

YACHTING CLUB CERN



2003 ANNUAL REPORT

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Yachting Club CERN, Geneva, November 2003

Report of the Chairman on the YCC activities in the year 2003

In this annual report you will find the budget, the statistics of the club membership and the details of the various activities. In this introduction I draw some personal conclusions on the YCC during 2003.

During this year I have unfortunately been absent from the daily life of the Club more than I would have liked. Therefore, a big thank you to all other members of the Committee, who have very effectively managed the club during most of the 2003 season.

2003 Committee

Gigi Rolandi	President
Marco Benvenuti	Vice-president & YCC Regattas
Udo Wagner	Budget
Elena Gianolio	Secretary & administration
Enrico Bravin	Maintenance Ynglings
Robert Herzog	Maintenance Dinghies, Insurances
Salvatore Mele	External regattas, Shop & photos
Rob Veenhof	Courses, Tests & Maintenance Surprises
Vincenzo Innocente	Courses & tests
Giovanni Cervelli	Windsurfing
Sandro Vascotto	Cruise, Maintenance First
Paul Rabar	Safety & Q-boat
Tim Hancox	Publications
Christine Détraz	Social Activities
Gijs de Rijk	Match Races, BBQs
Chick Nichols	Honorary President

The 2003 Committee - that you see listed in the table - steered the Club with 5 official meetings and many e-mails. In addition to the committee members I would like to thank Giovanni Dadaglio who acted as "permanent substitute" for Safety & Q-Boat and Axel Bishop who replaced Rob Veenhof as person responsible for the maintenance of the Surprises.

With the acquisition of *Y me?* and with the refurbishing of *Vas-Y* we have completed the renewal of our Yngling fleet. During last winter we also bought new sails for the three Ynglings. Unfortunately the main sails had a problem and had to be modified. The

result was not ideal and the sails are not easy to rig. The frequent usage of the Ynglings by our members confirmed our expectations: the Yngling is the most popular among our boats. The dark side of the Ynglings is their maintenance: due to their frequent usage they have quite often problems and the maintenance – done on a voluntary basis – is an impossible mission.

