been all the way along the wind was still from the east, ESE with lumpy seas and from now on a lot of tacking. Due to the wind direction Fowey was very sheltered and the buoys opposite the town quay were comfortable. The town was very busy but with gorgeous weather we walked the cliff paths. One of our few meals out was at Royal Fowey YC, wow, superb seafood whilst sitting on the terrace watching the sun go down. Highly recommended.

Our trip to Salcombe was overcast with poor visibility and with ESE winds we were tacking along the coast until the wind dropped completely, we then motored finally picking up a buoy just off the town. We set off for Dartmouth a couple of days later, a gorgeous day but no wind, motoring all the way – Hooray! Got the passage plan right this time with flat calm seas off Start Point and another large pod of dolphins to welcome us at the entrance to Dartmouth.

Continued >>>











We had four days in Dartmouth, walking the coast path plus taking the bus to Totnes and travelling back on the last river boat of the day, to watch the birds of prey and the seals putting on a good show mid-channel stopping the boat.

Finally, our trip back across Lyme Bay to Portland. The forecast was due to have some west, for the first time in weeks, and this is where another story unfolds. Our careful plan was to leave at



Soundings 2023

07:00hrs, with six hours of tide in our favour, with forecasted SSW 3-5 possibly making 6 knots and then 4-5 hours tide against, perhaps our speed dropping to 3 or 4 knots, for us to arrive for an inside passage around the Bill at 17.30ish. Wow! Wind was South force 5 increasing 6 and we were moving at between 7-10 knots and at 10.00hours our cry was 'We are too early!' We decided to make the early decision to go for five miles south of the Bill, and we arrived at this WPT at 13:00hrs. However a boat half an hour ahead of us on AIS did the inside passage. The tide had turned and when we were well past Portland we turned north to go to Weymouth. However, sailing straight downwind in a wind against tide situation causing confused seas. We knew we wouldn't make Weymouth and decided to continue back to Poole, knowing this part of the journey would be slow until we got a favourable tide off Anvil Point.

The What Ifs... of this story is; having since read an article, in the Beneteau Owners magazine, about the National Coastguard Institution at Portland Bill, plus also speaking with the NCI team at the Boat Show, reminded us that in the past we have contacted the NCI at Portland Bill when going West to find out about current conditions. Why didn't we contact them on this day to see if we also, like the other yacht, could have made the inside passage? However, knowing what the almanac says about on-shore winds F6 and spring tides, we probably made the right decision. Although it made a long day, we had the most amazing morning sail it really was a day of two halves. We now have a NCI sticker above the chart table with Channel 65 to remind us of the service they offer.

We have enjoyed looking back in the log. We had three weeks with no rain and, apart from the last day, it was all easterlies, there was lots of sunshine plus a few overcast days. We certainly had some sailing adventures, all-in-all making it a very memorable and enjoyable holiday.



uring the dull, dark, soulless winter days (that's to say when no sailing is possible) the Club is fortunate to have a Social Committee, which works hard to provide a wide range of activities to divert the frustrated sailor.

## Here are just a few examples:

Free film nights, which can be preceded by a meal are on the third Tuesday of the month are popular, and the committee tries to choose recent releases where possible, sometimes with connections to sailing or our locality. This winter titles have included Greyhound, with Tom Hanks as captain of a warship during the battle of the Atlantic. And Belfast, the heart-warming story of a boy growing up in a happy family in troubled sixties Northern Ireland. (At the end there wasn't a dry eye in the house!). Another entertaining film in February was The Good liar, cleverly acted by Helen Mirren and Kenneth McKellen, which kept everyone guessing right to its surprising conclusion. The most popular film evening was our Christmas special: Top Gun Maverick. Even if the story content was minimal, our recently upgraded projector, speakers and big screen enhanced the already stunning visuals and sound effects to ensure a dramatic evening's entertainment!

Themed meal evenings have proved very popular; the Indian experience, complete with authentic music provided by a sitar player, was eagerly anticipated due to the already famous choice of dishes which had appeared the previous year. Even the most demanding and ravenous curry eater was satisfied by the varied multi-course meal our chefs provided. It is no surprise that tickets were all sold well in advance for this delightful evening.

Another huge success was the Burns Night when our chef, who has a valuable contact north of the border, was able to obtain some award-winning haggis, and our members (who agreed it was excellent) were able to sample the genuine article. The event was given the required gravitas when the Haggis was welcomed with all due respect by our own Rob 'Roy' Russell in full Scottish regalia (see above Rob with Chef Ross). After a meal that even the

most demanding Scotsman would have approved, the evening concluded with a traditional Ceilidh band led by a caller who patiently explained the steps to those less light on their feet. Everyone, even those who after enjoying the whisky and an extra helping of neeps chose to sit it out, enjoyed the music and dancing.

One unforgettable event was the meal accompanied by magic show host 'Wayne the Weird' who, while we ate, went round the tables doing amazing card tricks and setting fire to ten-pound notes which then reappeared undamaged from a whole lemon, or even someone's ear. He later gave a display of mind-reading involving members of the audience, when he appeared to have committed a complete dictionary to memory. The show progressed to Wayne being handcuffed before stepping inside a large bag and after a lot of movement, reappearing shortly afterwards, still handcuffed, but with his jacket now on backwards. The finale, when it suddenly came, was accompanied by a gasp of complete surprise from the audience. (There are plans to invite Wayne back so I will not give further details!)

These are just a few examples of what was on offer and plans are already being made for similar entertainment to offset next winter's non-sailing blues. We look forward to seeing you.

## Postscript from Amanda Jones...

Being totally new to the Social Committee I can take no praise for the amazing effort that everyone has put in over the past 12 months. We are very lucky to have such a proactive and enthusiastic team, but we are also always looking for new ideas to consider. If you have an idea or recommendation, please let me know or indeed come and join us and make your idea happen! The aim is to have events that appeal across the membership. However, the thing that does make life harder is the PYC habit of leaving buying of tickets until the last minute. If you are coming along, please commit and buy a ticket as it really makes planning so much easier, plus events did sell out quite early, for example Burns' Night – so don't miss out.

# The Cruising Section's 2023 Programme

The Cruising Section has put together a great series of cruises to, hopefully, suit everyone, here's a little more about our cruising in company. See <a href="https://www.pyccruising-section.co.uk">www.pyccruising-section.co.uk</a> for up-to-date information

As ever, cruising is at the heart of what we do in the Cruising Section and we've planned an exciting series of cruises for you this season.

There is now an online booking system for our cruises. The aim of this is to make it easier for booking and also to ensure that all details are sent to enable us to make sure that bookings are processed promptly.

After you have made your booking, members of the Cruising Section are always available to support and answer any questions that skippers may have – especially from those less experienced or more apprehensive skippers. As well as the information briefing notes this may be about passage planning or with additional navigational or pilotage tips.

