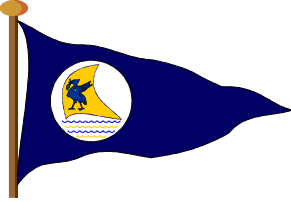


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GRAPEVINE

Winter 2007



The Magazine of
LIVERPOOL YACHT CLUB

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If you have anything you think will be of interest to members please feel free to put pen to paper, or, preferably, fingers to keyboards and send to the editor. The deadline for contributions for each Grapevine publication is listed in the current year dairy. Please remember that Grapevine is now published on the LYC website.

Email: grapevine_lyc@yahoo.co.uk

Website: www.lyc.org.uk

Web-master: Paul Fairfield LYC@pfairfield.freemove.co.uk

Covering photograph:

The skippers of the open 60s in the Velux5oceans single handed race and the start.

Photo by Colin de Mowbray of Clipper Ventures.

From the Commodore.....

Here we are again, the shortest day out of the way and spring is not too far off. I hope Christmas and the New Years was a good one for you all. Ann and I went to Southern Ireland for Christmas, a place called Lahinch, County Clare on the west coast. We had a wonderful time and I met the Commodore of the Royal Western Yacht Club who invited me for a sail next time I visit. Sailing in the Atlantic Ocean will be something different, but who cares as long as it is sailing?

The first of our Club Events since the last Grapevine was the Autumn Regatta organized by our Race Control. A superb buffet was arranged by our Rear Commodore and House Committee and thanks to Paul, who provided us with a musical evening singing sea shanties and other ditties after the buffet and presentation. Wow - not only a good sailor but a musician and singer as well! This event was a great success thanks to every one involved.

Next came the Laying Up party, again another excellent occasion; a delicious hot pot was enjoyed by us all.

Thanks to Mike's boys and girls at the bar and the Chef from the Marina galley and many thanks to the House Committee once again.

What a wonderful dinner we had at The Artists Club in the City on the 24th November. It was so well organized and we were made to feel so welcome by Peter Summerfield; both Ann and I really hope that this venue will be a must for 2007. However this will be up to the House Committee and Peter.

On the 17th December the Children's Christmas Party took place; what a really a terrific occasion this was. Ann and I as adults were excited by the arrival of Father Christmas in Gullmaren with lights twinkling in the dark and decorated for the occasion it was beautifully done. Santa came up the ladder from the saloon on to the deck and the children went mad. Lovely gifts for the children were given out on Santa's arrival in the restaurant. He was ably supported by his three little helpers from the House Committee Trish, Angela and Mary.

Many thanks to Helen for her artistic face painting, the children really loved it. The children's entertainers also did a really good job with so many kids and best of all the children loved it. It was great to see Mary and Alan's two week old grandson and Anita and Doug's six month old grandchild sitting on Santa's knee for photographs; two future sailors for LYC. Another great success, my congratulations to the House Committee.

This brings me to Boxing Day's 'Tinsel Star' and as previously stated Ann and I did not make it as we were in Ireland. We did try to postpone it but the tides were not suitable. As reported to me it was a great Fun Race due to Jim Connolly, Dicko and company, thank you all. A Hot Pot was provided by the Restaurant as it was Boxing Day; thanks go to Sandy. Thanks to everyone who took part, especially our boat owners, the most important part of the Tinsel Star. Hope you enjoyed the champagne we left you?

Well folks we have a great program of racing events to look forward to as well as a whole calendar for cruising and dinghy sailing.

Race Control and the Sailing Committee are doing a magnificent job and the House Committee are working well together and also doing a superb job.

Richard Baldwin our Membership Secretary and Publicity Officer is a great asset to LYC and nothing is too much trouble for him.

Congratulations to Liz Fowle as Editor of the Grapevine with the help of her husband Tim. I was very impressed with the autumn issue of the Grapevine. I personally think it was one of the best editions we have had in the past ten years. Well done Liz. All in all we are very lucky to have a very competent team of volunteers.

My congratulations to you all. Please keep it up for 2007.

Finally I would like to remind you of the date of the Annual Dinner and prize giving. It will be on Saturday 10th March 2007 at the City Marriott Hotel.

Hope to see you all supporting this very important event including the Racers, Cruisers, Dinghy Sailors and all Members.

Happy New Year to you all.

JOHN D'Henin

...from the Vice Commodore.....

2006 ended in stormy fashion and the whole year seemed to suffer from too much or too little wind, nonetheless from a sailing point of view I believe the club had one of its best years.

Overall the number of boats racing was slightly down on past years but the quality of racing has noticeably improved. The new class splits introduced at the beginning of 2005 took a little time to settle down but it's pleasing to see the numbers in Class 3 are going up and Classes 1 and 2 are enjoying closer racing on the water.

For 2007 it is intended to have more races starting and finishing up river using Gulmaren and to have a few back to back races when tides allow.

In the previous issue of Grapevine I said we were talking to the Menai Straits Regatta Committee about making this event more attractive to offshore and cruising boats, to this end they have included Sunday Racing in this year's programme and are prepared to lay some moorings (about 10) for LYC boats.

Richard Booth, our Racing Captain, and I are going to meet their Chairman and some of their Committee to pass on one or two of our concerns about keel boat racing in the Straits and try to come up with some solutions.

Problems such as narrow channels and banks in some areas and the mixing of bigger keel boats and dinghies will be raised.

It is intended to have Gulmaren at Beaumaris or Menai Bridge to act as LYC base mother ship and to have the odd rib or two, maybe three, as liberty boats.

If you look at the Sailing Programme for 2007 (it's on the web) you will see it's one of the fullest we have ever had with an events period from the beginning of May to the end of September and there are still a couple of events to fit in.

The Kindred Clubs Regattas come thick and fast in May and June followed by the Lyver Trophy in July followed by Straits week.

Will we ever be at home and who is going to cut the grass?

NOT I SAYS MAGGIE!!!

This is going to stretch Race Control to the limit to provide sufficient teams and cover for all the events programmed, so they will be calling on all boat crews for help from time to time and it's also important that everyone does their allocated duties. For without Jim and his merry crew we will not have a racing programme.

There will be a Club Race Officer training course on Saturday 24th February 09:30 to 16:00.