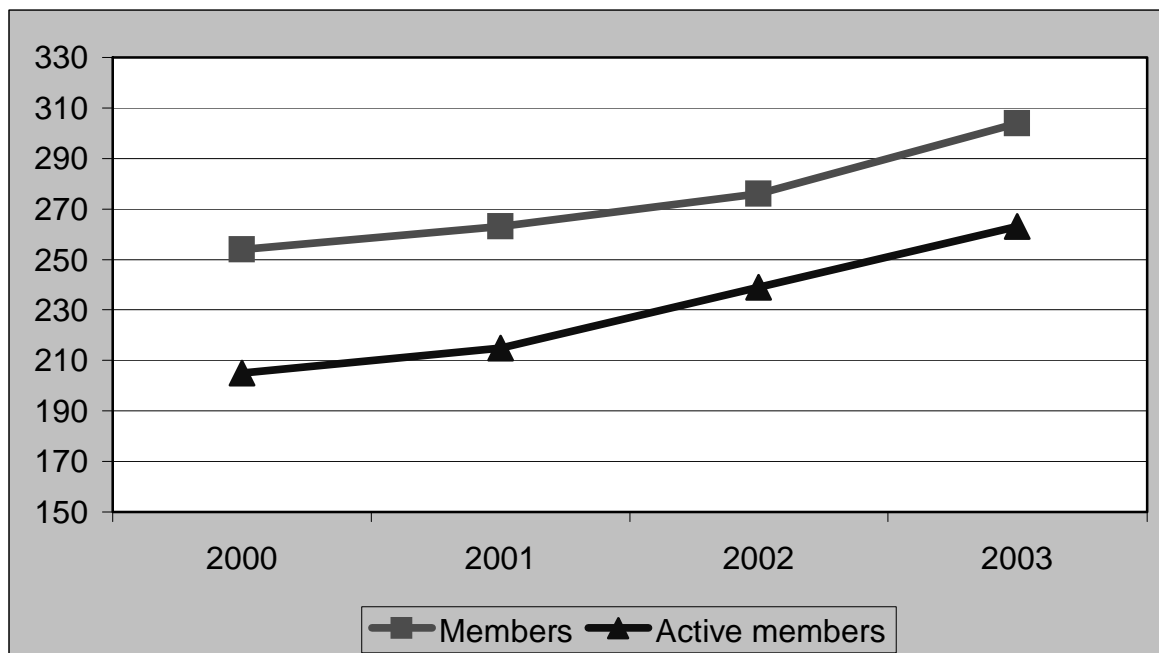
In general 2003 was not a good year for our fleet: we experienced a number of quite severe accidents. Mic Mac had a collision during a regatta and was out of service for about 2 months. Pollux – our glorious fourteen year old 485 – did not finish the season: she did not survive capsizing in the shallow water in front of Port Choiseul resulting in important damage to the deck. Maintenance has always been a problem in YCC; in 2003 the problem was more severe than in previous years resulting in a larger percentage of "out-of-service" time during the season. Possibly there are many concurrent reasons for this: the constituency of the club increased, people are more busy with their work and have less time to devote to the Club, the average seamanship of our club diminished. During our last committee meeting the reports of Enrico and Robert (respectively responsible for Ynglings and Dinghies maintenance, two of the most expert and YCC-dedicated persons) were really discouraging: they had to invest a large part of their free time to fulfilling the job and eventually this was not rewarding for them at all. They were mainly discouraged because they did not find the reaction they expected from the constituency. The members put limited care into using the boats: some of them do not report problems, some others do not invest time to repair simple damage they have produced, some of them use the boats also when the probability to cause damage is quite high. Robert and Enrico will quit the maintenance after many years of service; they will stay in the committee with other responsibilities. I want to thank them warmly for the time and the work they have invested on our boats.

We had a number of accidents involving boats moored in the harbour. Some of these accidents were not reported to the committee. In some cases we discovered the full story only after investigations triggered by

the owner of the damaged boat. This is a very delicate point: people in Port Choiseul attribute ANY damage caused to their boats to YCC. In one case the owner of a boat was claiming a reimbursement from us although he had no witness testifying that the damage to his boat was caused by us. Keeping good relations with the people of Port Choiseul is of the utmost importance for the evolution of the Club life. In the future we shall be very strict with people causing damage to other boats and not reporting it urgently to the Committee.

Our boats sail much more often than other boats in the harbour. This is not the only reason for a large number of accidents: there is ample room for improving the seamanship of our members. During the year I saw messages like: *"Dear YCC examiners and teachers, You will all be aware that the YCC fleet has suffered badly from damage in the last couple of weeks. While this is not solely attributable to lax test results, the Committee remains convinced that test standards of "pass" should remain high - or be raised. We are therefore asking you, with a lot of tests looming, to be strict on all your requirements."*

How to improve on this? The answer is not simple. The organization – and the level - of the courses in 2003 were quite problematic, also due to lack of expert volunteers. Stricter tests help to contain the problem, but do not solve it. Expert members have less time to devote to the Club and without their involvement it is difficult to increase the "average level".



Also: the Club is growing and there is increased demand for boat usage from our members. The numbers of people we have to teach is increasing. In 2003 we passed the thresholds of 300 members and of 250 active members. In four years the number of active members has grown by 30%. The next committee shall evaluate critically if our structures are adequate to cope with this increase.

I have reported problems we usually deal with. Fortunately, in 2003 there have been also many positive highlights. I mention three points and I apologize for what I miss....

- Internal regattas got a big boost. This is a comment from a mail I received from one of our members: *I wonder if you could pass a public "thank you" and a "well done" to Marco for his regatta organisation this summer. In my opinion the regatta organisation took a big step up this year thanks largely to Marco. The racing program was varied and the new developments (e.g. multi-race format, Dragster Regatta and the 3-hour Regatta) were innovative, interesting and above all enjoyable.*

- The new reservation system and the conversion to Oracle of the club data files are two important steps for a better organization of the administrative work of the Club. Thanks Enrico, thanks Elena.
- The shop was renewed and we sold many items thanks to the enthusiasm of Sandra Sequeira.