We've even got a Crew Register on our website, because we know there are members that would like to go on cruises but are not always able to own, or find, a boat to crew on and that there are boat owners that can't always find crew. To this end we have created a register that boat owners needing crew, or crew that would like to partake in a cruise can put their name and details on. The form is open to crew and boat owners to register their needs (and experience) so they can enjoy their cruising in company with others.



Shepards Wharf 14th – 17th April Happened pre-Soundings – sorry!

## Swanage Day Trip: 7th May

This is a day for people who want to experience gatting out of Poole Harbour and have a sail in company past the magnificent Old Harry Rocks and Ballard Down to Swanage where we will be able to stop for a few hours for lunch before heading back to the **Soundings 2023** 

Yacht Club for drinks and a chat. Sunday 7th May

## Lymington & Solent Week: 26th May – 4th June

This trip promises to be full of interest with four stops over nine days around the Solent. This trip will suit both those new to cruising and the more experienced members that love to sail in company and help newer members enjoy more of their sailing.

First stop on our trip around The Solent is Lymington, with it's



walks across the foreshores looking out over The Solent and the short walk into Lymington town, where you have a large range of interesting shops, eateries and a lively market on Saturdays.

Next stop, for those wishing to continue with the weeks cruising, is Newtown Creek (see main picture by Peter Hayton). This is such a tranquil spot for a raft-up, where you so often see seals languishing and it gives you an opportunity to wander up the little creeks in your dinghy to see the birdlife that abounds in the area.

Third stop, Beaulieu River. Such a lovely place to stay with walks up the river to the picturesque village of Beaulieu and the wonderful history of Bucklers Hard with its museum and heritage shipwrights school. Or you can wander up the river in your dinghy to see the sights from a different angle.

Lastly Yarmouth, a very popular marina right next to the town with all its shops and bars and bus station, if you wish to wander further into the Isle of Wight. You can also take your dinghy up the River Yar for a very interesting trip, I wonder how many of you have done that one.

## Yarmouth for RtI Race: 30th June - 2nd July

This cruise coincides with the Round the Island Race, with a meal

### Yarmouth



at the Royal Solent Yacht Club on 1st July 2023. Come along and enjoy the excitement of this famous race with friends. Afterwards explore the lovely town of Yarmouth just a few steps away from the harbour.

Friday 30th June - Sunday 2nd July 2023 (2 nights).

## Portland Marina 14th - 17th July

We'll be spending the weekend in Portland Marina enjoying the area's delights. There are interesting walks from the marina such as Chesil Beach, the Naval Military Cemetry and a good climb up to the Verne, where you have the most amazing views over the harbour and Chesil Beach. There are also some interesting places to visit, such as the American Military Normandy Invasion Museum in Charlestown, just a short walk from the marina, and Portland Castle. There are a few eating venues in, and near, to the marina and a new Lidl's at the entrance to the marina too.

Friday 14th - Monday 17th July 2023 (3 nights).

At the end of the weekend some will then continue down to the West Country (see below) while the rest sail home.

## West Country Cruise 17th – 23rd July

Brixham is the second call, where we will be berthing in the Brixham Marina. Brixham is a wonderful little harbour and town, where there are plenty of eateries, interesting shops, and some good walks, including the walk to Berry Head with it's fort, nature reserve, cafe and amazing views. You can also catch a bus from Brixham to Paignton and then catch the steam train to Kingswear and the ferry over to Dartmouth, this makes a great day out. Confirmed booked dates:

Monday 17th - Wednesday 19th July (2 nights).

Plymouth next, where we will be berthing in the Queen Anne Battery Marina under Plymouth Hoe. There is the Waypoint Bar and Bistro on site with a good menu, if you dont fancy wandering off too far on your first evening. The Barbican is only a short walk from the marina with all it's marvellous shops, eateries and galleries. The Royal Western Yacht Club is right next door, and the Royal Plymouth Corinthian Yacht Club is a short walk across Sutton Harbour Lock, so you will be really spoilt for places to eat.

The city is within walking distance of the marina and there's the The National Marine Aquarium nearby, on the edge of Sutton Harbour. There is also some amazing historical and modern places to visit, so you won't be bored with this venue. Confirmed booked dates: Wednesday 19th to Friday 21st July (2 nights). The home trip will be to Brixham Friday 21st July 1 night), Portland Saturday 22nd July (1 night) and then home to Poole. It could be possible to have an extra night in Plymouth and then travel back to Brixham or Portland and then home to Poole, this would be down to individual to decide.

## Yarmouth Harbour 10th - 14th August

This will be our second visit to Yarmouth,, where we hope to bring some new cruising members to the Solent to enjoy the delights of this lovely venue. It will be a great chance to chat with experienced cruising members and enjoy the company of other yachting people with all their stories.

Thursday 10th - Monday 14th August (4 nights).

## Littlehampton Harbour 24th – 28th August

Littlehampton Harbour is a very welcoming venue, and a first for us. A lot of yacht clubs visit this venue and there is a great selection of pubs and restaurants within easy walking distance,

Twenty miles of navigable River Arun to explore in your tender, an amusement park and two excellent sandy bathing beaches.

The Arun Yacht Club, opposite, are a welcoming bunch and are keen to host visiting clubs for dinner, so we should eat well in Littlehampton.

The cruise will attract a 20% discount on berthing fees, if we can get the numbers to a good level, and water and electricity is included. Friday 25th – Sunday 27th August 2023 (2 nights).

This will be a Cruise for the more experienced sailors among us. We will be sailing to Littlehampton with an overnight stop at East Cowes Marina, in the river Medina. then we will move on to Littlehampton for Friday 25th August. There is another overnight stop booked for East Cowes on the return leg for Monday 28th August (1 night).



## Weymouth Weekend 25th – 28th August

What better way to spend your August Bank Holiday than relaxing in Weymouth, with its many shops, interesting variety of eateries, inns and bars and a wonderful beach spanning the whole bay, it's even got a Punch and Judy show every day! There's a wonderful firework display on the Sunday evening if you want to stay an extra night. This is a great way to end our cruising year, with a good venue, great company, and a marvellous cruise along the Jurassic Coastline.

Friday 25th - Monday 28th August (3 nights).



FINALLY.....

On April 1st, Cruising and Classic had an excellent supper to celebrate the beginning of the season. 50 members and guests enjoyed an excellent two-course meal, followed by an illustrated talk by Gary Buglass, a member of Swanage Lifeboat crew.

We also took the opportunity to thank Richard Kaye (third left above), who is stepping down after 11 years as the financial wizard behind the Cruising Section, for all his amazing work!

Page 67

## Kate Mellor-Gibson and



Like many people at Poole Yacht Club, members of the Women in Sailing Forum find Poole's Vendee Globe sailor Pip Hare inspirational. The Women in Sailing Forum wanted to know more about her preparation for the Vendee Globe and offshore racing in general. Following is an interview with questions from the members of the Women in Sailing Forum.