Dinghy Dave and Jack Hilton have run a series of Keel Boat Awareness sessions for members moving from dinghies to keel boats and also for new inexperienced members, these have been very successful with great reports from those taking part. The sessions are going to continue with an expanded programme starting in February. Also, they will be holding 'Meet the Club' evenings on the first Wednesday of each month 8pm - 9pm, just before "Quiz night" these are mainly for new members but all are welcome.

Well done guys.

All the best for 2007 and great sailing.

Derek Sparks

.....and the Rear Commodore

The 'Laying up Party' was a really good night, about 60 members enjoyed great music and a 'Hot Pot' supper. Lets make next year even better by having more members attending - go on let your hair down!

Wednesday 8th Nov - David Hill gave an informative talk and slide show on the history of the Titanic - he is a lovely gentleman and gave over 40 enthusiastic members a real insight into the beginning and demise of this great ship. He does talks on other subjects, so we may have him back at a future date.

Friday 24th Nov - what a brilliant, well attended night, in the opulent surroundings of 'The Artist Club'. A big thank you to Pete Summerfield for organising the beautiful four course meal inc. wine and a real 'Magic Man' at the tables and all for £25. A great occasion! Looking forward to the next visit, it is not to be missed!

Sunday 10th Dec - a good days racing and a welcome three course Christmas dinner to finish off the day. What more could you ask for? Thank you to the 48 racing and cruising members who attended for your support. Mike, bar manager, put on a lovely meal inc. mince pies, coffee & mints to finish, all for £15 many thanks.

Sunday 17th Dec – The 'Children's Christmas Party' was another success with 34 children of various ages, enjoying a hectic but exciting afternoon.

My thanks go out to everyone who made it such a memorable day; Tricia Grout and Angela Oates, for giving time and effort to shop for and wrap every child's present, making sure each boy or girls gift was safe and for the right age group - no mean feat. Thank you to Helen Blanchard and daughter India, for doing the face painting we had some beautiful and some scary results! Helen has donated the money taken to go to the RLNI (£11.50) well done.

I don't know who gets more excited, parents, grandparents or children when Father Christmas (aka Bob Nightingale) arrives by boat. It's a spectacular entrance; thanks again to Gullmaren and crew.

We have some nice photos of the day by Patty Atherton - if you are interested get in touch with me on 0151 727 4262.

Wednesday 20th Dec - Annual 'Commodore's Sherry & Mince Pies/Christmas Draw. Thanks John and Ann for your generous hospitality, you looked after everyone so well.

Doug McGarvie, Vinny Reynolds and Bob Nightingale (hope I haven't forgotten anyone) did a great job of the 'Christmas Draw' It takes some organising but went down really well. Most members who attended went home with at least one prize - some even had as many as four - well done to a slick team - can we have it again next year?

Tuesday 9th Jan '07 - 16 club members enjoyed a light hearted evening at the Playhouse Theatre watching The Flint St Nativity a comedy with music by Tim Firth; it was good fun, just what was needed after the busy Christmas period.

Future events will be posted on the notice board. Thank you all for supporting your club.

Mary Dickinson



Quiz night is on the first Wednesday of every month, with quiz master Richie McCormick.

The annual dinner is on March 10th - tickets will be available soon. Book early to avoid disappointment!



Dinghy Section

2006 was great year for the dinghies, despite the number of days we had to cancel due to the Tranmere midnight race, high winds, and of course let's not forget the World Cup!

I am delighted to report that all of our dinghy sailors have progressed superbly well during 2006 and many have now become able crew for the keelboats.

After a slow start, the Friday night sessions hosted by Darren picked up really well, we certainly hope that during 2007 by offering three days, Wednesdays, Fridays and Saturdays, more club members, friends of members and newcomers will come and have a go in the Queens dock.

At the end of the season, you may recall we put together a Keelboat awareness course. The course lasted six Saturdays; from feedback received from the members who took part, it was a huge success. A big thanks to all the guys and girls who attended.

Jack Hilton and myself met with many of the club skippers and between us, Derek and Jim we drafted a suitable content for the course. Thank you to the Skippers who provided the boats, including Jack (She Fever), Derek (Aperitif), Andy (Di-Rich) and special mention for Pete Growcoat and Dave who took everyone out on the river in their new Beneteau 42 cruiser on a cold and windy day in December. As a matter of interest, we've already had three enquiries to do the course again!

So now we look forward to dinghy sailing in 2007. I must mention Andy Freeney's efforts in securing a grant, which has been used to properly maintain the boats. Over the last few weeks I have used the grant to

purchase new sails, a rudder assembly, cleats, clevis pins, GRP repair kit, sheets, halyards, burgees, safety helmets and many other items.

I would like to take this opportunity to wish every club member all the very best for 2007! Safe sailing.

Dave Butterfield (Dinghy Captain)



From Race Control

A Tale of Two Secretaries



It is with regret that we have to report that Race Control has lost the services of its secretary, Karenza Evans who in a career move has headed off to join our Northern Tribes at Inverness. For the last two years Karenza brought a new dimension to our Race Control and Sailing Committee minute reporting and to her membership of the club. An idiosyncratic style that sometimes belied an uncompromising and orthodox wit, K will be sadly missed at L.Y.C. We wish her well in her new position and thank her for her work at the club.

On a happier note, we have been very fortunate that Lynn Robinson has stepped into the breach as our new secretary. Lynn is a prominent member of the Dinghy section and sails on She Fever when she can. An energetic lady, Lynn proves the old adage 'if you want something doing, give it to a busy person'. Many thanks Lynn.

