

YACHTING CLUB CERN



2002 ANNUAL REPORT

Contributions to this issue

Boats	Enrico Bravin
Chairman's Report	Gigi Rolandi
Courses and Tests	Vincenzo Innocente Rob Veenhof
Jeune Genevois Cruise	Christine Detraz Robert Herzog Marye Tonnaire
Match Races	Salvatore Mele
Photo Contest	Salvatore Mele
Regattas – External	Salvatore Mele
Regattas - Monthly	Mario Campanelli
Social Activities	Gigi Rolandi
Statistics	Elena Gianolio
Translations	Guy Bezou Michel Cornevin Jérôme Pierlot Christine Theurillat
Windsurfing	Giovanni Cervelli
Coordinating Editor	Marco Benvenuti

Yachting Club CERN, Geneva, November 2002

Chairman's report on YCC activities in the year 2002

In this annual report you will find the the statistics of the club membership and the details of the various activities. In this introduction I discuss a few of the activities and I draw some personal conclusions. Looking

The 2002 Committee	
President	Gigi Rolandi
Vice-president - Publications	Marco Benvenuti
Budget	Udo Wagner
Administration and informatics	Elena Gianolio
Dinghies	Enrico Bravin Robert Herzog
Match Races & External regattas	Salvatore Mele
YCC regattas	Mario Campanelli
Courses & tests	Rob Veenhof Vincenzo Innocente
Windsurfing	Giovanni Cervelli
Cruise	Robert Herzog Sandro Vascotto
Safety & Q-boat	Paul Rabar
Shop & photos	Salvatore Mele
Social Activities	Patrick Janot
Honorary President	Chick Nichols

ahead, my YCC keywords for 2003 are: External Regattas and JG Cruise, but this is not an exhaustive list.

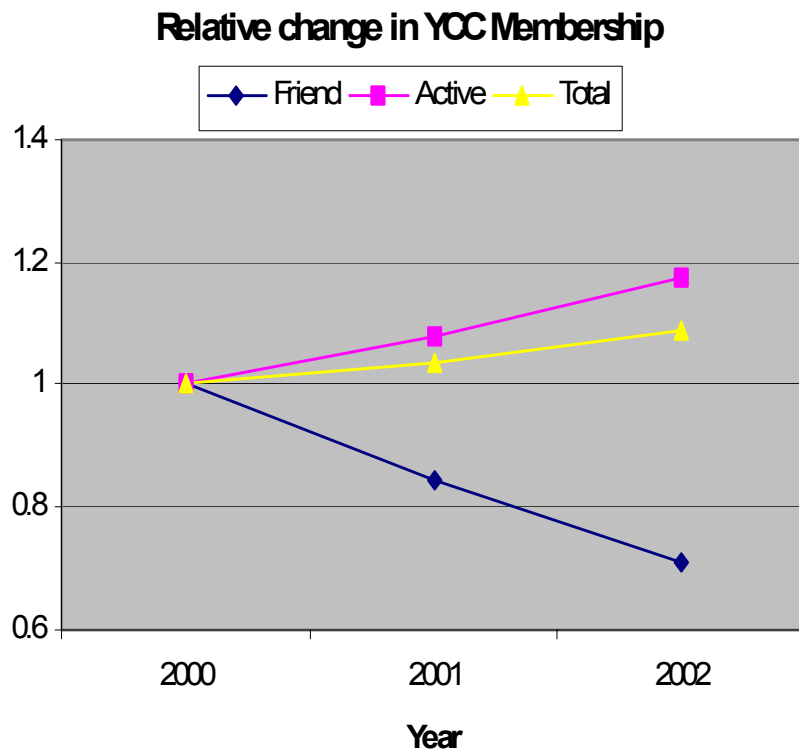
The 2002 Committee that you see listed in the table underwent some changes during the term: Michel Cornevin had to leave at the beginning of the year and Patrick Janot could not finish the season. Other members of the Committee have taken up their duties. In addition to the committee members I would like to thank Giovanni Dadaglio who acted as "permanent substitute" for Safety & Q-Boat. This year the Committee had six official meetings, with regular minutes taken. Many topics were dealt with via e-mail.

With the acquisition of J'Y Vais, we had for the first time three Ynglings in the YCC fleet. Their frequent usage by our members confirmed our expectations: the Yngling is the most popular among our boats. Next year we shall continue the consolidation of the Y fleet: dismiss the two old ones and procure "new" ones. We have already started securing three new berths! The possibility of keeping three Yngling moored inside the harbour depends on the goodwill of our neighbours: today we have only two mooring places inside and we squat in a non- existent place near the

First. If we are asked to free this place we will be forced to bring one Yngling to BA5. Following the will expressed by the constituency in the GM 2001, the committee has found the means of maintaining the mooring of the First inside the harbour: we bought a wreck-boat – Coyote-2, an old Tiburon– with her place for 7000 CHF, increasing by one unit the mooring places we have inside Port Choiseul. Coyote-2 was eventually moored at the buoy outside, thus freeing two moorings for Ynglings on the south jetty. According to current (Port Choiseul) rules, we have to keep Coyote-2 for at least 2 years. The registration of J'Y Vais was not a simple task: the rules of the game changed between the moment we bought her and the moment we tried to register her. Thanks to the strenuous efforts of Rob and to the factual collaboration of Jachtwerf Ruyte we eventually obtained the "carte blue" on the 24th of July. During the GM 2001 I expressed the wish that more users could contribute to the maintenance of the First. I acknowledge with pleasure that this was indeed the case. Thanks to Giovanni Dadaglio, Gijs de Rijk, Sandro Vascotto and others, the First is now back to a new active seniority.

Chairman's report (continued)

The club has today 277 members of whom 241 are active (including junior) members. One quarter of the active members are new members. This is a sign of health and shows that we offer an attractive Club life. The relative change in the membership of the YCC during the last three years is shown in FIGURE 1. The total number of members increases at a rate of 5% per year. If this trend continues, in two years we should exceed 300 members. The number of active members increases at a rate of 10% per year showing that use of our boats is a STRONG attractive factor. The number of friend members has shown the opposite trend: it has decreased by 30% in two years. While we have focused our priorities on using the YCC boats for club activities (external regattas, match races, hiking week-ends), we have been less attractive to members who have their own boat and join the club for sailing together and for participating in the social life. Another sign of this effect is the reduced participation of private boats in YCC regattas. We shall acknowledge this negative trend and find means to recover this part of the membership.

**FIGURE 1**

The year 2002 has also marked a change in the YCC life at Port Choiseul. The management of the Buvette changed (and will change again next year) and we launched a different format of Thursday BBQs during the month of July only. We increased a lot the contacts with the sailing clubs in the harbour, especially with CNV. We used the "Rotonde" for some of our social activities, we participated actively (including "surveillance") in the organization of "La Double", some of us participated in the training courses for "juge national suisse". We shall consolidate these links and build on them in the following years.

The overall situation of our land-home-place – Building 928 at BA5 - has improved. The building has been assigned entirely to us (in principle we should have shared it with the diving club) and was refurbished with electricity and shelves. We finished the removal from the ISR barracks and - thanks also to the new Territorial Safety Officer Marco Silari - we are putting it into good final shape.

External Regattas: during 2002 we made a special effort to clarify the terms of participation for the active members in external regattas with the Surprise. The guideline has been: maximize the participation of different club members and especially of new members in a transparent way of allocating boats and crew assignments. A total of 54 members (22% of the active members) have participated in at least one external regatta. Mic Mac and Miss Match are regularly present in all relevant Surprise regattas organized on the "petit lac". This has been a success per se and has also contributed to increase the sailing competence level of many of our members. We should thank Salvatore for the effort he has put into this.

Chairman's report (continued)

JG Cruise: we changed the format (one week only, nearby place reachable by bus) putting priority on its value as an introduction to sea cruising for newcomers and to fleet activity. This was a big success thanks to the organization of Robert and Sandro and to the correct interpretation of the YCC spirit by the four skippers: they found the right balance between strict fleet rules and individualistic sailing that made this week a special one for the 24 YCC members involved.