What exercise regime do you have before you go racing? I try to blend weight training, mobility and core strength with cardio – so I run most days. I lift weights three times a week and I do as much yoga and Pilates as I can fit in.

## What is the longest time you have stayed awake?

I stayed awake for three days once, doing a solo race in a mini (6.5 metre race boat). It was the middle of August in the Mediterranean and there was a heatwave. My autopilot had broken just after the start and so I had to hand steer the whole race. I was hallucinating by the end and got really badly burned.

### What animals do you get excited about seeing at sea?

You can never get bored of seeing dolphins. I can hear them through the hull from a long way off when the boat is not going fast and I always go on deck to say hello. The albatross in the southern ocean are incredible. They are so huge and just glide around.

## As a woman, what challenges do you face competing in such a male oriented sport?

I think the biggest challenge I have had competing in offshore and solo racing is acceptance. Through my career I always have had to explain myself and tell people that I am the skipper and it's my **Soundings 2023** 

boat. It can sometimes be hard to maintain confidence when people constantly underestimate you. But the world of solo racing is a bit different. There is a huge amount of mutual respect among my fellow skippers and especially in France I feel very accepted.

## How do you keep yourself entertained during racing; do you bring a book?

When I am racing I don't really need entertaining. I am so focussed on sailing the boat, downloading weather, routing, maintenance, making media to send home. But I love listening to music while I am sailing, I listen to audio books too. Occasionally I will watch something on a tablet but quite often I am too tired for that.

## How do you manage personal hygiene on board?

During a race like the Vendee you only take a few changes of clothes – and they have to cover weather from the equator to the ice limit. You accept the fact you will smell a bit after a while but there is no one to smell you. I use baby wipes to clean myself, when the weather is warm I will have a bucket salt water shower, anti-bac hand gel before preparing food and after the toilet, I wash my hair in salt water. I regularly air my feet and anti-bac them as well. The most important thing is to try and stay dry.

## What was your scariest moment?

Climbing the mast at sea, alone is terrifying. That was easily the scariest moment of my Vendee and I had to do it twice.

## Thinking about the man-o-war sting, how did you manage the pain?

It was pretty difficult to manage being unwell during the Vendee.



When I was stung by the jellyfish I had burns and hives all down my legs and arms and it was painful for them to touch anything. I had to trust my medic on the shore, that she was giving me the best advice on pain relief and managing the allergic reaction and follow her advice. But when I needed to do something I just had to dig deep, tell myself it was just a moment in time and I would and could get through it and then just do what needed to be done through the pain.

## What do you enjoy the most about offshore racing? The least?

I love the endless possibilities in offshore racing, the fact that if you get it wrong you have time to keep trying to get it right afterwards. I love being in the ocean alone, feeling the environment and knowing that it is all up to me to make the most of what I have. There is not really a lot I don't like about offshore racing.

## Are the Doldrums a time to chill and recover, or is it just as

I find the doldrums harder than big breeze. They get in your head, when you are becalmed you imagine everyone else has wind and is sailing away from you. You have to work really hard to keep the boat moving and the sail changes can be never ending as the wind changes direction and strength frequently. A big storm is much more straight forward.

## Do you have any sailing superstitions, such as making Neptune an offering at the Equator?

I don't have any sailing superstitions. I used to years ago, never leave on a Friday, make an offering to Neptune, have nothing green on the boat - but then having made all of these things I got caught out by a rapidly developing low in the Biscay with 70 knots and my boat was turned upside down. After that I don't bother with superstition I am pretty sure it doesn't make a difference.



Page 69

# Pipistrelle's Pacific Passage By Elaine and Bob Hazell Living the Dream Spectacular Opunohu Bay, Moorea

A mazingly it is twelve years ago, in 2011, that we crossed the Pacific Ocean from Panama to New Zealand in *Pipistrelle*. The memories of these fantastic passages still remain so vivid in our minds, and those who came along to our talk at the Club in January will remember we said, even having crossed three other oceans during our circumnavigation, it was the best sailing we have ever had.

Deciding to transit the Panama Canal and continue west towards New Zealand was a huge commitment. Once in the Pacific, essentially there is no turning back, with few safe havens for long stays before New Zealand. The only alternatives are to sail north to Alaska, or to S America. We would need to cover 8,000nm in eight months.

So how did we get to Panama in the first place? A brief summary is below, and for those interested in more, detailed information is on our blog which can still be found on: www.yachtpipistrelle.wordpress.com.

In 2008 we enjoyed a six-month shakedown cruise which took us from the Hamble to the Isles of Scilly, north to Ireland, then to Scotland for The Classic Malts Cruise. Returning south via the Isle of Man, we headed to Pembrokeshire, crossed the Channel to Brittany and put in to several islands before heading south across the Bay of Biscay to Bilbao. The Galician Coast was verdant green, La Coruna and the Rias of Northwest Spain fascinating. *Pipistrelle* overwintered on the hard at Povoa de Varzim in Portugal while we returned home. By that time, you could say we were used to the 48 ft pilot saloon, though it was a steep learning curve, having graduated from a Moody 336, our previous yacht, the systems on *Pipistrelle* took some time to come to terms with.

That and the fact we had previously sailed extensively on a 58ft classic yacht called Overlord, owned by the Offshore Cruising Club, gave us the confidence we needed to embark on longer passages. 2009 saw us sailing to the Canary Islands via Madeira

for the start of the ARC Rally and our Atlantic crossing to St Lucia. Once there we sailed up and down the Windward and Leeward Islands. Island hopping continued into 2010 when we finally decided to head west from Grenada to the Venezuelan Islands, the ABCs, Colombia, and the San Blas islands of Panama. We still had the option of 'turning right' and head for Cuba, which of course we didn't!

Choosing the right blue-water yacht for us was of paramount importance. *Pipistrelle* is a Wauquiez 48 Pilot Saloon, launched in 2000. We bought her in 2008, after the previous owners had completed their circumnavigation. As a result, she was already extremely well equipped. The inventory was so extensive, it took four days to itemise on a spreadsheet. With almost 360 degree visibility from the saloon and dual controls, plus electric winches, she made for easy double-handed sailing. Fast, quiet and comfortable at a cruising speed of 7-8 knots, she was solidly constructed with a sail wardrobe of mailsail, genoa, staysail, cruising chute and also a trisail which we never used.

Below decks, the interior was extremely well designed, with a



Equator crossing and toasting Neptune

Soundings 2023

#### Phoning home, Miraflores Locks, Panama Canal



raised saloon and navigation area, galley with a large front-opening fridge and freezer, four-burner gas oven, the owner's cabin and ensuite forward, a double plus a bunk cabin aft as well as an aft heads and shower. Storage was never an issue, and the walk-in engine room, generator and water-maker under the saloon made maintenance so easy.