CERTIFICATES 2007

***SKIPPERS ARE REMINDED THAT THE IRC
CERTIFICATES FOR 2007 ARE REQUIRED FROM THE
START OF THE SPRING SERIES.***

***CERTIFICATES SHOULD BE PASSED TO JIM CONNOLLY
OR POSTED IN THE CLUB MAIL BOX WHICH IS
SITUATED IN THE HARBOURSIDE FOYER ADJACENT
TO THE NOTICE BOARD.***

RACING RESULTS 2006 - FINAL

CLASS 1

BRASS MONKEY

1. DAYDREAM
2. ANOTHER NODS
3. MIGHTY MAX

CLASS 2

- FLASH II
- SKUKUSA
- MUSKETEER

CLASS 3

- CLAREVOUYANT
- TANGO
- AMEERA

LOW WATER SERIES

1. MIGHTY MAX
2. JUKE BOX
3. CHIA CHIA

- SKUKUSA
- CATCH 32
- MAGIC MOMENTS

- TANGO
- AMEERA

EASTER BUNNY

1. PANDANOVA II
2. DINAMITE-TOO
3. JENEVIEVE

- QUILLA
- MUSKETEER
- DI-RICH

- CATCH 32
- TANGO
- AMEERA

SPRING SERIES

1. DINAMITE-TOO
2. MIGHTY MAX
3. FLASH II

- SKUKUSA
- IMPACT
- MUSKETEER

- TANGO
- AMEERA
- CLAREVOUYANT

EVENING SERIES

1. FLASH II
2. CHIA CHIA
3. MIGHTY MAX

- HOCUS POCUS
- MUSKETEER
- QUILLA

- TANGO
- CATCH 32
- SHE FEVER

REGATTA

1. FLASH II
2. DINAMITE-TOO
3. CHIA-CHIA

- QUATTRO
- BILLY WHIZZ
- SKUKUSA

- HOCUS POCUS
- CLAREVOUYANT
- TANGO

SUMMER SERIES

1. ULULA
2. CHIA CHIA
3. MIGHTY MAX

- MOSIKA ALMA
- IMPACT
- QUATTRO

- CATCH 32
- NIGHT FLYER
- TANGO

LONG SERIES

1. SKUKUSA
2. MIGHTY MAX
3. ULULA

BRITANNIA TROPHY

1. ULULA
2. CATCH 32
3. QUILLA

LADIES' RACE

1. CATCH 32
2. HOCUS POCUS
3. DI-RICH

CLASS 1**CLASS 2****CLASS 3****L.Y.C. OFFSHORE**

- | | | |
|---------------|---------------|----------|
| 1. MIGHTY MAX | SKUKUSA | CATCH 32 |
| 2. ULULA | IMPACT | TANGO |
| 3. | MAGIC MOMENTS | |

LOW WATER

- | | | |
|---------------|---------------|--------|
| 1. MIGHTY MAX | SKUKUSA | TANGO |
| 2. JUKEBOX | CATCH 32 | AMEERA |
| 3. CHIA CHIA | MAGIC MOMENTS | |

AUTUMN REGATTA

- | | | |
|------------------|----------|-------------|
| 1. JUKEBOX | SKUKUSA | HOCUS POCUS |
| 2. ANOTHER NODS | DEFIANCE | TANGO |
| 3. DAYDREAM BLVR | QUATTRO | CATCH 32 |

EARLY AUTUMN

- | | | |
|------------------|-----------|-------------|
| 1. MIGHTY MAX | MUSKETEER | TANGO |
| 2. CHIA CHIA | SKUKUSA | HOCUS POCUS |
| 3. DAYDREAM BLVR | DI-RICH | NIGHT FLYER |

LATE AUTUMN

- | | | |
|-------------------|-----------|--------------|
| 1. ANOTHER NODS | MUSKETEER | CLAREVOUYANT |
| 2. DELIVERANCE II | QUATTRO | CATCH 32 |
| 3. CHIA CHIA | SKUKUSA | TANGO |

COMMODORES' CUP

1. WYC - QUATTRO
2. BSC - ANOTHER NODS
3. TSC - ULULA

COREY SALVER

1. ANOTHER NODS
2. JUKEBOX
3. SKUKUSA

TINSEL STAR

1. MUSKETEER
2. SEEKER
3. IMPACT

LYC RACE OFFICER CALENDAR 2007

DATE	RACE/RACE OFFICER	START TIME
04 02 2007	BRASS MONKEY 3 / NIGHTFLYER	11:15 GMT
18 02 2007	BRASS MONKEY 4 / QUATTRO	10:15 GMT
03 03 2007	BRASS MONKEY 5 / ANGRY ANNIE	10:15 GMT
18 03 2007	BRASS MONKEY 6 / QUILLA	09:15 GMT
25 03 2007	SPRING 1 / CHIA CHIA	15:30 BST
01 04 2007	SPRING 2 / APERITIF	10:15 BST
07 04 2007	EASTER BUNNY 1 / CHIA CHIA	13:00 BST
08 04 2007	EASTER BUNNY 2 / ULULA	14:00 BST
09 04 2007	EASTER BUNNY 3 / SEEKER	14:45 BST
15 04 2007	SPRING 3 / MAGIC MOMENTS	09:00 BST
22 04 2007	SPRING 4 / DEFIANCE	14:15 BST
29 04 2007	SPRING 5 / IMPACT	09:15 BST
06 05 2007	SPRING 6 / DI RICH	13:00 BST

Cruising Section

Trophies for Cruising ?

Yes, trophies are not just for the racing fraternity! A number of LYC club trophies are available for a variety of cruising achievements, and are open to all club members. The winners are decided by the Sailing sub-committee and the trophies awarded at the annual dinner dance.

The Silver Ship Trophy: presented by Mike Campbell-Smith is awarded for the best “log” of a cruise completed in the current year (06/07) and submitted formally as an entry for this award.

The Lyceum Trophy: presented by T W Robinson for the most meritorious voyage under sail, skippered by an LYC member and starting or finishing in the river Mersey.

The Black Dog Trophy: presented by the crew of the Black Dog is awarded for the log of the most interesting or imaginative cruise of the year.

The Blue Water trophy: presented by Charles Crawshaw and Angela Herbert is awarded for the most meritorious passage by an LYC yacht, or by an LYC member aboard a yacht.

If you have an interesting story or log to put forward, please submit text (and photos if available) to Cruising captain, Jerry Turnbull at j.turnbull@liverpool.ac.uk by 15th February.

Cruising Section dates

February 7th: a talk by the RYA Cruising Manager “The Cruising Experience - How the RYA helps”.
All are welcome; 8pm, Liverpool Marina.

February 28th: Cruising section planning evening – a welcome to all for a pint and chat to discuss plans for the 2007 season; 7:30pm at Liverpool Marina.