Marco (I could not be an efficient president without Marco) tells me that in his opinion 2002 was of the best years of the YCC he has witnessed. I cannot tell but I am rewarded when I see many members participating with enthusiasm in YCC life. And I saw many members in 2002, new and old members for match races, regattas, cruise, courses, just for sailing, just for spending a pleasant time at the buvette, at the launching of the fleet, at the berthing of the fleet, at the dinners. All this would not be possible without the dedication of the Committee and of many of you who devote a substantial fraction of their spare time to YCC.

Thanks to all.

A handwritten signature in cursive script, appearing to read 'Gigi'.

Weighing YCC Members

Membership	2001	2002
ACTIVE	219	233
Active	142	172
Active /new	62	61
Junior	5	8
Junior	1	2
Junior/new	4	6
Temporary	2	2
Honorary	2	2
Friends	35	32
Total	263	277

Occupational Group	2001	2002
CERN	139	138
Extra-CERN	92	109
Semi-CERN	32	30
Total	263	277
Preferred Language		
English	142	164
French	121	113
Total	263	277

Licenses by Category	2001	2002
D	150	157
S	44	49
C	42	44
K	133	150
O	25	27
CK	50	53
SU	43	56
W	32	36
M	33	34
Total	552	606

Country of Origin	2001	2002
Italy	45	56
Germany	47	48
Switzerland	38	36
France	33	31
UK	18	23
Spain	16	17
Poland	4	10
Netherlands	14	9
Austria	9	9
USA	5	9
Canada	3	4
Portugal	10	3
Belgium	6	3
Norway	3	3
Denmark	2	3
Sweden	2	3
Greece	1	3
Australia	2	2
Ireland	1	1
Japan	1	1
Russia	1	1
Czech Rep.	0	1
South Africa	0	1
Hungary	1	0
Mexico	1	0

License Distribution	2001	2002
0 licenses	71	66
1 license	64	72
2 licenses	38	37
3 licenses	30	36
4 licenses	17	23
5 licenses	23	19
6 licenses	9	13
7 licenses	4	3
8 licenses	6	6
9 licenses	1	2
Total	263	277

Our Boats

Keel-boats

New Yngling (Extract from August 2002 YCC News)

The YCC bought a new Yngling earlier this year. The boat was imported from the Netherlands into Switzerland and delivered to Port Choiseul on May 21 by the Friesian shipyard, which built the boat. On May 28 the Swiss police refused to register the boat requesting the CE 94/25 certification. Using technical drawings of the hull supplied by the Australian manufacturer as well as drawings of the rigging made by the shipyard, on July 4 the NKIP classification society has certified the type of Ynglings we own. An unusual process since CE 94/25 does not apply to Ynglings in the EU. A sailing club in Sneek, Netherlands, had put an identical Yngling at our disposal for tests on the water, but luckily calculations showed a sufficient margin on the righting moment. The following week the shipyard drew up the English version of the conformity document for our boat and has supplied a Dutch version of the owner's manual as required by CE 94/25. Dominique Berthet has kindly translated the mentioned manual into French. Anyone can now read where the emergency exits of the boat are located, the measures to be taken in order to prevent fires in the kitchens etc. The conformity papers and the manual were submitted to the lake police on July 22, they thus issued the technical inspection documents, and the SAN registered the boat on July 24. Since then, the boat has been available for use by Yngling license holders.

Maintenance and status

A group of people headed by Helmut Burkhardt has been in charge of the maintenance of the Ynglings this year. Some work has been carried out on the new boat but the state of the older boats provided insufficient motivation to spend (= waste) time on them. All Yngling sails need to be replaced, orders have been already placed for 3 brand new sets.

Thanks to the impressive job of Rob and his dockyard crew, Mic Mac underwent major maintenance work last winter: some amateurly drilled holes in the roof were leaking and the balsa wood part of the roof sandwich construction was rotten over almost 1 m² around the mast. The sandwich was rebuilt from the inside. A new mast foot block (located between the glassfibre layers of the balsa sandwich) was built by Durr and put into place. The majority of the existing cleats and winches were replaced and some new cleats were added. The railing lines were constructed anew, the engine support was repaired, the hinges of the boxes were replaced, antifouling was applied etc. A new main sail for the Surprises have also been bought in order to replace the old Elvstroem sail, which was beyond repair. Next year, we plan to replace the old Tasker main sail.

First

The beginning of 2002 was not very kind to our First 25: the reverser mechanism in the engine had been broken since the previous year and the boat was therefore out of action. We moored her outside the harbour on a buoy as a result. During March, Giovanni and Gijs took her to a boatyard in Thonon for repairs; she came back with Torsten in June with the diesel engine completely overhauled. She was sailed for a month, from her buoy, even undertaking a one-week cruise: a tender was always needed to reach her, Udo having kindly made one available to the club - but it must be admitted that the tender-transfer is less than easy as a solution. Problems remained though: a starter-motor which would not engage, an alternator which did not charge, and the reverser-control which kept jamming. At the end of July, she came back to her in-harbour jetty mooring but the engine packed up that same day (water was found in the fuel-tank) and the reverser-control this time broke altogether. Again, she was completely out of action. Giovanni and Sandro took her back to Thonon; this time she remained there for only two weeks and Giovanni brought her home. The list of repairs was only partially completed and not terribly well done either.

Our Boats (continued)

However, we could not leave her immobilised again, the Club wanted to sail her, at least at the tail-end of the season. For the three months from mid-August to mid-October, Chick-En II went out 27 times, 12 different skippers and many other crew members. Members of our Club did show the affection in which they hold this boat. She even participated in one of our internal regattas - and didn't do too badly either. We would like to thank Barbara, Gijs, Manfred and Torsten for running repairs, which they carried out several times. Lots of repairs still need undertaking, it is clear, if Chick-En II is not to deteriorate to the point of being unusable. We had previously made enquiries about repairs of boatyards in the vicinity of Versoix but they are expensive and the end-result seems unsatisfactory. Neither was our Thonon experience very encouraging. It seems to us that, for running repairs, we the users are actually a lot more careful and successful in carrying out our own repairs. For this reason, we are planning to organise a winter maintenance campaign, most probably taking her out of the water for a month or two. We shall ask all First sailors to roll up their sleeves and lend a hand, thereby enabling Chick-En II to look forward to a healthy new season

Current state:

- reverse gear can no longer be shifted in once more

Work foreseen:

- Renewed attempt to involve members in the repair work.
- The engine control (shift and throttle dual-function single-lever control) must be replaced. After the absurd attempt at repair by Tournier (Thonon shipyard), it's about to break again. It is also damaging the cables; therefore it's pretty urgent. It may cost a lot: the unit I've seen on the West Marine catalogue costs \$430. Prices in Switzerland are always higher. Time required: 4-8 hours, depending on the problems encountered.
- The electric panel and the electric cabling should be revised. Neither Lopez nor Tournier have been able to put order into it. The immediate reason pushing for a revision is the fact that there is no indication as whether the battery is under charge (there used to be one, but it stopped working after the intervention of Lopez). Time required: anything between 2 hours and 10 hours, depending on how far one wants to go. Maybe 2 hours are sufficient.
- The two windows of the main cabin should be removed, cleaned and re-sealed in place. Currently the rainwater drips through. Time required: 8 hours.
- The support of the spinnaker pole on the deck must be screwed in place, and the whole thing must be sealed. Water is also entering through unsealed holes on the deck. Time required: one hour.
- The two ends of the spinnaker pole must be turned by 180 degrees (they are wrongly set, and this makes it impossible to hook the pole to both supports on the deck). There are also some broken rivets and miscellaneous screws that have been added over time to replace the rivets. Time required: one to two hours.
- Install the new fire extinguisher (which is already on board) to replace the expired one. The mounting bracket is of course incompatible. Time required: 30 mins.
- It would be a fabulous improvement to install two cam cleats for the genoa sheets. The present jam cleats are a pain in the neck. Material cost: 60 CHF. Time required: 2-4 hours.