Planning our 2011 voyage had to take several major factors into consideration. The cyclone season in the Pacific ends in March/April, and the favourable trade winds pick up from April onwards. At the same time, the South Equatorial current flows westwards at between 1-1.5kn. Getting the weather window right for the final passage from Tonga to New Zealand is vital because the cyclone season starts again in November. The ideal arrival time in the Bay of Islands is as spring begins, meaning heading south from Tonga by the third week of October. In summary the challenge is sailing 8,000nm in 7 or 8 months, commonly known as 'The Coconut Milk Run'.

But first a vast amount of preparation was needed for our transit through the Panama Canal. Taking our own yacht through was truly a unique and exciting adventure. All this and more planning, we did from Shelter Bay Marina, which was just that, a refuge with great facilities, including a pool, opportunities to go for an afternoon stroll through the jungle and a shuttle bus for provisioning trips to supermarkets in nearby Colon.

Having been advised that engaging an agent took all the hard



administration work away, we found out from other cruisers that organising formalities for the transit yourself was really not complicated. So, we arranged for *Pipistrelle* to be measured, which was easy because she had already transited in 2001 and the paperwork had been retained. Even though we had our own warps and fenders we were obliged to hire 4 x 50m warps plus 8 tyre fenders, to be collected after transit.

The statutory advance payment had to be paid in cash to a specific bank in Colon. Not for the faint hearted, as Colon is dangerous, robberies frequent, and it involved getting \$1500 from an ATM before walking 150 metres with it to the bank. 50% is refunded as a cheque if the transit is completed within 48 hours, the yacht does not break down and create hold ups, or need to be towed.

The transit date/time are communicated, taking the Official advisor on board compulsory, as is having skipper and four crew, as well as providing food and drink for all.

We went through the Gatun Lock and up into the Gatun Lake on 11th February 2011, dropping down into the Pacific from the Miraflores Locks the following day.

Time at anchor in Panama was vital for yet more careful planning, ensuring *Pipistrelle* and her crew were in good shape for the coming months. As well as organising spares and engine parts we carried out routine maintenance following detailed schedules on Bob's spreadsheets. Most of the effort on board goes into



'Cute' sealion, Galapagos



maintaining equipment while constantly trying to prevent failures before they happen. After all cruising is all about doing planned and unplanned boat maintenance in exotic places! Along with engine and generator, the propellor shaft, pumps, through hull valves, water maker, electric winches and windlass were all serviced at regular intervals. Before every passage we carried out a rig check, and had insulation put on the spreaders to avoid chafing on the mainsail whilst underway.

We carried 575 litres of diesel plus 90 ltrs in jerry cans; 900 litres water and 40 litres in containers; petrol for the outboards; six full bottles of gas, and 75 litres bottled water in case sea water entered the main tank. We ran the 6 KVA generator for two hours each day on passage to charge the house batteries, and at the same time ran the water maker producing 50 litres water per hour.

A well-fed crew being a happy crew, the question was whether we were sufficiently stocked up for 8000nm and eight months! So armed with Elaine's detailed spreadsheet we visited four supermarkets, several times, to buy vast quantities of tins and jars, dry goods, household goods, fresh fruit and veg, meat, eggs and poultry, along with local produce on the final day at the fruit and veg market. To accommodate the provisions, stackable crates filled the ensuite shower, all bins under the cabin sole were used for tins, all marked on lids for easy identification. Fruit and some veg was put in nets in the saloon, having been washed carefully and dried. Flour, sugar, rice was decanted into used, clean, dry 1–litre tonic water bottles – weevil & bug proof. Cardboard got no further than the cockpit and was then taken ashore (cockroaches love cardboard), along with all additional food packaging taking up valuable space in the fridge or freezer.

It turned out we were able to top up on route, chicken, eggs, UHT milk, fish, and bread being readily available almost anywhere. The abundance of local fruit and vegetables including limes, pamplemousses (pomelo), coconut, mango was astonishing. We put the fishing line out, catching a lot of sizeable mahi mahi and tuna. We were overwhelmed by Carrefour in Tahiti for its irresistable selection of French produce, which came at a price. Wherever we made landfall en route, dealing with laundry and organising internet demanded careful planning. It's interesting how things we take for granted at home can become a preoccupation when at sea!

Giant tortoise 'Lonesome George', Galapagos



We carried a range of communications equipment including a VHF and handheld devices, SSB (single side-band) radio for long range daily net contact and Weatherfax and a Satellite phone for emailed GRIB forecasts plus emergency support. There is a big international cruising community out there which is extremely social and provides lots of support, even if it is purely via radio frequency. We carried paper and electronic charts (plus backups) along with relevant Pilot books and guides, Jimmy Cornell's 'World Cruising Routes' and used the 'Noonsite' worldwide online site for cruisers, which has information on almost every country cruisers visit.

We received weather forecasts by email using the Satellite phone, translated by Viewfax and updated daily automatically covering the next five days passage.

On 7th March 2011 we set sail from Panama to begin our Pacific Ocean passage. Holding 25% of the world's water it is 10,000 miles wide and up to seven miles deep with 20,000 islands, created two million years ago through volcanic eruptions. 1% is land, remote and isolated. We made landfall at 47 islands, a meagre 0.25%!

Just south east of Panama City lie the Las Perlas Islands, a popular holiday destination for wealthy city dwellers. The water is relatively clear with beautiful sandy beaches, especially good for BBQ's and relaxing! After about a week we started our passage to the Galapagos and, as we sailed west, we were treated to the extraordinary sight of sting rays jumping and even somersaulting well clear of the surface!

This was an eventful five days at sea, in as much that the ITCZ (Intertropical Convergence Zone) commonly known as the Doldrums was horrible, the wind coming from all directions.

Torrential rain, followed by no wind and confused seas, inevitably



Blue-footed boobie, Galapagos

Soundings 2023



at night. We then had good winds, calm seas, crossing the Equator when, in time honoured fashion, Neptune was toasted and closely followed by a greeting from a sealion that swam lazily round us.

Our landfall mid-March in the volcanic Galapagos was San Cristobal. Before we left Panama, we had engaged an agent to obtain an Autografo for us, a compulsory permit enabling us to stay for a month and visit a total of three islands. Having anchored, we soon had a sealion resting on our bathing platform. The novelty soon wore off! They are smelly, noisy and tenacious. Within 24 hours we had built a barricade to prevent access to the cockpit!

A friend flew in to enjoy the islands with us, and to help on the long passage to the Marquesas. Whilst San Cristobal was interesting, the jewel in the crown was Isabela, where penguins swam around *Pipistrelle* at anchor and we watched marine iguanas, blue footed boobies, white tipped sharks, turtles and frigate birds. We went diving to see manta rays with their 7ft wingspans, but missed out on hammerhead sharks. It was the coldest dive Bob had ever experienced – the Galapagos are after all influenced by three currents, including the cold Humboldt Current that enables unusual creatures to exist there. Giant tortoises wandered freely in the scrub, each island has a different variety, though on some islands they are extinct. Our final stop was Santa Cruz, where we saw land iguanas and Lonesome George, the 170-year-old giant tortoise, sadly no longer with us. All in all, for us the Galapagos islands were an unforgettable experience.