March 28th: The Cruising Section has arranged for a talk to be given by Andrew Brockbank Countryside Property Manager (Formby) on the National Trust Neptune Coastline Campaign. Their success in protecting and conserving threatened coastline and the aims for the future will be covered. All are welcome; 8pm at Liverpool Marina.

Thanks to Russell Cummings who arranged the two talks.

Membership and Publicity Officer

We exited 2006 with, what I believe is a record, 365 members! The Management Committee decided to leave the annual subscription at the 2006 level with the exception that the early payment discount was removed. Hopefully most of you will have received your 2007 Membership/events card together with a car sticker that I hope you will find useful.

The email communication system is working well and is generally appreciated. If you would like to have more information circulated on a regular basis or if there are particular interest groups that would like to be able to circulate notes please let me know. Of the 365 members almost 300 of you are contactable by email. If anyone who is not on the list wishes to be included please send me your email address at richard.baldwin10@btinternet.com.

With our web site & email circulation system and regular reports in the local, national and world yachting press we have been able to attract significant advertising revenue that will contribute over 10% of the clubs income in 2007. These range from club members whose businesses cover dental work, fishing rods, security systems and an alpine apartment to several international sail makers, yacht charters and an insurance company as well as many local support services. Below I have briefly tried to give you a flavour of our advertisers businesses. If you are thinking of making a purchase in any of these areas please try to give them an opportunity to quote for your business whether it is new sails or teeth!

We have 7 internationally renowned sail makers and the most helpful thing is to give you their contact addresses so that you can explore their expertise and hopefully their prices for yourself:

Goacher sails based in the Lake District have a full page advert in the yearbook www.goachersails.co.uk.

fareastsails.com are both advertising in our yearbook and sponsoring the Spring race series. www.fareastsails.com. Quote a reference number and they will give LYC members a 5% discount.

Dolphin sails are again supporting the Early Autumn race series.
www.dolphinsails.com

Revolution sails are advertising in our yearbook. You are likely to be in contact with LYC member Tim Hare. www.revolutionsails.co.uk

Sanders Sails are new advertisers this year. www.sanders-sails.co.uk

Finally is Kemp Sails who have recently taken over the Hood business in the UK. www.kempsails.com

Dinghy Captain Dave Butterfield's company Renard Systems, which is involved with controlled access and closed circuit television systems, are sponsoring the Brass Monkey series.
www.renard-systems.co.uk

Vice President Neil Thomas' Dental practice Wirral Implant is sponsoring the Easter Bunny Series.

Vice President Steve Harrison's company Harrison Advanced Rods are sponsoring our Long Series.

Steve Roberts, our local chandler, is again advertising in the yearbook. I understand from Steve that later in the year they intend opening a basic provisions section. www.srobertsmarine.com

Cheers Insurance are again advertising with us and believe they can make members an attractive offer. www.cheersboatinsurance.com

Another member Guy Cowper whose company gcmarine.co.uk are agents for Dehler yachts are sponsoring the Late Autumn series.
www.gcmarine.co.uk

Smart Yachts, independent yacht charter agents, are again advertising with us and will offer LYC members at least a 10% discount. Contact Mike Smart at smartyachts@aol.com.

Closer to home our local sail makers Lambs are very close to the marina for a multitude of sail repairs and canvas work often while you wait; contact Peter on 0151 709 0087.

Before venturing out into the Irish Sea you might want to hire or have a life raft serviced from Norwest. www.norwestmarine.co.uk

If you need stainless steel bolts, nuts and washers these can be obtained from Engineering & Mechanical Components; contact Tony Segar on 01925 444586

Sandy Leckie the new Marina manager is also supporting us by advertising in the yearbook.

Finally when you want a complete break from sailing and the sea how about renting an Alpine apartment at St Gervais in the shadow of Mont Blanc? www.alps4fun.com

Richard Baldwin
Membership Secretary and Publicity Officer.

LYVER TROPHY RACE 2007

This year's race will start at 1630 hrs (BST) on **Friday 6th July** from the LYC start line. The course of approximately 120 miles will finish at Howth Yacht Club, Ireland.

Miles accrued in the Lyver Trophy Race count toward qualification for the Rolex Fastnet Race.

Entries: £40 – on a special form to be obtained from Peter Summerfield, 60 Allerton Road, Woolton, Liverpool L25 7RG 0151 428 7000

The Lyver Trophy Race 2007 is organised jointly by Royal Dee Yacht Club and Liverpool Yacht Club.

Expert on RRS?

If you fancy you know the racing rules then you might be interested in a little feature which UK-Halsey sail makers have put on their website. It provides 21 animated racing scenarios for you to review and determine who is in the right/wrong and why. Fortunately it also provides a comprehensive answer to each scenario.

Just go to www.ukhalsey.com and register and then you can access the rules quiz from the left margin of the home page.

Anyone who gets them all right should immediately become a member of the next protest committee!

Nick Ogden

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Maiden Voyage – Seaker Brittany to Liverpool September 2006

Following a flight to Nantes and a pleasant overnight stay at Sue and Dave Unthank's house near Redon, LYC members Keith Jelfs and Stuart Lofthouse together Ken Harvey (former owner of well known Liverpool boat Artful Dodger) found themselves in Benodet on the morning of Wednesday 13th September ready to accompany Dave in bringing his brand new Pogo 8,50 Seaker to Liverpool.

With Dave having taken what could best be described as an extremely “hands on” approach to assisting the builders in the latter stages of the boat's completion and Sue sorting out the food requirements for the homeward trip, final preparations only consisted of topping up water and stowing our bags. And, er, watching a couple of guys from the boatyard fill a few holes in (only some unwanted halyard bag holes on the coach roof though...).

At 1115hrs, we pushed off from Sainte-Marine pontoons at Benodet into a fairly grey overcast day with a light south/south-westerly breeze. With light wind and a southerly course, motoring was the order of the day. This would enable us to cover the 40 odd miles to the Raz de Sein in time for slack water. Happily, after a couple of hours and a course change to the north-west, the wind freshened a little and we were able to free off towards Pointe de Penmarch and, much to Dave's barely concealed joy, give the kite its first airing. Unfortunately, the wind didn't do us that much of a favour and it fell away. So it was 'back on with the motor' and we got up to the Raz a little later than we'd have preferred at around 1700hrs or so.