Our Boats (continued)

- Replace the rope of the mainsheet traveller (it is too thick for the traveller cam cleats). Time required: 15 mins.
- Revise all the rigging at the bottom of the mast. Install the second reef. Install a Cunningham. Find a way to block the mainsail feeder, to avoid that all the mainsail guides fall off while rigging and when the mainsail is taken down. Time required: 1-2 hours.
- Check all the ropes, replace if necessary.
- It is not a vital thing, but it hurts me to see the front metal piece of the bow broken. We could replace it. It will take several hours and it will cost a bomb.
- Not vital either, we could replace the speedometer. Same comment as above.
- There is still the open question on how water can sometimes enter the fuel tank. To be investigated.

Dinghies

There is no major news about the faithful dinghies fleet. Usage is almost identical to the levels of last year. The maintenance was taken care by Enrico and Robert for the 3rd consecutive year. A problem with the main sail halyard diminished use of the ISO during the whole season. A car had damaged the top of the mast last year during the winter storage (somebody drove over it) and the new main sail (with slightly thicker luff string) probably helped worsen the existing damage to the top of the mast pulley. The ISO also suffered some damage to her hull in small collision and will require repairs during the winter. On one of the 470's the deck started separating from the hull near the starboard chains. The same problem happened last year (we don't remember on which boat and side.) This was easily solved by Durr but halted the boat for two weeks during the courses. The lasers, although 12 years old by now, are still carrying out their duties well. Two new main sails will probably be required next year for these boats. No rudder nor centerboard were lost this year, but then the match race was not completed either... ;-) There are no noticeable changes in the status of the 485 compared to last year and this boat can probably serve a few more years.

Due to weather, time, salt (well, not this one maybe) and mostly bad care, almost all the boat covers are in a very sad state and will require to be replaced before the next season begins. Just for those who did not hear this yet, if you tighten the cover flat over the boat at the first rain it will fill of water and an extra 100kg tension (sorry, physicists should read 981.66N) will easily be added with the consequence you can imagine.

Our Boats (continued)

Catamarans

During the season the catamarans have experienced the following major problems that in some cases precluded use of the boats:

1. The two rudder blades on cata n.7 and the trampoline on cata n.6 have been replaced. While the replacement of the blades with new ones worked out well, the replacement of the trampoline has been a bit more complicated and some work will still be required during the winter.
2. One hull of cata n6 is probably leaking. Due to the small size of the leak it will be difficult to localize and fix it. On the same hull there are also little cracks. It would probably be necessary to ask a specialist to have a look and determine the status, expected repair costs and lifetime.

Otherwise regular checks for loose nuts and missing rings were required during the year. A faulty pin-ring on a shroud was the cause for a spectacular, and fortunately harmless, dismasting in the harbour.

Improvements foreseen for next year:

- Replacement of the cam cleats (2 per cata) for the trapezes
- Replacement of the elastic extensions of the trapeze cables and of the gennaker bags.

The overall state of sail and rigging is otherwise sufficient.

Statistics

Number YCC Boat Sorties in 2002

Type	Number	Name	2002	2001
Yngling	10	"Vas-Y"	174	195
Yngling	9	"Y-Not"	166	171
Yngling	5	"J'Y-Vais"	Lost logbook	N.A.
Surprise	8	"Miss Match"	240	151
Surprise	14	"Mic Mac"	140	204
First	15	"Chick-en II"	???	80
Laser	1	"Charm"	62	64
Laser	4	"Beauty"	54	53
470	2	"Alice"	90	58
470	3	"Susy"	85	87
485	11	"Pollux"	29	17
ISO	12	"Isospin"	33	27
Mystère 5.5	6	"Catastrophe"	20	50
Mystère 5.5	7	"Cataclysm"	???	27

Jeûne Genevois Cruise

This year's cruise was based on the idea of making the event more accessible to relatively new members of the club, in particular to ones who had never been on a coastal cruise on a sailing yacht before. We therefore decided to sail for only one week as close as possible and rented four yachts – luckily four equivalent Bavaria 40s – in Bormes les Mimosas at the Côte d'Azur at the beginning of September.

On 31 August, 24 brave YCC sailors meet at 6 am in Preveessin to get onto a coach, which brings us in eight hours directly to the harbour. Relaxed and full of anticipation we take over our yachts, load them with food and prepare them to leave on Sunday morning. That first day of sailing we cross the bay of le Lavandou to the islands of Levant and Port-Cros and stay in the latter's harbour over night at buoys. The next morning the sky is overcast and a fresh breeze is blowing from the north east, just the right direction to push us to our next stop in Bandol, west of Toulon. Passing the island of Porquerolles the wind drops somewhat, the sun is coming out and we have very pleasant sailing conditions. Once in Bandol, after a full day on the water, many of us go for a swim, others stroll through the lively little town, but at sunset we all assemble on our decks to enjoy a good sundowner before going out for dinner.



Preparing for an active week on the way to Bormes-les-Mimosas



'Mola Mola' (Bjørn's crew) approaching Bandol

Already Tuesday! Fortunately we are still going west. Close to la Ciotat some of us drop the anchor for a lunch break at the spectacular Bec de l'Aigle, a steep rock formation, which certainly lives up to its name (eagle's beak). Along a beautiful rocky coastline illuminated by a late afternoon sun we reach the famous Calanques, deep fjords in chalky rocks. In the easternmost, Port-Miou, just next to Cassis, we anchor the four yachts next to each other and tie their sterns to a common ring in a natural rock wall. After some lengthy maneuvering

with the anchors of some yachts, the bay falls quiet and we enjoy the very special atmosphere. The next day we explore the Calanques further west, among them the magnificent Calanque de Sugiton, which is just wide enough to allow one yacht to enter. Some others sail even further west to the island of Riou, but our general direction is already back east, to St. Mandrier in the bay of Toulon, where the first clouds since Monday appear in the evening.

Having four equal yachts we are all keen to see who is fastest. Since the sky is still overcast this Thursday morning and not really inviting for a swim, the skippers organise a regatta from the approach buoys of Toulon to the eastern cape of Porquerolles. With about 3 Beaufort from the south-east we are beating hard, but directly to the finishing line. Gigi and his crew arrive on a straight line, the others are penalised by shifting winds, which push them further to the coast and force them to tack. Entering the harbour of Porquerolles a thunderstorm starts pouring down, which soaks the ones on deck, busy mooring the yachts, in no time.

Jeûne Genevois Cruise

Entering the harbour of Porquerolles a thunderstorm starts pouring down, which soaks the ones on deck, busy mooring the yachts, in no time. Down below it now feels so much more cosy, particularly after the chefs show what they are able to do. Fortunately the clouds disappear quickly and we are able to go for a pleasant stroll across the beautiful island. Friday shows the Côte in its famous bright colours again, unfortunately our last day out on the water. Armin's crew challenges Gigi's for a return match, but because the wind practically disappears at around noon, we abandon and go for a pleasant swim in the north-eastern bay of Porquerolles. Nicola's crew explores the island by bicycle and Bjørn's explores its south coast with their yacht. In the late afternoon we are rewarded by a pleasant southern breeze, which pushes us in a very relaxing way 'home' to Bormes, where a large table is booked for us all to celebrate a week full of impressions, fun and joy.



Robert Herzog



...et le resultat! The crew on Alcyone (from the left: Robert, Giovanna, Gigi, Marye and Rob – Sandro taking the photo) having a good time.

In the following sections, two participants, who are new to our club this year and had never been on a yacht cruise before, describe their impressions.

Jeûne Genevois Cruise

Bons Baisers de Bormes-les-Mimosas

Par Christine Détraz

Le seul fait de rêver est déjà important.

*Je vous souhaite des rêves à n'en plus finir
et l'envie furieuse d'en réaliser quelques-uns.*

Je vous souhaite d'aimer ce qu'il faut aimer

Et d'oublier ce qu'il faut oublier.