Timing our departure for the Marquesas, we had to wait for the ITCZ to move further north, reducing the time we had to motor to find wind. But within three days we had similar awful weather conditions experienced near the Perlas. With one deep reef in the main, this time the weight of water from heavy overnight rain had ripped the sail near the luff. Repairs by hand on the lowered sail took nearly all day in the heat and sailing at 7-8 knots! We had a good run though and having a third person on board meant we were each getting up to six hours sleep. We caught a number of tuna, the largest providing us with 37 steaks!

After 19 days and 3,000 nm we arrived at the anchorage on Fatu Hiva just after sunrise. What a relief it was to see land again! This island is spectacular with basalt columns guarding the entrance to the interior. The Polynesians were very welcoming, the children cute and smiley, and we had a magnificent lunch with several other cruisers in a private home, tasting wild boar cooked in an 'umu' or earth oven, along with various delicious fruit. Bananas are abundant, local farmers peel, dry and wrap the sweet result in palm leaves for export to Tahiti. We hiked to a mountain waterfall and pool for a swim, and enjoyed spectacular mountain views on the way back.

On Hiva Oa we took an island tour by taxi, visiting various tiki

sites (sacred statues) and had an even better tour on Oa Pou, our favourite island. Check out was at Nuku Hiva, where the northern bays were again spectacular.

Our next stop was the Tuamotus, or 'the dangerous archipelago' as they are known. Famous for their black pearl production, there are 76 low lying atolls. The tops of palm trees are visible first at just 7nm away! We visited Kauehi and then Fakarava, very strange being in a calm lagoon with big Pacific swells crashing on the surrounding motus (coral and sand islands). The biggest danger here was the entrance and exit through the pass, a bit like Poole Harbour entrance with big tidal flows but very narrow, and generally one only enters and leaves at slack water.

Tahiti was 232 nm away, our problem being slowing *Pipistrelle* down for a dawn arrival. We moored at Taina Marina, outside the main town of Papeete, but all the facilities we needed were easily available, with buses into town, and an excellent Carrefour on the doorstep. The prices brought tears to our eyes but it was a treat to visit a 'proper' supermarket for the first time since Panama and taste fresh French food! We hired a car to tour the island, visit the Paul Gauguin museum and see Venus Point near where Captain James Cook first landed in 1769. One of his many tasks was to observe the transit of Venus across the sun, to try to ascertain the distance of the sun from Earth.

Moorea is only 12 nm away, and the sun setting behind the mountain peaks was another spectacular sight. Even better was a visit to the island itself, where we anchored in Cook's Bay, and Opunuhu Bay, where Capt. Cook in fact made landfall. Close to this second bay we swam with sting rays and white tipped sharks and hiked to the Belvedere viewpoint, with a stunning panorama overlooking both bays.

The freezer developed a fault, so we had to return to Tahiti, Elaine having negotiated with the marina to store all our frozen food (apart from the ice-cream) while repairs were being done.

An overnight sail to Huahine followed, an island that had been





severely damaged by past cyclones. The windward side of this island in the lagoon is delightful; we anchored in 3.5 metres of crystal clear water over sand, and were adopted by a young local couple, in whose garden we held a BBQ for 12 of our cruising friends. Toriki grows vanilla, pamplemousses, bananas and the gardenia flower, used every day either as fragrant garlands or behind Polynesian women's ears to denote their state of marriage – left is still available, right already spoken for! The snorkelling was excellent and we saw a young anemone just about to discard its red protective covering.

The other Society Islands we sailed to were Raiatea, where we had the mainsail repaired again, Taha'a and Bora Bora, all of them stunning in their different ways and well worth the visit.

Bad weather delayed our departure from Bora Bora. In fact marinas were closed and vessels were prevented from departing through the reef passes by the marine authorities. We had the choice of sailing direct to Tonga or via the Southern Cook Islands which most yachts visit. But we chose Suwarrow, in the Northern Cooks, an atoll 700 nm from Bora Bora that can only be reached by private yacht. It is a National Park, and two park rangers live there each year from June to November .

Suwarrow is entered through a narrow pass with reefs either side and in the centre. It faces north east, where the trade winds blow from! Once safely through, it is an idyllic spot. Black and white tipped sharks adopt the boat as soon as it is anchored! The rangers live in a 'shelter' on Anchorage Island and for the 11 boats of different nationalities at anchor while we were there, they organise reef walks, fishing expeditions, pot luck suppers, beach sundowners and film nights. The highlight for us though was snorkelling with manta rays that frequent the lagoon. Whilst we saw many in the Galapagos, we had not managed to snorkel with them – an amazingly graceful sight.

However Western Samoa called, a five-day passage with a following wind. We berthed in Apia marina on Upolu (a welcome rarity for us to be alongside!), checked in and thankfully switched on the air-con. Great evenings ashore included traditional dance

Soundings 2023

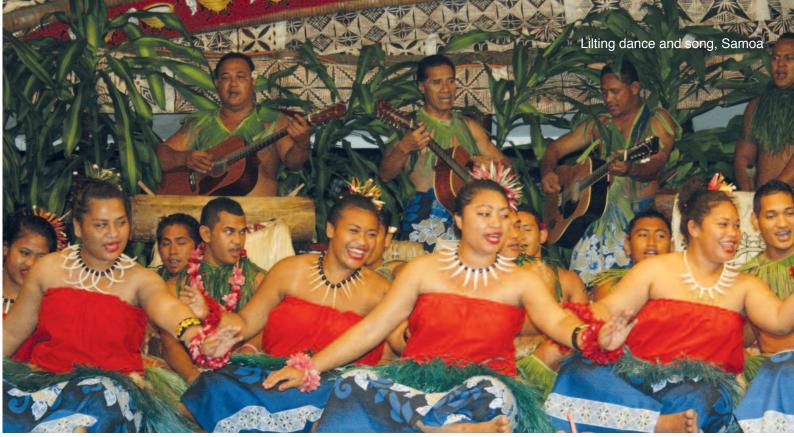
performances and good value meals out. Our 'rent a wreck' hire car enabled us to tour the island when we visited Vailima, Robert Louis Stevenson's house and where he died. The friendliness of the Samoans is overwhelming, their lifestyle fascinating – falas, (small houses) with no outside walls, just blinds that drop down at night, and graves of their ancestors in the front garden!

From Upolu we sailed to Savaii for a couple of days, the second Samoan island where we put in to Asau Bay having negotiated an extremely tricky entrance!

Following the rhumb-line for the first time in months, we had a great passage south to the lovely island of Niuatoputapu (what a mouthful), part of the Nuia Group of Tonga. It was devastated in the 2009 Tsunami, and we happened to arrive just before the anniversary, which was commemorated with church services, attended by a government minister, and sporting events.