Our late afternoon passage through the Raz was uneventful and we made good northerly progress towards Ushant carrying the flood tide nicely into the Chanel de Four and north-westward branching Chanel de La Helle in the gathering dusk. A noticeable feature in the light conditions had been the amount of weed in the water and this had a possible affect on our progress quite apart from the constant gunging up of both rudders (easily removed through the accessible open transom). Dave had noted a slight change in the engine note and, removing the cover and taking a look, found that the cooling water strainer seemed to be dry. At this stage we were a short way into the rock strewn Chanel de La Helle and in zero wind. The tide was about to turn foul and nightfall was coming on rapidly so this was not exactly a positive development. A further inspection on the engine failed to reveal any clear reason for the problem but suspicion centred on a possible partial blockage of the water intake on the engine drive leg so onward progress continued but with frequent checks. Laying a course for the next 100 miles to the Scilly Isles

took us clear to the east of the Ushant Traffic Separation Scheme. Crossing the approaches to the Lanes posed few problems but once we were well to the north of the system we met significantly more traffic and inevitably, it seemed to emanate from/to every direction.

Dawn on Thursday 14th September found us in mid channel riding swells from the west of around 5m and occasionally higher. The wind had also picked up and was now a steady F5 with the odd heavier gust. Unfortunately, the north-westerly direction was doing little for our course to the Scilly Isles and, despite putting in a few long tacks and having optimistic hopes of the wind backing into the west as forecasted, it became pretty clear that a Plan B alternative of putting into Newlyn had it's attractions. We pushed on accordingly, still quite hard on the wind but at least getting decent speed in the right direction.

Late afternoon on the 14th saw the wind drop off and the swell ease so it was back on with the engine. A couple of lively dolphins played around the boat shortly after sunset by way of welcome into Mounts' Bay and by 2220hrs, we were tied up on

the new pontoons inside Newlyn Harbour, the approach having been both well lit and straightforward. Despite Newlyn's alleged reputation of having something of an aversion to yachts, the Piermaster was pretty friendly and didn't detain us for too long with formalities nor keep us from a couple of pints in the Red Lion before closing time (the noise of the pub door bolts being slammed across behind us for the lock-in once we "emits" had gone was pretty deafening though...).

We were up early on Friday 15th September and the first job was the repair of a snag from the previous day. A mistied knot had resulted in the genoa halyard parting from its shackle. Dave was quick to point out that the boatyard bore responsibility for the mishap but it still fell to him to shin up the mast to re-feed the wayward halyard. This he did without too much hassle.

The extended motoring thus far had made a fair dent in our fuel supplies and so we wandered the village with the main aim of replenishing the tanks and purchasing a few bits and pieces, not least the Cornish pasties. As with the welcome

the night before, everyone we encountered was friendly and helpful, even directing us to the Fisherman's Mission for showers and bacon butties. Although the place is a hardworking fishing port and will never be, nor want to be, a smart "yachty" destination, it is definitely worth a visit.

Our 0845hrs departure from Newlyn was a bit later than planned but still had us in good time for clearing Land's End in the expectation of laying a course to St David's Head. The wind, however, had other ideas and was both weak and, yet again, a contrary north-westerly. There were no signs of the forecasted westerly and southerly elements. Frustratingly, by midday, it was evident that motoring into the wind for hours on end would be no fun so Dave's suggestion of heading to Padstow was well received all round. We bore off onto a good fetch for the 45 or so miles up to the north-east in bright sunshine. Although the wind wasn't exactly helpful in direction, it did at least pick up strength to a consistent top end F4 and we had a great sail. This progress was better than expected and we arrived at

Padstow's Camel River entrance shortly after 1900hrs, around an hour earlier than necessary as half tide would have been ideal.

The concern on early entrance to the Camel River was the swell caused by the fresh north-westerly and the lack of water over the cheerily named Doom Bar. Edging in slowly at around 2 hours after low water, we made our way up the channel with no difficulty never having less than 1.5m beneath the keel. By 2030hrs, we were anchored in the Pool off Padstow harbour to await the opening of the tidal gate and access into the impounded dock.

With scant local knowledge of the Padstow gate opening time and no response on the VHF (12 & 16), it fell to a passing water taxi skipper to give us the news that the gate wouldn't be open until 2230hrs at the earliest. This was bad news as thoughts of chips and "something Rick Stein" were thwarted but Keith got stuck into his (by then customary) conjuring tricks at the galley where with apparent ease he knocked-up some tasty pasta.

We made our way across to

the gate just after 2230hrs and in the process noted that for future reference it is a lot better to leave the Pool northwards and pick up the channel further back rather than, ahem, cross the bank...The harbourmaster informed us that due to the small tide, the gate would only be open 45 minutes before high water at 2345hrs but he had no problem with us tying up against a couple of fishing boats by the gate entrance. Having thus climbed over the fragrant working boats, we were able to grab a last orders pint in the convivial lay-by area of the Shipwright's Arms and eventually came into the dock shortly after midnight.

The morning of Saturday 16th September was a pretty relaxed affair forced on us by way of the earliest gate opening being around 1145hrs. Although this was very pleasant, we were keen to get off particularly with the forecast giving wind in the west and south. We eventually cleared the dock at 1150hrs and made our way down the Camel River (in plenty of water this time) and out into the open water of Padstow Bay some 45 minutes later.

Despite the promised south-westerly, the wind remained locked in the north-west and remained very light throughout the afternoon before dropping away to nothing. It eventually backed into the west but was still very light. Around 20 miles south west of Milford Haven, we had the highpoint of the night, if not the whole trip, by way of an amazing dolphin spectacular. Whilst passing through a huge shoal of small fish all of which were lit up with phosphorescence, large dolphins came screaming in from all angles, passing under and around the boat and chasing the glittering fish with the phosphorescence and totally visible from tail to snout including flippers. The sight was an incredible, almost surreal, encounter.

Following the light show, all went dark and we made our stately way across St Brides Bay and clear of St David's Head by around 0230hrs Sunday 17th September. The early hours of Sunday wore on and despite poor weather in terms of rain showers, visibility remained fairly good. By dawn, the promised wind finally moved into the south-west and picked up to 10-15 kts.