Je vous souhaite des passions

Je vous souhaite des silences... Jacques Brel

En repensant à la croisière, ce texte de Jacques Brel, le chanteur qui a trouvé dans la mer, le vent et les îles, un sens aux dernières années de sa vie, m'est revenu en mémoire. Je n'avais encore jamais navigué en mer et cette croisière s'est imposée à moi comme la chance d'une expérience, comme un rêve possible, facile à réaliser.

J'ai eu un instant de doute au moment où j'ai découvert, dans le bus qui nous emmenait à Bormes-les-Mimosas, la panoplie des moyens emportés par les participants avertis, pour lutter contre le mal de mer : patches à coller derrière l'oreille, boulettes à mâcher, bracelets, pilules homéopathiques, ... des noms de médicaments circulaient, des conseils aussi. Je n'avais pas songé à cet aspect de la question et n'avais rien emporté de tel avec moi. Je me suis faite toute petite. Il ne me restait plus qu'à attendre que les éléments se déchaînent...

En fait, il n'y avait pas lieu de s'inquiéter, les conditions, en cette première semaine de septembre, furent favorables et la mer ne nous a offert que ce qu'elle avait de meilleur.

Une croisière, même d'une semaine, est une aventure unique qui s'apparente d'une certaine façon à une excursion de plusieurs jours en montagne : ce bonheur de tout laisser derrière soi, d'en oublier jusqu'à la notion du temps et de s'en remettre à la nature. Vivre en étant attentifs à la subtilité des vents, à l'apparition des nuages, aux changements de température, à la pluie qui s'approche, au soleil qui brûle...

Mais une première croisière, c'est aussi l'occasion de faire connaissance avec les appareils de navigation et un nouvel accastillage. C'est aussi le plaisir de s'essayer à la barre, avec la conscience de l'immensité, tout en découvrant le partage dans les espaces très limités du carré et du cockpit. C'est qu'un équipage n'est pas qu'une simple addition de personnes, mais plutôt le résultat d'une curieuse alchimie provoquée par la rencontre entre ses différents membres. Après quelques heures de navigation, chacun en venait à s'identifier à son bateau... Yassos, Mola Mola, Mic Mac, Ina Ina... des noms qui résonnent encore de façon particulière en chacun de nous.

Puis, comme par surprise, le dernier jour est arrivé. J'ai alors aimé emporter avec moi, pendant plusieurs heures, le souvenir de la houle et du tangage qui me confirmaient que tout cela avait été beaucoup plus qu'un rêve.



The four YCC yachts in the Calanque de Port Miou



Christine, Bjørn and Gino on board 'Mola Mola'

Jeûne Genevois Cruise

A View from Alycone – YCC Jeûne Genevois Cruise 2002

By Marye Tonnaire, October 29, 2002

We set sail from Bormes les Mimosa and headed southwest towards Cassis. The YCC had chartered four Bavaria 40 yachts from a Greek company, and ours was Alcyone. We didn't know where to place her in Greek mythology, and only after the cruise found out that she was daughter of Aeolus, guardian of the wind. All this was really new to me. I had come with too much clothing and armed with various kinds of seasickness medicine, bracelets, homeopathy, and the real stuff if things got bad, but they never did.



Alcyone (alias 'Mic Mac') in the magnificent Calanque de Sugiton

There was only one time that I started to have some serious doubts about the stability of my stomach. On the second day when we left the port, thick grey clouds hung in the sky, and there was quite a bit of wind coming in gusts from the east. Alcyone rocked and swayed on the billowing waves as we sailed away from the shelter of the coast. It was great with the spray hitting us in the face and the wind pushing against the sails as we hauled and eased the sheets. That day at noon I had a kitchen shift with Robert. Gigi came down for a moment and immediately told me to go up when he saw that I was turning the same colour as the sails; so much for the bracelets. Once I got outside again I felt fine and thoroughly enjoyed a full day of pretty exciting sailing.

The first day had been relatively calm with a magnificent blue sky and warmth that renewed the summer. We were six people living together in close quarters, and instead of feeling confined, I felt a sense of vastness and freedom. I didn't realize that coastal sailing on a 40-foot boat could be so rich and intense. The Calanque of Sugiton was particularly beautiful with its white cliffs and the blue-green water sparkling in the sunlight. I really enjoyed jumping off the boat and swimming around in the cove.

On the days with little wind, we seemed to be suspended in the shimmering blue heat as we skimmed lightly over the surface of the sea. But the week revealed some abrupt changes in the weather. One night we decided to moor near the Island of Bagaud outside of the harbour where the other YCC boats were anchored. The clear sky studded with stars inspired an interesting conversation like evenings à la belle étoile always seem to do. I went back to my cabin after a while and started to fall asleep. Suddenly there were loud noises above our heads. When your cabin is under the deck, even one person walking sounds like a stampede. Giovanna and I jumped up. Gigi, Rob, Robert and Sandro were already starting the motor and pulling up the anchor. There was a storm coming and it was safer to moor back in the harbour at the Isle of Port-Cros, which we did.

Life aboard Alycone gave me another sense of time. The moments seemed to be stretched to full capacity. There was time to sail, race, swim, hike, and wander around in a market place. I marveled at the subtle variations of sea and sky and the changing relief of the coast as we followed our course. There was time to get to know people and share simple things like... good food. Boy did we eat well – like wolves! Our boat should have been called Diane after the goddess of the hunt. We hunted the restaurant, Nutella, cheese and ham. We even captured a huge basil plant that we held in the cabin for salads and pasta prepared on board.



All assembled on 'Ina Ina', Nicola's yacht, in Porquerolles

The last night was really special. We took Alcyone out for a midnight sail after the group dinner in Bormes. It was magnificent sailing under the stars in the deep silence of the night; a beautiful end to a great trip. A hearty thanks to the Alcyone skipper and crew, to all the other participants whose boats were never far and to the YCC for giving me this opportunity. I loved it.

Windsurf Activity

This year the club offered 2 classes of 5 students each. The course took off with the 'theory' session: a good occasion for students/teachers to get to know each other and for getting introduced to the program of the course. The practical part of the course consisted of 8+ outings (more outings, as usual, were organized afterwards to compensate for lack of wind or for students who couldn't attend).

The use of a small engine boat as a teaching support for the courses was negotiated in the beginning of the year. In our opinion this made possible a good improvement in the teaching style and overall quality of the course. Apart from the ease and freedom of being in close contact with students at all times, the small boat could also partly cover the requirements for safety (e.g. for towing back the students at the end of the course or when wind dropped).

The last sessions have been dedicated to maneuvers in preparation for the test and for the monthly regattas. Since the program of the test greatly overlaps with the requirements of a regatta, the students were encouraged to take part into the closest-in-time regatta as an alternative to the test. This was a success, with four boards engaged in an YCC regatta and a lot of fun.

The outing to Lake Monteynard was the last official event organized by the windsurf section of the YCC these year. All W-key owners and students were invited and ten people eventually took part in a pleasant day out with little wind and good weather. The wind has been a little below expectations for a place that usually offers planning conditions to hundreds of surfers. But the day was nevertheless profitable especially for those students who could take part.

In an effort of constantly improving the quality and appreciation of our activities, the club is now negotiating the purchase of the small engine boat and of a new board and a new sail to replace old worn out material.

Giovanni Cervelli

Surveillance

Thanks to the healthy finances of the Club, we opened the season with a new 80hp, four-stroke Yamaha motor, hitched to our old hull whose underside had been carefully repainted by Philippe Durr. In July, the boat was called to inspection ("la visite") and caused us unexpected trouble: the fuel tank was not in conformity. According to the rules, the tank must be removable and with the fuel-lead from the top. Ours, which had a capacity of 120 l, was difficult to remove and, sure enough, the fuel-lead was from the bottom. We therefore replaced the old metal fuel tank by two 25 l plastic ones thereby quickly resolving the problem for at least three years. Throughout the whole season, the motor ran very well and with no real problems. Monsieur Lopez carried out the necessary two services. The propeller deteriorated a bit from encounters with ropes and chains but will be refurbished during the winter. The motor did some 190 hours, using 530 l of petrol. During these conditions of use, this gives fuel consumption of less than 3 l/h (the old two-stroke used to drink over 10 l/h).