The following day we were invited to the annual church feast, a really special event. Palm-frond shelters in a semi-circle shaded us from the fierce sun, while vans brought in three-tier biers loaded with crabs, lobsters, roasted suckling pig, salad, fruit and desserts. There was far more than we could eat and it was all





delicious. Our hosts even provided us with a basket of food to be divided amongst the eight boats at anchor. They have very little, but give gladly, and we made a donation to church funds.

The Vava'u group is some 160nm to the south, a great cruising ground with a significant number of idyllic sheltered anchorages in crystal clear water where we enjoyed a lot of swimming and snorkelling before heading south again, this time to the capital, Nuku'alofa, on Tongatapu. This is the nearest port of entry/exit to New Zealand, which lies 1100nm to the south, so our focus turned to preparing for the challenging sail, including bringing duvets and thick clothing out of deep storage!

From October onwards in Tonga most cruisers' concentration is on the passage to New Zealand and the complex entry formalities into the country.

Weather systems in the southern hemisphere are the reverse of the northern hemisphere, in as much that in anticyclones the wind circulates in an anti-clockwise direction, and in depressions, clockwise. The weather in this area of the Pacific originates in Australia, and generally high pressure follows low pressure as regular as clockwork, about every 5-7 days. We needed to set off with high pressure passing us, bringing in SE or NE'ly trades, which would last for 5-7 days. In the event that a low pressure comes in more quickly, the idea is to head further west, to pick up NW'ly winds to blow us towards NZ. Other systems that complicate matters are tropical convergence zones, a meeting of two opposing air masses that bring rain and strong winds, and big fat highs, that also bring strong winds.

Having studied the weather for weeks, on 25th October we decided we had the window to set off, and were soon romping along at between 7-8 knots. We arrived off Minerva Reef at 02:00, and spotted one light. The anticyclone showed no sign of moving off to the east in a hurry, so we decided to make straight for New Zealand. For the next four days we enjoyed either easterly winds on the beam or south easterly just forward of the beam. We had one reef in the main and juggled the head sails according to the wind strength. The temperature fell, we curled up in the duvet when off watch, and the spray from the bow was cold and wet.

What a contrast to the tropical sailing we'd been used to for over two years! Night watches (3 hours on, 3 hours off) were from the comfort of the saloon, checking every 20 minutes in the cockpit to ensure we had not missed any hazards.

We arrived in the Bay of Islands in the afternoon of 31st October having averaged 7.5 knots for the 1100nm passage that we completed in six days – just brilliant. Having gone through check in formalities, including having our cooked evening meal confiscated by the Quarantine Officer, we were able to relax instead with a very welcome dinner ashore, knowing *Pipistrelle* was safely alongside in Opua Marina.

New Zealand is a marvellous country, a bit like England was in the 50's to 60's, the people incredibly friendly and helpful and the countryside awe inspiring. We loved it so much that we spent two seasons there, but more about that in our next article.



#### **Ground Breaking Training**

By Gerald Davies, Cruising Section Class Captain

## Man Over Board!

his year the Cruising Section has broken new ground with the introduction of radical innovatory training concerning man over board (MOB) casualty recovery. In January Chris and Juliette Elfes gave an illuminating talk at the Club which showed up a number of critical issues concerning MOB.

Amongst these were the inherent difficulties in recovering a person once they have been located and are alongside the vessel. Concerns have been held for a long time by the fact that when undertaking the RYA courses a fender is used unrealistically as a casualty.

Consequently, arising from the talk, a training partnership has been established between Poole Sailing, the RNLI and the PYC Cruising Section. The basis of this is that an instructor (Rob Gibson, from Poole Sailing) goes on to participating boats for one hour and teaches them how to recover a realistic casualty, which is in the form of a life-size and life-weight dummy provided by the RNLI.

Basically the method utilised involves using a spare halyard and a 'handy billy' (specially configured block and tackle) which is shown being used in the accompanying photos. The first weekend's training demonstrated to skippers and their crews that, even with the right equipment, this takes both practice and strength. There are already a second and third weekend of this opportunity which should see almost 40 boats and crews learning.

Our Sailing Secretary, Richard McAvoy, felt that this initiative was one of the best training innovations the Club had put on.









#### Jan Taylor reports on the



he Winter Talks this season have been a great success. We started off in January with Chris and Juliette Elfes talking about their terrifying Husband Overboard experience off the coast of Northern France. They wrote about this in last year's Soundings and, as a result of this, we asked them to talk to us about their ordeal. 85 members turned up to hear Chris and Juliette describe what happened and they led group discussions about what they did wrong and how we could all do better! It was a lively and thought-provoking evening and as a result. The Cruising Section has set up a series of MOB training sessions which have already been successful – see another article in Soundings.

The second talk, later in January, was the first part of "Living the Dream", Pipistrelle's Pacific Passage in 2011 from Panama, across the Pacific to New Zealand. This beautifully presented and illustrated talk by members Bob and Elaine Hazell, attracted a

very large audience and proceeds were split between Ellen MacArthur Cancer Trust and the Commodore's Charity.

The third talk, in February, was again a sell out! The well-known author of The Shell Channel Pilot and an hilarious raconteur, Tom Cunliffe, entertained us in his "foghorn voice", (his description), with tales of his adventurous life on and off the water! Needless to say it was great fun having dinner with him beforehand!



The final talk was the second of Elaine and Bob's "Living the Dream" talks: Kiwis to Orangutans! Continuing the story of Pipestrelle's circumnavigation, cruising around New Zealand and onwards to Vanuatu, Huon Reef, through Indonesia to Borneo!

harbours for future reference!

We are already planning next Winter's Talks, with Bob and Elaine continuing their circumnavigation and Tom Cunliffe making a return visit. In the meantime we have a sailing season ahead.



# Decoding the "Code 0"

By Owain Peters

Owain Peters brings a wide range of experience to bear from a life-time of cruising and racing yachts from Sonatas to Superyachts. Here he discusses the history of the "Code Zero", and the choices facing sailors looking to invest in the new 'crosswind' sail sector. It started – as it often does – on racing boats.

he "EF" sponsored teams in the 1997/98 Whitbread Race had discovered that a very flat spinnaker could be used at wind angles that were previously only the preserve of upwind headsails, but with no rating change.

The advantage was only available in the zone between beating and being able to get a 'normal' asymmetric spinnaker up, and only when the windspeed allowed it: however with oceanic length legs this advantage was sometimes significant.

The expression "Code 0" was coined by a nameless joker who had spotted that these sails were bigger than the "No.1/Code 1" headsail, and the term has now become lodged in our collective consciousness.

#### **Shape Choices**

In order to measure as a spinnaker under most rule systems – and enjoy the rating benefit this offers – a minimum mid-girth measurement (i.e. half way up the sail) needs to be observed: this can create a difficult-to-support span across the middle of the sail depending on the rule.

Under IRC this measurement must be at least 75% of the foot length, plus the leach must be no longer than 95% of the luff length: this requires skill to design well and concentration to trim. These types of sail have become defined under the current IRC rule as a 'Code 0'.