Our steady progress up Cardigan Bay then improved under spinnaker although a short distraction off Bardsey Sound resulted from an unscheduled kite drop as it came to rest beneath the boat. A prompt response from Ken and Dave on the bow enabled it to be quickly recovered and we were soon on our way. It appeared that the drop was caused by chafe on the halyard against a mast bracket close to the point at which the halyard emerged from the mast. This discovery was contrary to our first suspicions which hovered around the knot-tying skills of the boat builders.

The kite was soon re-set and we enjoyed a great downwind sail in bright sunshine along the Lleyn peninsula up to the Caernarfon Bar making good time for a planned arrival on half flood at around 1545hrs. The gate buoys at the Bar were found OK although keeping close into C2 saw us in fairly shallow water with only 1m depth under the keel. Edging to the east heading across to C5 buoy gave better depth to 2.5m or so.

With Ken having to leave at Caernarfon, we nosed into the marina to drop him off but

by 1715hrs were back in the Straits killing time to pass through the Swellies an hour and a half later.

Despite the allure of Sunday evening Menai Bridge attractions, mooring on the pier was not reckoned on being such a good idea. I recalled the gin palace wash damage we sustained on *Skukusa* last year and this was underscored by one of the breed blasting past us just as we cleared the bridge. Accordingly, Keith nipped ashore and, to our amazement as we thought nowhere would be open, he returned 20 minutes later with fish and chips. We then headed off and picked up a mooring.

A full night's sleep wouldn't have gone amiss, but a forecast SW 5-7 albeit "later", suggested that there was little point in staying on the mooring all night just to return in daylight. We therefore chose to have a couple of hour's kip and leave around midnight aiming for the Monday morning (September 18th) tide at Liverpool.

Having dropped the mooring at 2345hrs, we started the last leg of the trip in crystal clear starlight. With some interesting pilotage, given that some of the Straits buoys were unlit, by 0100hrs we were clear of Puffin Island and pointing at Liverpool.

As had been the case with most of the trip, the wind was fickle and teasing. Suggestions of a nice reaching breeze across Llandudno Bay fell away almost as soon as the engine was shut down and motoring was once again the order of the day in order that we could pick up the flood to Liverpool.

Dawn came up shortly before our arrival at the Rock Channel entrance. We noted with interest that the Burbo Wind Farm piles looked as though they could produce a handy seaward transit for the Rock Channel (a nice little survey job for *Gullmaren* here perhaps). By 0750hrs, we were in the Marina lock, eventually making fast on a pontoon at 0810hrs, Monday 18th September.

The overall distance run from Benodet was a fraction over 500 miles (500.50 to be exact) with the actual time on passage totalling around 85 hours. Although a major proportion of the time was spent under motor, it was still a very enjoyable cruise (this being the last time the boat will be doing anything remotely like cruising for a while...).

Yet, conversely, a look at the LYC crew available list shows that as many women as men are keen to sail. But are there enough opportunities or incentives for skippers to train women crew members in areas such as the foredeck or mast and thus produce more flexible crews and more capable and experienced sailors?

Stuart Lofthouse

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One more for the ladies?

There's an ongoing debate in the sport about increasing the opportunities for female sailors, particularly in competition. The Olympic sailing now has a women only event (the Yngling class, won by GB in 2004) and Dame Ellen and Dee Caffari have almost become household names through their solo sailing exploits, but women are still massively under-represented on fully crewed boats. A quick look at the Americas cup line up or the Rolex Commodores' Cup shows that there are almost no women in these events.

That debate may go on for some time, but one suggestion is to add a "women crew" class to the Ladies Race as a start. This would limit the number of men on the boat to one (in the interests of owners and many of their insurers) and require a minimum of three women on board (we know you can multi-task, but the idea is to promote women crews ;), and the usual Ladies race rules would apply. I'm sure the ladies on Ulula can come up with a suitable trophy (The Distaff Cup?) if the Race Committee were to adopt this suggestion.

Nick Ogden

The Southern Ocean and beyond

In September 2005 when the Clippers were in Liverpool a watch keeper on the *Glasgow Clipper* was Hannah

McKeand who had given up her job a couple of years earlier to become an explorer. Before the start of the race the skippers came to dinner at LYC when Hannah escorted David Pryce, the skipper of *Western Australia*, and she will be remembered by those who met her as a tall and glamorous young woman with a great sense of humour. On 29 December 06 Hannah arrived at the South Pole having trekked single handed and without support for 690 miles across the ice plains at temperatures of down to -35°C in 39 days. This was the fastest time ever by anyone, man or woman, and she now holds one of the most prized records of polar endurance.

The day before Sir Robin Knox-Johnston sailed single handed on his open 60 *Saga Insurance* into Fremantle to take 3rd place on the first leg of the Velux5Oceans race.

He was at the same LYC dinner so there must have been something life enhancing in the soup. Hannah set off on her trek on 19th November while Robin left Bilbao on 22nd October so they were both alone for many weeks in the hostile environments of, in one case the Antarctic ice which is anything but flat, and in the other case the Southern Ocean with its fierce winds and high seas. Hannah used 6,000 to 8,000 calories a day from a diet of noodles, dried fruit and pork scratchings, while Robin was reduced to freeze dried meals having run out of supplies, including whisky, after a longer than planned leg.

We don't know what Hannah is planning next but it will be something astonishing and, to almost all of us probably something so far from our experiences as to be almost unbelievable. We do know what Robin will be doing because on 14th January he will start the second leg which will take the competitors deep into the Southern Ocean again, round Cape Horn, up the coast of South

America, through the Caribbean and hence to Norfolk Virginia. Before then he has to carry out repairs and maintenance to his yacht which suffered from some problems on the first leg. All his battens broke in an early knock down and he had a constant battle to splice them as the makeshift repairs poked holes in the sail and caught on the lazy jacks and rigging. He lost all wind instruments, his computer crashed and there were no weather forecasts, the auto-pilot was temperamental and packed up completely 3 hours from the finish, he almost ran out of fuel for the generator, and of course there was no whisky. He has threatened to strip all the electronic navigation systems from the boat and rely on traditional methods from now on.