Over the season, surveillance was ensured 78 times, thanks to 25 skippers (of whom some did 5 or 6 turns) and to 89 volunteer crew-members. There were no serious problems. Use of the boat was heaviest during the match racing and called on great skill and dedication from the skippers, bearing the prevailing weather in mind.

Grateful thanks to everybody!

Paul Rabar

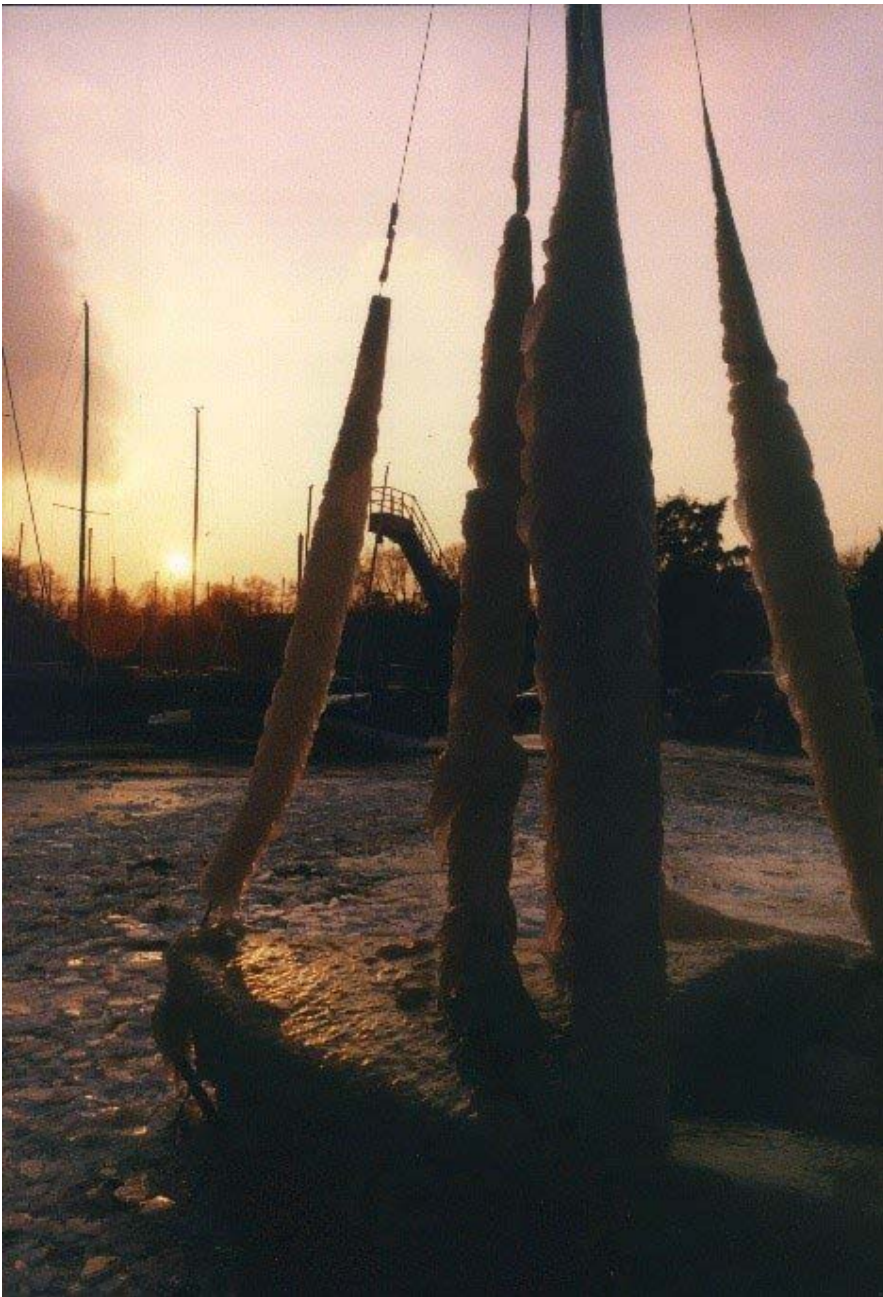
Social Activities

The opening dinner was organized at the Hôtel-Relais de Céligny, in the restaurant *Portofino* on Saturday the 4th of May, right after the opening regatta. The rainy weather discouraged all but one crew that planned to sail to the restaurant by boat, but eventually 77 YCC members gathered for this nice event. The highlight of the evening was the vote for the name of our brand-new Yngling: the winning name "J'Y Vais" was proposed by Paola Catapano.

The helpers outing was organized on the 20th of October at ForestLand in Divonne les Bains. Some 30 members of the Club experienced the ride on the trees and enjoyed the aperitif that was organized afterward. This was a quite sporting experience that needs to be documented with some pictures:



Photo Contest



Maria Cristina Morone, *Dériveur Glacé* – 1st Prize

In what has become a recent tradition, the YCC Photo Contest took place on the last Thursday of September, which coincides with the last of our Club Evening in Versoix.

For this Third Edition, since the old Moby Dick room is not available anymore, we crossed our harbour and gathered at the CNV, where nine amateur YCC photographers exposed their best views of the season.

Over three dozen YCC members took part in Salvatore's evening, also contributing to the snack offered by the Club, and finally choosing their favourite shots.

Cristina's fascinating "Dériveur Glacé" won with a slight margin over the "Yellow" impressionist shot by Salvatore. "Rob relaxing onboard Alcyone in the Calanque de Sugiton", a reverie of idyllic moorings, earned Robert the third place.

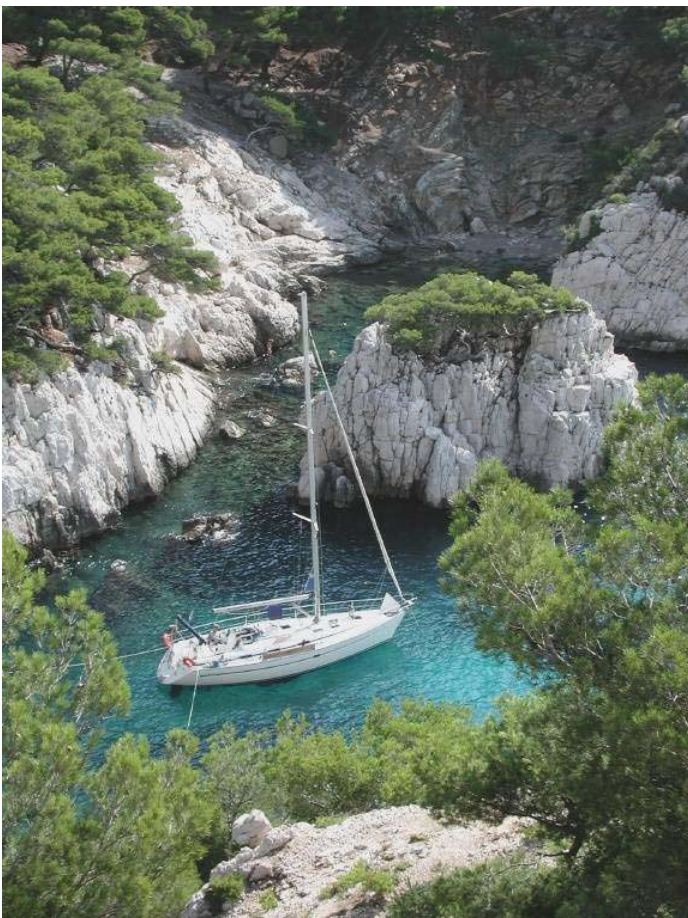
During your winter evenings you can peek at those shots and many more impressions

from the 2002 season on our web pages, <http://cern.ch/yachting> -> Photos . Be sure not to miss Simon's and Gigi's images of the Yngling and Dinghy Match Races, as well as Suzy's, Cristiano's, Marco's, Martin's and Salvatore's shots from the Surprise Match Race!