The Club has been steered very well by Marco and the Committee and – thanks to them – has not suffered too much from an “absent” chairman. 2003 could not have been another enjoyable season for our 300 members without the dedication of those of you, who devote a substantial fraction of their spare time to YCC.

Thanks to all.

A handwritten signature in cursive script that reads "Gigi".

2003 YCC Awards

As per tradition, YCC rewards members showing excellence in contributing to the club's life. Prizes are distributed at the Closing Night - This year's cups are awarded as follows:

President's Cup

Awarded to Giovanni Dadaglio

The President Cup is granted by the YCC President to a member of the Club who has given an outstanding contribute to the Club's life. Committee's members are not eligible.

Nichols' Cup

Awarded to Sandra Sequeira Lopes Tavares

The Nichols' cup is awarded by Chick Nichols- YCC Honorary President –and his wife Susan, to a member who helped the club during the season, in a particularly discrete, still effective manner. Committee's members are not eligible.

2003 YCC Internal Regatta Championship

Best Dinghy Skipper

John Fullerton

Best Dinghy Crew

Anja Werthenbach

Best Keel-boat Skipper

Salvatore Mele

Members & Friend Members

Members	2001	2002	2003	Occupational Group	2001	2002	2003	Licenses by Category	2001	2002	2003
ACTIFS	219	233	253	CERN	139	138	140	D	150	157	155
Active	142	172	182	Extra-CERN	92	109	127	ED (was S)	44	49	53
Active /new	62	61	71	CERN-related	32	30	37	C	42	44	44
Junior	5	8	10					Y (was K)	133	150	169
Junior(renew)	1	2	4	Total	263	277	304				
Junior/new	4	6	6					CK	50	53	56
								SU	43	56	61
Temporary	2	2	3					W	32	36	44
Honorary	2	2	2	Preferred Language				M	33	34	40
Friends	35	32	36								
				English	142	164	180				
				French	121	113	124				
Total	263	277	304	Total	263	277	304	Total	552	606	651

Members & Friend Members (continued)

Country of Origin	2001	2002	2003
Italy	45	56	65
Germany	47	48	49
Switzerland	38	36	40
France	33	31	35
UK	18	23	24
Spain	16	17	14
Poland	4	10	11
Netherlands	14	9	11
Austria	9	9	10
USA	5	9	8
Sweden	2	3	7
Portugal	10	3	5
Norway	3	3	4
Greece	1	3	3
Canada	3	4	3
Belgium	6	3	2
Ireland	1	1	2
South Africa	0	1	2
Denmark	2	3	1
Japan	1	1	1
Russia	1	1	1
Australia	2	2	1
Lithuania	0	0	1
Hungary	1	0	1
Mexico	1	0	1
Lithuania	0	0	1
Ecuador	0	0	1
Czech Rep.	0	1	0
Total	263	277	304

Licence Distribution	2001	2002	2003
0 licenses	71	66	82
1 license	64	72	73
2 licenses	38	37	40
3 licenses	30	36	35
4 licenses	17	23	25
5 licenses	23	19	24
6 licenses	9	13	13
7 licenses	4	3	3
8 licenses	6	6	7
9 licenses	1	2	2
Total	263	277	304

Our Boats

Rapport d'activité de Chick-En-Two / Report on the activity of Chick'En II by Sandro Vascotto

Entre mars et avril 2003 notre First 25 a été soumis à une cure de rajeunissement. Dix-sept membres ont exécuté de nombreux et importants travaux de remise en état, tels que la peinture du safran, la réparation du tangon, le remplacement des filières, la réparation du vît de mulet, le renouvellement d'une partie de l'accastillage, la réparation de la barre de flèche, la vérification du système électrique, la vérification de l'étanchéité des fenêtres, le remplacement des lattes en teck des sièges et d'autres encore. En tout, 180 heures de travail volontaire ont été fournies.