The first leg was notable for the attrition served on the yachts as they crossed the Bay of Biscay just after the start. Most suffered severe damage but the Swiss sailor Bernard Stamm came through unscathed and was in a winning position from then on. The second placed

Kojira Shiraishi from Japan also had a flying start and these two could not be caught by any of the others who had to return to port to repair storm damage. In Robin's case this was a ripped off section of mast track. In 3rd and 4th places as they sailed hard down towards the 40th parallel were Mike Golding on *Ecover* just ahead of Alex Thomson on *Hugo Boss*. They were both covering around 400 miles a day when the swinging keel on *Hugo Boss* broke loose showing once again that the loads on these mechanisms are under estimated by designers and builders. The last Vendée Globe, the last Volvo and other events with very high tech boats have had major problems with their swinging keels. Alec called for help and Mike turned and beat back for many hours in difficult conditions to affect a dramatic rescue. With Alec on board as a passenger Mike returned to his racing line only to have his mast break a few hours later. Under jury rig they eventually made landfall at Cape Town, both shaken by the experience. Mike Golding was awarded an OBE in the

New Year's honours list for his services to sailing.

The Southern ocean is the most inhospitable of seas and the Antarctic is the most desolate of continents but it is here that much of the world's weather originates. There is very little land mass in the Southern hemisphere and the ice and ocean act as giant reflectors to bounce heat off the planet as infra-red radiation. Some of the radiation however is reflected back to earth by CO₂ in the atmosphere to cause global warming. If the earth were the size of a school room globe the atmosphere would be the thickness of one layer of varnish, so not much protection there, and not much room for damaging carbon. The ocean currents, and much of the world's weather, depend on the thermodynamics of the Southern Ocean. The levels of the seas depend to a large extent on the stability of the ice covering the Antarctic whose glaciers are disintegrating and melting.

Neither Hannah nor Robin produced any carbon footprints in their epic

journeys but the environment in which they travelled is at major risk from the CO₂ emissions of the rest of the world, in particular the industrialised nations led by the USA. A fascinating description of the threats from global warming, and the importance of the Southern regions, is given in the recent film 'An Inconvenient Truth' by Al Gore and now available on DVD. There are many aspects of interest to sailors including more frequent and more violent storms, higher sea levels, higher summer temperatures, and warmer wetter winters.

Robin's progress in the 2nd leg can be seen on www.velux5oceans.com, and when he visits us before the start of the 07-08 Clipper Race he has promised to bring back the LYC burgee which he carries and which, by then, will bear honourable scars from the world's oceans. The start is on 16th September 07 and details of the progress up till then are on www.clipper-ventures.com.

Alastair Soane

How Grandads can make very nice pancakes as a treat for very wet fishermen and sailors.

200g (8ozs) plain flour; pinch of salt; 2 eggs; 600ml (1 pint) milk; fresh lemon & sugar to taste

1. Sieve the flour into a bowl and add the 2 eggs into the centre
2. Gradually stir in the milk with a wooden spoon or a steel whisk and beat well into a lump free batter.
3. Put a small amount of olive oil in a frying pan (I use a very heavy flat 10"skillet)and heat up until it is very hot but not burning (first whiff of smoke) and pour off into a small bowl any excess oil leaving the pan surface wet all over. Use the conserved oil for further pancakes.
4. Keeping the heat up high, pour a ladle of batter onto the centre of the pan and wiggle the pan to get a smooth coating of batter. Don't make it too thick. Watch closely as the batter appears to dry out and small pin holes appear in its surface.
5. Give the pan a wiggle to ensure the pancake isn't stuck.
6. Using a suitable tool, lift the pancake up at one edge and see that the underside has been cooked. If it has, turn it over in one smooth / nifty movement and cook the other side.
7. When cooked place on a plate, sprinkle with lemon juice and a small amount of sugar, roll up and serve.
8. Immediately start cooking another one and repeat 3) to 7) above.
9. Repeat 3) to 8) above

NB The heavier and flatter the pan the better UNLESS you are going to try and toss the pancakes.

This mix will make about 10-12 plate size pancakes. It can be made much earlier and stored in the fridge needing only a stir before use.

Bill Thompson

Dual scoring and course setting

One of the advantages to being “between jobs” at present is the time available to read the small print in the latest edition of the IRC Yearbook (yes, I did get past the inside front cover eventually). Right at the back is a section on Notes for Race Organisers, which includes a couple of points of particular interest for LYC.

The dual scoring recommendation from the RYA's Handicap Group provides for races to be run under both IRC and some form of personal/local handicap system (such as Plymouth Yardstick). LYC currently uses IRC exclusively, but adding something such as PY would help to encourage much less experienced skippers and crews to race, providing as it does handicap adjustments based on results rather than boat characteristics, and thus “levelling out” the playing field between the most experienced skippers and crews and the relative novices. This would also enable more formal recognition of most improved boats and crews. Time for some discussion in the bar I think!

The second issue raised was on course setting, and particularly with regard to course types and currents. There has already been quite a bit of work done in the club around course types (e.g. avoiding pure windward/leeward courses as they favour heavier boats with conventional spinnaker poles and conversely avoiding reaching courses which favour lighter and bowsprit rigged boats), but only occasionally do we see courses set to mitigate the significant effect of the tide in the Mersey.

A simple explanation of the issue might be helpful here. IRC handicaps can effectively be seen as translating into an average boat speed through all wind angles in average wind conditions. For example Mighty Max II rating 1.083 might be expected to have an average boat speed around the course

of 8.7 knots in 12 knots of wind whilst Clarevuyant might be expected to have an average boat speed of just 6.2 knots, some 29% slower than the Prima 38. If the course is set with a fair tide of 3 knots all the way (e.g. a race from LYC to Bar on a falling tide) then the relative speeds (over the ground) become 11.7 and 9.2, only 21% different now, so the smaller handicap boat is getting relatively faster and will always beat the bigger boat on corrected time in the scenario outlined above. This helps explain why some of the smaller handicap boats consistently beat their bigger brethren in the river apart obviously from superior seamanship!

The issue then is to minimize the effects of current during a race, and the easiest way to do that is to bring the fleets back down the river against the tide soon after the start. For example, for class 1 start a course with PL(S), E4 (S), PL(S), G7(S)... and perhaps for class 3 a start with PL(S), DG(P), G2(S), G5(S)... taking into account the wind speed and direction and the rate of current. Note that with this approach Garston marks should only be used in light winds as there is so much less tide in the channel there before high water.