Photo Contest



Salvatore Mele – *Yellow* – 2nd Prize



Robert Herzog - Rob relaxing onboard Alcyone in the Calanque de Sugiton – 3rd Prize

Match Races

For decades, once a month, quite a few of our members have gathered for our monthly regattas. While being an excellent chance to race in a friendly environment, there are large differences in speed and performance across our fleet and the private boats that join in. Victory comes more from racing against the clock, in the compensated times virtual world, than from the direct control of the other crews.



Watch your back!

As from 2000, with our eyes still full of the images of the America's Cup yachts dialing up in tight pre-start fights and exhilarating gybing duels, the YCC also started organising Match Races series. Our crews face each other in short races on board two equal boats. Here there is no second place, and the fun and the competition, even at our amateur level, rapidly gained a very competent style.

This season saw again three series. Two took place mid-July with the Dinghies and Yngling match races, while the Surprises, flagships of our fleet, raced in mid-September. Across those races, we applied the Racing Rules of Sailing of the International Sailing Federation on which Gigi and Rob lectured skippers and crews before the events. Once on the water, Rob, with the help of Cristina, Gigi, and Marco serving as umpires following the boats and keeping the competition strictly within the rules..



Matchrace Tactics: Nick Ziogas asking Poseidon for advice.

Match Races (continued)

As many as eighteen teams enrolled for the Yngling match race, while seven signed up for the Dinghy competition. On the first day of the Dinghies and Yngling match races, winds of 1-2Bf allowed Salvatore and Gigi at the regatta mast to complete many of the scheduled pairings. On the second day, a strong Bise, well in the 5Bf with gusts at 7Bf called for a wise cancellation of the event. Many of the knock-out Yngling races had still to be raced, while the Dinghies Round Robin pointed to Enrico-Robert, Vincenzo-Roberto and Marco-Nick as the favourite team for a final that was unfortunately not to take place... sure all crews will save their energy for next year's events.

Mid-September, the Surprise match race, organised by Gijs, was blessed by winds around 4-5Bf, and it was a great show to see our boats chase each other at metres from the jetty: a proof of increasing confidence and seamanship of our members, that was indeed appreciated by the small crowd gathering for two days in sunny Port Choiseul.

Eight teams had signed up for the event and were drawn in two round robins:

First round robin

Nutella: Mario Campanelli,
Paolo Azzurri, Vuko Briglijevic, Andrea
Valassi

Pirates: Marco Benvenuti,
Enrico Bravin, Torsten Layda, Paul
Rabar

President: Gigi Rolandi, Paola
Catapano, Henning Gruehagen,
Antonio Perin

Wild Dogs: Giovanni Cervelli,
Noria Foukia, Sandra Tavares, Steve
Udriot

Second round robin

Ark Royal: Tim Hancox, Marco Silari,
Geoff Wordley, Michele Modena

Yapa l'feu o lak: Dominique Berthet,
Juan Alcaraz, Daniel Litim, Paul
Mayoud

Leman-stres: Salvatore Mele, Axel
Bisshop, Jean-Pierre Dabon, Antje
Theimert

Luna Calante: Cristina Morone,
Roberto Petronzio, Christine Theurillat,
Martin Shaw



Dogfighting : The Surprise Matchrace Final

Match Races (continued)

Giovanni and Salvatore went undefeated through their pools, and met Cristina and Gigi in two almost-all-Neapolitan semi-finals. Giovanni won over Cristina, while Salvatore lost the semi-final to Gigi for the second year in a row. A wild final saw the Wild Dogs fighting against the President with all their energy that was eventually not enough, giving Gigi his second victory over two successive Surprise Match Races.

Many of the races were won by a few boat-lengths, and sometimes even less, with a large improvement in the level of the competition and the fun ashore, when compared to last year's edition.

Many of the people that were racing or looking at the races over those weekends, all taking part in the closing BBQs, still talk about our match races: they are now the highlight of our sailing season, and a new asset for our club life.



Race's delayed.



The Wild Dogs – Not only barking

External Regattas

The 2002 season saw a novelty in the life of our club, that is the systematic participation of one or more of our Surprises in regattas organised on the waters of Lake Geneva. After having witnessed a steadily growing momentum in our membership geared toward those events, the committee decided to act so as to maximise the opportunities of everybody to take part in 'external regattas'.

We are convinced that external regattas are a unique chance for newcomers to sailing and to the club to discover a different world, just outside the entrance of our home Port Choiseul, with its rules, its rituals and its charm. More seasoned club sailors have an excellent opportunity to improve their skills, comparing their manoeuvres and trimming to those of neighbouring boats in close races. All in all, for a community like ours mainly formed by persons relatively new to sailing, external regatta are a perfect learning environment. Not to be overlooked, finally, the club-spirit aspect, that sees four to five passionate sailors sharing their love for sailing and the same boat, which we all own, for few hours.

In spring, we polled all the Surprise key-holders, and all those members that last year had taken part to the Bol d'Or or a 'Semaine du soir' race. We asked those interested parties their opinion about an increased racing activity, what they did not like in the previous races, and how crews should be formed. We published all comments we gathered in a white book, posted in our web site at <http://cern.ch/yachting/External/main.html>. We recorded a very positive answer, with a common request for transparency, fair opportunity for the access to the boats and respect for the desire of some members to race together. At the same time, contrasting opinions were expressed on the formation of fixed crews of relatively experienced sailors, as opposed to the largest possible involvement of beginners.

Finally, the Committee agreed on a series of guidelines, also published on our web site, aimed to find a compromise between our precious tradition of openness toward newcomers and beginners, and the energy of more aggressive sailors, without neglecting the wish of some members to sail together. Making the best use of new technologies, a web-based interface was developed to allow members to apply as skipper or crew of any possible regatta, propose favourite team-mates, and inspect the formed crew as well as the results and reports from all the races.

For this year, we limited the participation of the boats to just one of the two Surprise for each race, with the notable exception of heavily requested events like the Bol D'Or and few more. Still, the request from our membership was so overwhelming that for some events we could have filled four Surprises!

Not to be forgotten, we also signed up our boats to the Thursday evening series organised by the CNV. This gave an excellent possibility for many members to get introduced to some additional 'external' sailing, still in a very friendly environment, and get lots of fun on our traditional Thursday sailing.

Our beloved Surprises took part in some 35 races, giving to 54 members the possibility of racing in a total of 153 slots, with a distribution of races per member as shown in the Figure. Together with our opening dinner, this activity was hence the one that saw the largest participation from our membership! Those numbers do not include the 'racing' Thursday evenings and do not tell all the story about the events: skippers and crews were also encouraged to sail together before the race, to get to know each other better and to get some practice, what made quite some additional outings. All this makes of the external regattas another asset for our club spirit and definitely made us grow a bit more as a community.

External Regattas (continued)

What were our results? Had we won the Bol d'Or, you would have known this already from the newspapers... Taking into account our skills, and the many members relatively new to sailing that took part to the competitions, we were not that bad for a first season: we were not always the last, and more often we were comfortably sitting halfway up the rankings of many races, dominated by semi-professional sailors on highly competitive privately-owned Surprises. On the other hand, the good seamanship we saw during our internal regattas and at our match races told us that we are on the right track to improve our skills practising them against more expert crews from outside our entourage. The average YCC upwind leg is getting sharper and spinnakers are something more than mysterious and scaring, yet colourful, objects. Finally, the fun many new and old members had before and during the races was in our mind the best achievement of this experience, and the surest indication that they must continue.