Le moteur reste le point faible, et surtout son inverseur. Les choses se sont beaucoup améliorées depuis que nous avons fait remplacer le levier de commande de l'inverseur et ses câbles. A part un ou deux problèmes au début, le moteur a bien fonctionné tout l'été.

Chick'En II a participé à notre régata d'ouverture le 10 mai, et a été officiellement « inauguré » le 15 mai, date à laquelle il est devenu à nouveau disponible aux membres. Nous avons organisé des séances de mise à jour (obligatoires) pour les détenteurs de la clef, auxquelles 25 d'entre eux ont participé.

De mai à septembre, Chick'En II est sorti 91 fois. Vingt skippers se sont alterné à la barre, dont sept ont barré quatre fois ou plus. Le nombre total de participants à ces sorties est de 298. Deux de nos membres ont fait une croisière d'une semaine. Cette année, trois membres ont soutenu avec succès le test sur le First. Au mois d'août c'est le First qui a soutenu son contrôle périodique de police, et lui aussi avec succès.

Chick'En II restera hors de l'eau pendant la saison d'hiver 03-04, pour sécher sa coque et procéder à son entretien. Selon le nouveau règlement, nous serons obligés de sceller tous les écoulements d'eaux usées dans le lac avant le mois d'août. Ce qui veut dire l'élimination pure et simple des lavabos et de la toilette ou bien l'installation de containers amovibles ; aux usagers de décider ce qui convient le mieux. Il reste aussi à décider si l'on veut investir dans l'entretien du moteur et à trouver une entreprise qui le fasse correctement.

During March and April, our First 25 underwent a rejuvenation treatment. Seventeen YCC members carried out a lot of significant refurbishment work, such as painting the rudder, repairing the spinnaker pole, replacing the hand rails, repairing the gooseneck, renewing part of the chandlery, fixing the spreaders, checking the electrical system, checking the windows seals, replacing the teak battens of the seats, and more. In total, 180 hours of voluntary work were provided.

The engine remains the weak point, in particular its gearbox. Things are much better since the control lever and its cables have been replaced. Except for one or two hiccups at the beginning, the engine has worked satisfactorily for the whole summer.

Chick'En II participated in our opening regatta on 10 May, and was officially "inaugurated" on 15 May, when she became available to YCC members again. We organized some (mandatory) training sessions to bring the key holders up to date; twenty-five of them attended.

From May to September, Chick'En II made 91 outings. Twenty skippers have taken the tiller, seven of whom have steered at least four times. The total number of participants in these outings is 298. Two YCC members made a one-week cruise. Three persons passed the test and obtained the key of the First. In August, it was the First that passed the periodic Police check.

Chick'En II will be taken out of the water to spend the winter season drying the hull and to undergo some maintenance. According to the new lake rules, we will be obliged to seal all the sewage drains before August. This means either removing the sinks and the toilet altogether, or installing removable tanks and portable chemical toilets: this is up to the users to decide. Another thing to be decided on is whether we want to invest money for the engine maintenance next year, provided a good workshop is found.©

Our Boats (continued)

The YCC dinghies in 2003

The dinghies, like other boats of the club, were exposed to a fair amount of damage this year, which does not apparently result from increased usage of the boats. Early in the season the centre board of the ISO needed replacing; towards the end of June our 485 Pollux suffered damage beyond economic repair; on 17 August, when a thunderstorm arrived rather suddenly, the spinnaker of one Laser was torn to shreds; at the end of August the rudder of a 470 broke into two pieces; halyards broke regularly, many spinnaker booms and paddles found their way to the bottom of the lake or down the Rhone, towards the sea. On the positive side the club bought 5 new covers with a tent shape, which effectively prevents the formation of puddles during rainy periods, if sailors put them on correctly over an elevated boom (For this purpose the ISO and the 470ies now have a wooden boom support.). The cut of the covers is very good, they all fit well.