There is no perfect solution to this problem and the courses on the day have to take account of wind speed and direction as much as tide, but it is possible to improve things over a close reach down to E4 with the flood tide, then across between E4 and G9 a few times before a broad reach back on the ebb. Anyway, bringing the fleet back to Pluckington gives race control (and the occasional spectator) something to look at while drinking their tea! Something to discuss at Race Officer training perhaps?

Nick Ogden



Can you help?

My name is Stuart Peers and I am a Cheshire Police Officer conducting some private research into military aircraft lost in the River Mersey during the 1st and 2nd world wars from Speke and Hooton airbases.

There have been numerous reports over the past few decades about wrecks of Hurricanes etc being seen exposed in sandbanks in the upper Mersey between the two airfields. The last time any were seen apparently was around 1957.

One person I have spoken to said they had used a Mersey buoy called something like UMC1 as a point of reference to a sighting out in the central channel. I am told that this buoy used to demark the edge of a navigable channel near what is now the end of the Liverpool airport lighting gantry that extends out in to the river. I have visited the Maritime Museum but cannot find any appropriate records.

I would be extremely grateful if any of your members may have heard of such a buoy or indeed of any sightings of old WW2 planes in the Mersey. If anyone has river charts from 1957/1970s or anything that shows the positions of the buoys that would be invaluable! If any of your members could assist I would be extremely grateful.

Thanking you in anticipation.

If you can help Stuart with his research, please contact him:

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FROM THE EDITOR

So 2007 is upon us and the first edition of Grapevine; thank you to all the contributors, it is greatly appreciated. Thank you also, to everyone who has given me such positive feedback; I am pleased you continue to be proud of Grapevine. I wish you all a very happy, healthy, prosperous and (content) productive New Year.

Liz Fowle, Editor

Shares offered in Dufour 35 Sailing cruiser - Sail in the Mediterranean.

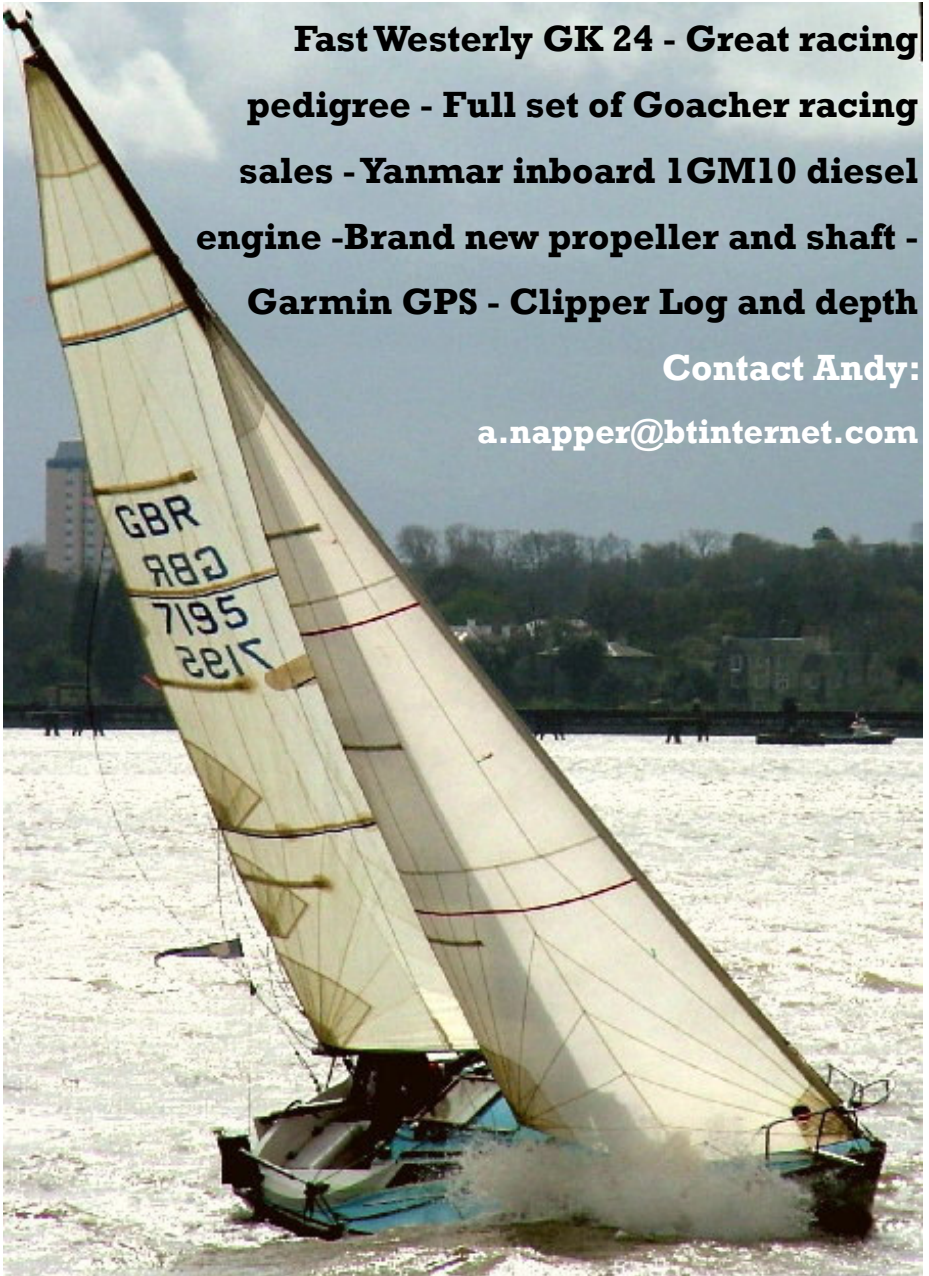
- “Muchacha” is a 1981 Dufour 35 in first class order with:
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- The areas both north and south of Roses are designated as marine nature reserves and the coast to the north towards Perpignon, France is classed as an area of outstanding beauty.
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If you would like to spend some of the summer sailing in the Mediterranean then contact Jack Hilton on 01942 882228 to hear full details of this offer.

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Contact Andy:

a.napper@btinternet.com



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