A mid-girth limit defines other types of sail too – for example a 'Screecher' under the later VOR rule allowed girths between 50 and 75%. However the shape restriction imposed by this, and the consequently relatively narrow effective wind range mean they all remain fairly specialist sails which also occasionally make big differences to race results and passage times.

#### Complementary hardware

Simultaneous with the development of these sails has been the trickle down of the furler technology. Superyachts were already dabbling in the late 00's and the open 60 class were also pioneering structural furlers (which replace the forestay) around the same time. Both proved the 'free flying' concept for others to follow. These have rapidly taken over from the various powered launch and douse systems previously seen on classes like the V5 AC boats due to their ease of handling and speed of deployment and furling downwind sails have now become a common sight on cruising boats and club racers.

These free flying furlers rely on an aramid- based 'anti-torsion' **Soundings 2023** 

rope instead of the standard aluminium foil (wrapped around the structural forestay) that a conventional headsail relies on at the leading edge. This allows the creation of sails that furl around their own luff, and which can then be conveniently dropped as a tightly wrapped coil on to the deck for stowage.

#### What's in a name?

Modern fractional rigs (with either non-overlapping or self-tacking headsails) generally sail upwind much more easily than traditional IOR-era rigs: those older overlapping, masthead genoas will make some readers' arms ache at the memory of the winching required when short tacking!

When fractional rigs bear away the jib gets blanketed or "twists off" more readily than their masthead counterparts, especially if it



is a non-overlapping or self-tacking headsail. This tendency has driven an evolution in alternative 'crosswind' sails that echo those Whitbread sails from 20-odd years ago.

Cruising owners tend to require an all-purpose offwind sail offering a wide range of options in use, rather than the last 0.05kt of boatspeed on a given leg. Combined with a furler, they can also be a useful short-handed upgrade for the typical couple or family due to their ease of use.

Given the measurement restrictions are only relevant if you are racing, other names are more appropriate for these more versatile sail shapes. 'Gennaker' is an unspecific portmanteau describing any asymmetric shape between a spinnaker and a genoa and 'Cruising Code 0' is a seductive but misleading term, with implications of rules compliance whether or not it is!

More precisely, a 'G-Zero' refers to one option within a range of cruising shapes that tends to have a straight luff, and 'Ultra Light Genoa' (or "ULG") is a modern sail that harks back to those monster IOR headsails: both these types also furl much more easily than fuller shapes and have a wide range of effective wind speeds and angles too.

The common thread is in describing a cruising version of the racing sail and the distinction is important: whilst the jargon of sails can seem ambiguous and occasionally contradictory, sailmakers generally aim to use terms with quite narrow descriptions.

#### Glimpsing the future

So where will this lead? In 2019 the IRC/UNCL announced they would be rating these 75% mid-girth sails differently in future. In the same year the ORR (Offshore Racing Rule) in the US began pioneering the rating of 'large roach headsails' which reside in the "no-man's land" between upwind headsails and spinnakers. The ORR believe they can now fairly rate these sails at between 50-75% of the foot length, when measured as a spinnaker: the world of racing is watching developments in both systems with interest.

In practice and especially if not constrained by rules, there is almost an unlimited range of designs between the jib on your forestay and the largest racing asymmetric spinnaker. These incorporate every weight of cloth from hard-wearing to super lightweight and every nuance of shape from flat to full. Trusting the person specifying it on your behalf remains a hugely important component of your relationship with your sailmaker!

The language in this area is still new though, so when you're having your sail made be kind to your sailmaker by being as accurate in defining your needs as you can. Until the design for a Magicsail is finalised ("Performs best in all conditions! Sails directly in to the wind! Free sky hooks with every order!!"), purpose should be your watchword.

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

#### Very similar sizes. Very different sails!

Left: "ULG" A 43% mid girth headsail design, with a UV protective leech and foot allowing it to be left up furled for longer periods. Below Left: "Code 0" Precisely 75% mid girth: note the large roach on the leech, and projecting luff round, it is also numbered for racing. Below Right: "G-Zero" The smaller 63% mid girth, and straighter luff are evident next to the Code 0, but this is an easier sail to use.





Page 79



The Hotshots is the Thursday night youth race group. It was started when the Wednesday night Youth Training fleet members were getting too big and putting a strain on safety cover ratios.

The ethos of The Hotshots. It is to encourage the sailors that have completed all their RYA qualifications and find that they have nowhere to move on to. Its purpose is to develop their sailing techniques, racing skills, build confidence being amongst close sailing and, most importantly, make friends and enjoy their sailing.

During their time on the water, we will unofficially coach them

on improvements that could be made or on rules that may have been infringed! Although the group is predominately Toppers, we would welcome other boats to join us.

On Thursdays we try and launch before the adult fleets, to avoid congestion on the slip, and sail out in Ham Bay, water and tide allowing. We do 3-2-1 starts, this means less time hanging around on the start line and more time sailing. Most times we will sail a Trapezoid course or a simple windward-leeward course, if it's really breezy then we will ditch the racing altogether and just





go blasting for the fun of it!

As the season progresses and participants confidence and skills improve, we then occasionally join in with the Laser Adult Race Group, which again will assist in their confidence as they transition and race against the adults. Apart from the sailing rules the other rule that applies is "don't beat the Class Captain" (Steve Ehrhart).

Last season all our Youth Sailors were amazing, not only did we win the Commodores' Challenge (again) but we also had 29 sailors participating in Parkstone Youth Week, in which we faired well in all fleets.

If you have, or are, a young sailor who has completed their Start Race or are on that course this year and fancy joining in the fun with The Hotshots, then please get in touch with either myself or James Clarke.

Unfortunately, there comes a time when the young sailor becomes too big and outgrows their boat, which is inevitable. This is when they transition into a new dinghy, be it a single or a double-hander. Then it is time for the other Class Captains to put on their mentor hats and help develop our young future racers at Poole Yacht Club.







#### Lorna and Gary on their wedding day



"My Fair Lady" at the Revue



Val Cobb, Pat Boobyer and Lorna as "schoolgirls"



Lorna with Club President Bob Newton



Soundings 2023

#### What can I say?

By Lorna Whitehead

Ridiculous to try to condense all those years into an article of a page or two but here goes.......

# 46 and a bit years!

at Poole Yacht Club, starting at the old premises, (for those that don't know) now the Harbour Commissioners offices. Captain George Thornton (ex-Captain on "The Queen Mary") was the Club Secretary and I became his assistant. It was just the two of us, one manual typewriter and a gestetner duplicator for the dreaded Committee Minutes and all the other printed matter – those were the days!

However, then, we only had 70 swinging moorings, a small number of dinghies and a pier, with a tractor and trailer for haul out. Although as a child my Dad had a Poole Canoe and we spent a lot of time in the harbour, I had a lot to learn about boats.