The usage statistics show an increased enthusiasm for the ISO, which shows that we have again more sportive sailors in our club who take up the challenge of sailing this sometimes tricky boat. The 470ies and Lasers remain the 'work horses' for the courses. The Lasers, although already 12 years old, prove particularly sturdy. Even though they are often badly treated by our members, the hulls very rarely suffer structural damage.

For the next season a lot of maintenance work will have to be done over the winter (replace one 470 rudder blade, modify the 470 trolleys, replace halyards and other rigging etc.) and we also will need to think about a replacement for the 485.

	2003*	Course	Training	Private	Regatta	Sum 03	Sum 02
1	Charm	11	16	23	3	53	62
2	Alice	23	18	27	2	70	90
3	Susy	22	21	26	4	73	85
4	Beauty	15	24	28	2	69	54
11	Pollux	6	3	3	4	16	29
12	Isospin	10	15	22	5	52	33

* Logbooks were in the boats only from 14 May onwards

The Surprises in 2003

The Miss Match hull has been dried last winter. Its rudder showed signs of osmosis which have been treated summarily last winter and in depth at the time of writing of this report. The Mic Mac has collided with another Surprise during a regatta. This accident has resulted in a hole in the roof, a broken window, a twisted fairlead of the genoa, twisted rails alongside the boat, a torn Pentex genoa and the loss of a jib. The roof, window, rails and fairlead were repaired by Durr. The lost jib has been replaced by a new sail and the torn genoa is due to be replaced next season. Most of the damage is covered by the insurance. A new gauge spinnaker has been bought.

For this winter, we plan the following:

- Osmosis treatment of Miss Match rudder [in progress]
- Repair of the electricity of Miss Match [this winter]
- Drying Mic Mac hull [late this winter]
- Acquisition of a 2nd outboard motor
- Continuation of sail replacement on the basis of approximately one main sail or one genoa per year

Jeûne Genevois Cruise 2003

Hoping to follow the success of last year at the Côte d'Azur, we organised this year's cruise with the same plan, but this time starting close to Piombino to explore the Tuscan archipelago including a circumnavigation of its main island Elba. We rented four yachts, hired a bus for the journey and four skippers were eager to go, but – alas – by the original deadline only 70% of the berths were taken! We extended the enrolment period and over the summer Sandro talked to many potential participants personally to fill up the places. Being a very likeable man and making a big effort, he eventually succeeded, so that on Saturday 6 September at 6 in the morning 27 keen sailors got onto the coach bringing us to Etrusca Marina, a few kilometres south of Piombino.



Charm trying to escape a tornado.

It was a long trip with periods of 'Sahara' followed by episodes of 'Siberia'. Eventually Sandro found the right settings for the air-conditioning. Towards 5 in the afternoon most crews had finished their first big shopping and our coach finally unloaded us with a huge amount of luggage at the entrance of the brand new – and only half finished – Etrusca Marina. Well after sunset, after we had finished inspecting and taking over the yachts, an Oceanis 393, a Bavaria 42 and two Bavaria 44, we went for a meal and to bed soon after.



Micheal LeVine with the fish he caught first.

Sunday morning was bright and warm, but our charter agent had warned us to be prepared for a week of bad weather with strong winds. The flat sea didn't show any of it when we left the harbour, every yacht on its own, but more or less at the same time. After advancing with the 'iron sail' for an hour or two, we could make use of the Dacron sails for the first time, advancing reasonably towards the NE cape of Elba, stopping for a lunch break underneath the lighthouse on Isola Palmaiola. Although planned slightly differently, three yachts eventually berthed next to each other in the main, historic harbour basin of Piombino for the night. The old city walls are imposing, but beautiful. As usual each crew was preparing dinner independently or was going out to a restaurant adding a stroll through the old city at night.