Statistics of the participation to external regattas

Who	Races	Who	Races
Isabella Alloisio	1	Paul Mayoud	4
Rémy Andréan	3	Gino Mazzone	1
Carlo Angelantonj	1	Federica Mazzucato	2
Michele Battistin	2	Salvatore Mele	1
Marco Benvenuti	2	Jordi Mocholí	4
Dominique Berthet	9	Michele Modena	1
Thierry Boileau	6	Cristina Morone	6
Mario Campanelli	1	Michal Ostapowicz	1
Giovanni Cervelli	7	Antonio Perin	4
Isabelle Collet	6	Roberto Petronzio	5
Véronique Gomez Costa	1	Petra Riedler	1
Nathalie Crétiaux	5	Gigi Rolandi	1
Jean-Pierre Dabon	3	Irène Scheffre	2
Vincent Doré	2	Luigi Serio	4
Vidalina Fernandez	1	Martin Shaw	2
Henning Gruehagen	2	Marco Silari	1
Klaus Günther	1	Sandra Tavares	3
Guido Guidi	2	Antje Theimert	4
Tim Hancox	5	Christine Theurillat	8
Robert Herzog	1	Marye Tonnaire	7
E.Barbara Holzer	2	Stève Udriot	2
Torsten Layda	2	Juan Valls	3
Giovanna Lehmann	4	Sandro Vascotto	3
Micheal LeVine	1	Rob Veenhof	5
Daniel Litim	1	Udo Wagner	2
Petra Marshall	1	Rainer Wallny	2
Andrew Maier	1	Nick Ziogas	1

Monthly Regattas

2002 YCC OVERALL REGATTA STANDINGS					
Dinghy Skippers		Dinghy Crews		Keelboat Skippers	
G.Benvenuti	35	M.Benvenuti	35	N.Bosco	50
C.Morone	30	L.Adams	20	C.Morone	40
J.Cook	20	D.Geskus	20	P.Gelissen	35
P.Wiechowski	15	U.Wagner 15	15	S.Mele	30
S.Sequeira	15	E.De Rijk 10	10	G.Rolandi	20
I.Efthymiopoulos	10			M.Campanelli	20
R.Petronzio	10			C.Barnerias	20
				T.Hancox	20
				D.Berthet	20
				U.Wagner	15

Rules: 1st class. 20 points; 2nd class. 15 points; 3rd class. 10 points; match-race semi-final: 5 points; for same number of points, the number of won races can make a difference.

in cold weather and/or light rain, and that limited a bit the participation of dinghies throughout the season. On the other hand, weather conditions were nice for the mid-summer regatta on July 28, shortly after the end of the windsurf courses, when windsurfer students were encouraged to participate, having foreseen a dedicated start, course and standings for windsurfers. I hope that this example will start a tradition and boost windsurfers' participation in our club activity.

A race that has already become a tradition is the joint YCC-CSS regatta, a symbolic link between the two clubs, with a single long leg starting in Versoix and ending in Prangins; 28 boats participated this year, out of which eight were keelboats from our club.

Internal regattas would never be possible without people volunteering to organize them; my thanks go to M.Battistin, G.Guidi, M.Cacciari, G.Cervelli, G.Rolandi, T.Boileau and C.Detraz who accepted to help the club raising flags, checking stop-watches and sitting on the deck while watching the others having fun sailing.

This is my last year as a regatta organizer in the club; during the last three years I found myself making regatta-related phone calls and emails from the funniest places in the world and interacting with a lot of different people; I would like to thank everybody who helped the club being such a nice place for friendly competitive sailing during all these years.

Mario Campanelli

Due to the large expansion of the Club involvement in other sailing activities on the lake, it was decided this year to split the organization of internal and external regattas, and you will find a report by Salvatore on this latter activity in this same section. This year our club organized 8 "standard" regattas plus the match-races; the overall weather conditions were not particularly lucky, so we were forced to cancel the monthly regatta of May 25 due to rain and complete lack of wind, and a couple of more regattas have been held

Courses

The format of the courses was unchanged with respect to 2001 with three distinct curricula: Dinghy, Keelboat and Windsurf. Each curriculum, except Windsurfing, offers beginners and advanced courses. A prerequisite to enter an advanced course is to hold the beginners licence for the same curriculum.

The aim of each course is to prepare for the test, which is now required throughout. Completion of a course does not give automatic access to the license. Detailed information on the registration procedure and prerequisites have been published on the Web at <http://cern.ch/yachting/courses/>.

Menu of courses in 2002

Course	Course type	Boat	Prerequisite	Classes	Students
D	Beginner course for dinghies	470, Laser II	--	8	24
Y	Beginner course for keel-boats	Yngling	--	7	21
W	Course for Windsurfs	Windsurfs	--	2	10
C	Course for catamarans	Mystère Fun	D licence	4	8
ED	Advanced dinghies	485, ISO	D licence	3	6
SU	Advanced keel-boat	Surprise	K licence	3	9
CK	Cruise keel-boat	First 25	K licence	1	1

Four information sessions were organized in February and March. Places in the courses were assigned through a lottery. A web-form interface was used for the enrolment in the lottery. 135 people enrolled in the lottery for a total of 86 places. The lottery was held in public on April 4th.

The complete schedule of the theory courses and of the practical lessons was published on the WEB in the [Agenda of Course for 2002](#).

The following table gives more details about course statistics.

We note that all offered places were filled with the notable exception of the courses on the First where only 1 out of 8 available places was filled despite a long waiting list for the surprise course. The ED course was essentially filled from second choices from K and SU waiting list.

	D	ED	C	W	K	SU	CK	total
<i>places available</i>	24	6	8	10	21	9	8	86
<i>lottery fist choice</i>	53	1	9	17	52	15	1	148
<i>enrolled</i>	24	6	8	10	21	9	1	79
<i>from waiting list</i>	6	1	3	4	1	1	0	16
<i>test passed</i>	15	3	3	5	11	2	1	40
<i>test fraction</i>	0.625	0.5	0.375	0.5	0.524	0.222	1	0.506

Year 2002 saw nine new teachers entering in actions (all three Surprise teachers were at their first experience!).

Teachers' meetings were organized early in the season to guarantee a homogeneous content of the courses. We would like to thank T.Layda and M.Kugler for their efforts in this activity.

We are very grateful to all experienced members who, as teachers, helpers or just as skippers during the training sessions, enjoyed sharing their sailing experience with newcomers. A warm thank-you goes also to the crews of the rescue boat that allowed safe and regular courses and training sessions.

All courses followed a regular scheduling with only the CK course suffering a heavy delay due to the unavailability of the First-25 at the beginning of the season.

Courses (continued)

As in the past years, about half of the pupils have passed the test before the end of the season (with the notable exception of the surprise course for which only 2 students have passed the test this season) with a clear peak in July just after the end of the courses (as clearly shown by the plots presented in the next section).

Teachers:

D: W.Andreazza, D.Berthet, B.Domer, R.Geyer, S.Palestini, C.Theurillat, G.Walder, S.Udriot