The then Commodore, Roy Bowyer took me around the three yards and the James Building to identify the variety of craft, fin and bilge keels and the method of blocking off. All cruisers came ashore for the whole winter and in those days I calculated the invoices with the aid of a "Ready Reckoner". Club moorings were at the mercy of the Oyster Fishermen so we'd use the Lounge binoculars to try and identify the offending dredger when they dragged the ground tackle.

The Club President, Bob Newton, asked if I would like to join the 201 Club, a monthly draw with a £13.00 stake, I can remember declining, thinking I might not stay that long. Who knew? I never did join the 201 Club.

A year or so after the move to this lovely new Club, Captain Thornton retired and new Club Secretary, Linda Clark, came. The two of us worked together for a good 15 years, finally progressing to computers and e-mails.

It was during that time I began my sailing "career". Starting in Dayboats, R19's and a brief spell in Class III (although I did once get mentioned in the Echo as helm on "The Hunter", it was a tad wet for my liking). I quickly progressed to Class I with Jim and Chrissy in "Flair". My claim to fame was occasionally "minding" the Olympic "Team Mac" girls as youngsters and being part of the complete family involvement with all the crew. In between the great racing and loads of trophies we won, the knowledge and experience I gained, both on and off the water helped tremendously with my ability to manage the berthing, moorings



and yard storage. Particularly helpful when re-siting boats for the dredging programme and new pontoon works.

My job hasn't been easy being on the front line, and certainly not popular having to tell members they can't have, or do, what they want. But having seen 17 Commodores through office and all the changes involved, in the main, I've absolutely loved working at the Club and always been really proud to say so.

Over the years I've made many friends and colleagues and of course gained a long-suffering husband, who would always accompany me if I was called out for the alarm at 2.00 in the morning! We also had our Wedding Reception at the Club and afterwards "sailed" away from the Haven, with all the "Flair" crew onboard to be greeted by a convoy of vehicles and full headlights as we arrived at Town Quay.

Other great events include involvement in some brilliant Club Revue shows and social functions creating lasting memories, not least John Waters cycling around the Club Lounge with me sat in the cycle basket dressed as a French maid, such fun!

Being the long-term continuity in the Club, along with our Solicitor and Club History "Author" Richard Cake, I've sort of felt like the "keeper" of the rules and tradition, but really that's down to you the members. Watching the children grow into sailors, become parents themselves and then bringing their own children too has been wonderful and I sincerely hope the family life will continue to be core to ensure the future of the Club.

My sincere thanks go to all the members who sent personal cards, messages, best wishes and gifts on my retirement, you've been so kind. Also, to those that I believe have contributed anonymously to my gifts from the Club.

I will very much miss being part of the everyday Club make-up but thank you for the best years of my life and cheers to the rest!

Lorna with the Flair Crew



John Yonwin on Lorna's presentation day





# THE HISTO OF POOLE YACHT CL

Richard Cake's Book

#### **POOLE YACHT CLUB**

and HAMWORTHY & BOURNEMOUTH SC

1852 - 1987

Richard Cake, assisted by Dick Morris with the archive collection, and Sue Thornton Grimes, plus others, have produced a book outlining the history of our Club, its members and their yachts of all sizes – from its formation in 1852 up until our move to the present premises.

Available behind the Bar for only £10









Peter Keats Boat Sales is a Poole based brokerage with an unrivalled reputation for personal service, integrity & security.

- Active member of Parkstone YC
- Industry leading sales details
- Approaching 30 years of experience
- Free advice
- Friendly and approachable
- Outstanding value

Please call, email or WhatsApp T: 07809 221135

E:peter@peterkeatsboats.co.uk www.peterkeatsboats.co.uk

#### **Business Supplies**

delivered to local businesses and home workers

- Paper
- Office Products
- Furniture
- Cleaning & Hygiene
- PPE & Signage
- Uniforms & Workwear
- & Much More

From our extensive stocks in Bournemouth



sales@aceoffice.co.uk 01202 240000



www.aceoffice.co.uk







- Polo Shirts
- Sweatshirts
- Knitted Jumpers
- SoftShell Jackets
- Padded Jackets
- Beanie Hats
- Bucket Hats
- & Much More

Ask in the Club Office for Poole Yacht Club members clothing!





## Mega3 Energy Services

Helping You Spend Less!

#### Business Energy Brokers & Consultants

#### Business Energy Contracts (electricity or gas)

We specialise in helping businesses save time, energy and money by searching the market place using major energy suppliers to secure lower energy rates, which enables us to reduce their energy costs.

### SME & Corporate (bespoke) Contracts

We can save you up to 70% (typically 20-40%) off your electricity and gas bills (at contract acquisition/renewal)

#### Residential Savings on Household Bills

We specialise in helping residential customers save money on all their household bills. Electricity, gas, telephone, broadband, mobile, shopping, petrol, D.I.Y. and much more.

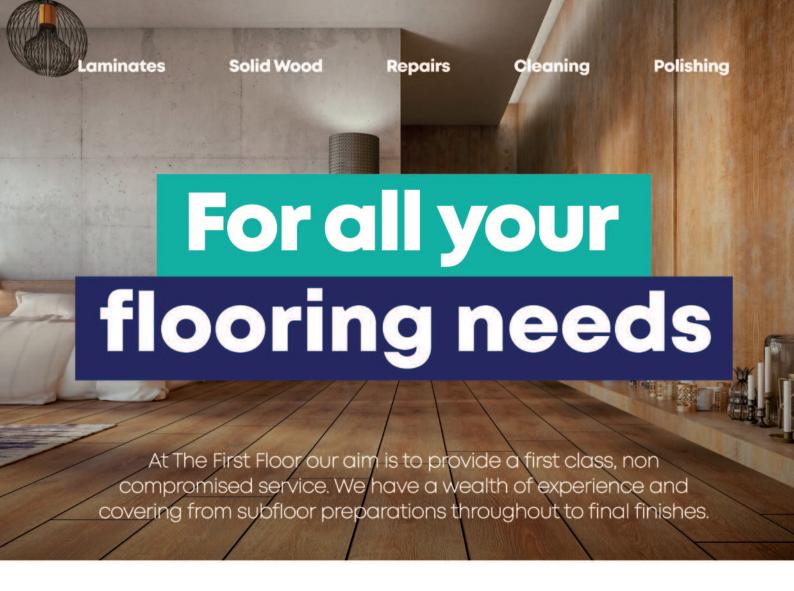
- Looking for an extra income?
- No experience necessary
- · Fantastic benefits!

For further information please contact

Mr Carlo Maggi Dip NDEA Dip DEC - Director

T: 01202 950890 M: 07810 777518

E: carlo@mega3energyservices.co.uk









**Specialist Products** 



**Rugs & Carpets** 



Let us know how we can help you

01202 734831 info@thefirstfloor.co.uk



01202 022 891 INFO@COMPLETEMARINESOLUTIONS.CO.UK

WWW.COMPLETEMARINESOLUTIONS.CO.UK