Y: M.Benvenuti, M.Cornevin, F.Herfurth, T.Layda, V.Parma, H.Postema, R.Veenhof

W: G.Cervelli, P.Catapano, T.Boileau

C: A.Catinaccio, S.De Man, M.Kugler, H.Kugler

ED: C.Morone, J.Spanggard, U.Wagner

SU: S.Mele, G.de Rijk, N.Ziogas

CK: J.Buchenbacher

Theory: M.Benvenuti, G.Cervelli, S.De Man, S.Mele, L.Serio, U.Wagner

Tests

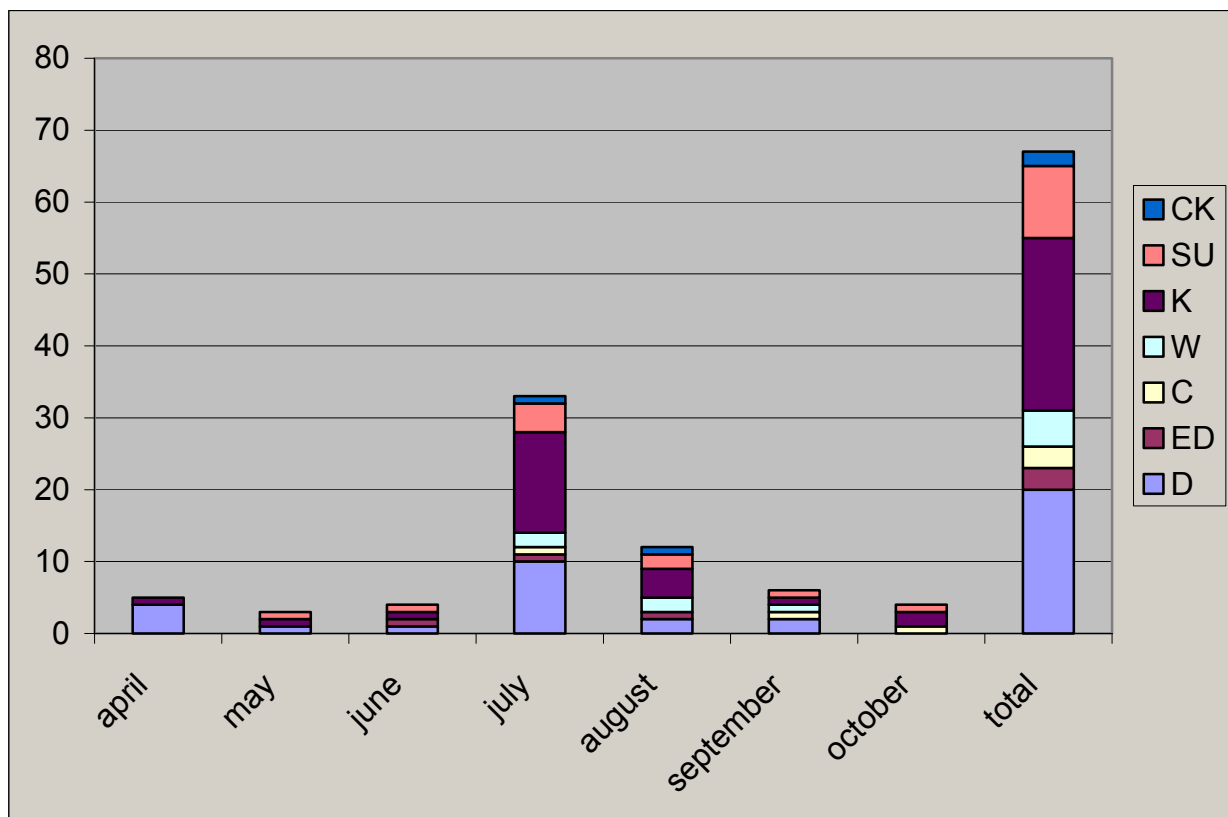
To gain access to an YCC boat as skipper, an active member must pass a test to show that he or she is able to sail safely and without damaging the boat, as well as knowing lake and Club rules. The YCC does not recognise any permit as evidence for having such skills. In addition theory tests are organized for those who do not hold a Swiss D permit.

Test procedures were essentially unchanged with respect to year 2001. They are published on the Web ([YCC 2002 - Tests and Examiners](#)). The list of examiners has also been published and we take this opportunity to thank them all for their engagement and availability all along the sailing season.

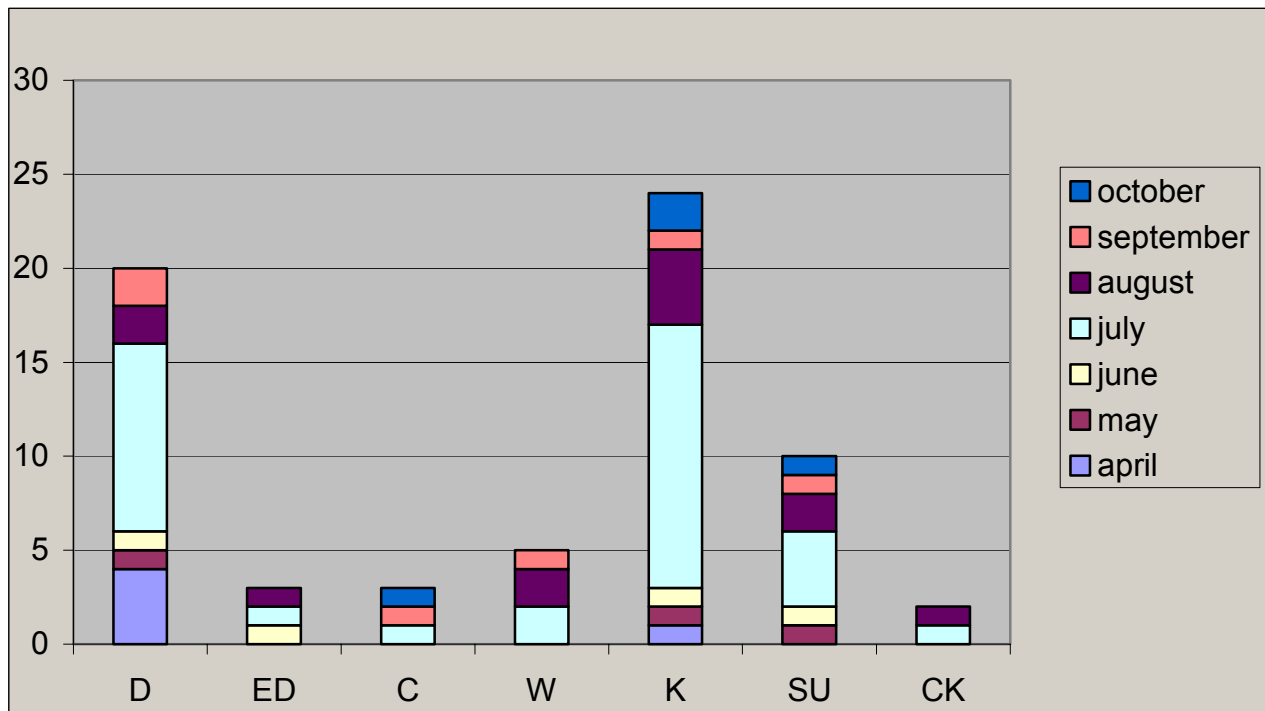
The following table summarize the test activity for the year 2002

Licence	Boat	Tests passed
D	470, Laser II	20
K	Yngling	24
W	Windsurfs	5
C	Mystère Fun	3
S	485, ISO	3
SU	Surprise	10
CK	First 25	2

The following plots detail the number of tests passed for each category and for each month.



Tests (continued)



Successful Tests

W - Windsurfs

Bruno Giacomo, Domer Petra, Konstantinidis Nikolaos, Maludzinski Slawomir, Palan Bohuslov

D - Dinghies

Adam Wolfgang, Brigljevic Vuko, Diez Nuria, Fabienke Trine, Friman Per-Olof, Fullerton John, Fullerton Sarah, Gruehagen Henning Pal, Guidi Guido, Litim Daniel, Mocholi Jordi, Nowak Marcin, Ostapowicz Michal, Rigolin Stefano, Serrano Pep, Torres Daniel, Turnbull Iain

ED – Advanced Dinghies

Dabon Jean-Pierre, Dezillie Britta, Guidi Guidi

C - Catamarans

Efthymiopoulos Ilias, Gruehagen Henning Pal, Perin Antonio

K – Keelboats (Ynglings)

Andrean Remy, Angelantonj Carlo, Battistin Michele, Becker Karin, Bisschop Axel, Dabon Jean-Pierre, Detraz Christine, Dorenbos Eduard, Friman Per-Olof, Garms Arie, Gianolio Elena, Guenther Klaus, Hansen Jens Munk, Kristic Robert, Mueller Mario J., Roncarolo Federico, Sliwinski Marek, Tonnaire Marye, Torres Daniel, Valls Ferrer Juan, Vannerem Philippe, Vechec Pierre, Vitucci Chiara, Wordley Geoffrey

SU - Surprise

Andrean Remy, Berthet Dominique, Bisschop Axel, Dore Vincent, Dorenbos Eduard, Scheffre Irene, Silari Marco, Udriot Steve, Wagner Udo, Wordley Geoffrey

CK – First 24

Schmeling Sascha, Vascotto Sandro