Marco and Nicola were listening to the Italian weather forecast for us; they didn't always agree on what they had heard, but for our 25 mile leg to Capraia on Monday 8 September 2003, both predicted favourable southerly winds. Well, out of the harbour's shelter we had 5 Bf on the nose, plus a few clouds hiding the sun every now and then. The four crews coped with waves and the rolling boats 'differently', but in the end all



Mola Mola leaving Marciana Marina early in the morning.
Up on the hills the two villages Poggio and Marciana.

the opportunity of the dark clouds covering the water and caught two fish, which we ate as an appetiser at our dinner, after berthing in Marciana Marina in the northwest of Elba. There the squalls eventually caught us, but safely in the harbour it was even cosy under our large biminis and spray hoods, on which the rain was drumming.

reasonably well. It was a long day at sea; two yachts made it into the charming little harbour of Capraia only after sunset.

The night was quiet, but on Tuesday morning it was clear that the weather front *would* come! The sky towards the northwest was dark grey, the wind came from there. After a short walk through the village on the rocks above the harbour entrance, we left Capraia to return to Elba. We could make use of the little wind blowing from varying directions only now and then, but we did manage to stay in front of the approaching squalls and out of a dangerous-looking tornado. Micheal seized



Marco looking forward to his ice cream.

On Wednesday morning the sky looked a lot clearer – sunny late-summer weather was back! Under engine we passed the west coast of Elba, which is steep and nearly uninhabited. Towards the southwestern corner of the island the wind picked up, blowing strongly out of the Galetta di Barbatoia, where we stayed for lunch and some swimming. In the late afternoon we took advantage of the diminishing wind and sailed comfortably to Marina di Campo, one of the more touristy villages on Elba with a beautiful, long beach. Sailing quite close between the anchored yachts and trying to drop the anchor without starting the engine, we made some of the yachties quite nervous...

In the evening the dinghy of *Beauty* came over, desperately looking for a bottle of gas. They had their self-caught fish in the oven, but only half done. Thanking us for lending them a bottle for the evening, they told us Marco's latest weather forecast: There will be winds with force 8 tomorrow!

After a leisurely stroll through the streets of Marina di Campo and a good espresso, we set sail under calm winds along the southern coast of Elba with its deep bays. For lunch we dropped our anchor between the Gemini (twins), two little islands off the southeastern cape of Elba, where snorkelling around the rocks was particularly nice. *Beauty* came to join us for a while, with Marco still

looking for gale-force winds from unspecified directions, earning him the honourable title *Capitano Forza Otto*. Eventually we motored around Elba's southeastern cape and north into the large and beautiful bay of Porto Azzurro, which was notorious under the name Porto Longone for the large, still operational high-security prison towering on a hill above the harbour entrance. Nowadays Porto Azzurro is a charming resort with excellent restaurants and even better ice-cream parlours, of which we made good use.

Unfortunately with Friday our last sailing day arrived. The crews of *Ina* and *Mola Mola* got up early to visit Capoliveri, a charming village 10 km up the hills. Once they were back we all enjoyed more ice creams before eventually motoring around the corner to enjoy a last sunny lunch with swimming and snorkelling at Barbarossa beach. In the early afternoon the wind picked up from the northwest, rewarding us with a beautiful two-hour reach across the bay of Follonica back to Etrusca Marina – perfect conditions to wet our appetite already for next year's cruise! In the evening all four crews came together on one long table in a close-by restaurant for a 20 course Tuscan meal, chatting about the excitements of the week and how well we managed the various challenges on our course. It was an evening worthy of celebrating our excellent sailing week!

Jeûne Genevois Cruise 2003

By Mireille Cadelli, October 2003

Après une navigation tranquille le dimanche, nous démarrons très fort ; 11 heures de navigation, vent force 5 contre nous ... Petit problème pratique à bord : trois malades de mal de mer ; bon, le pire c'est moi... Heureusement, il y a la chimie et l'habitude peut-être aussi, le jour d'après, nous sommes à nouveau tous valides. Nous pouvons reprendre notre cap !

On nous annonce tous les jours des orages. En effet ils s'organisent tout autour de nous, mais nous laissent un superbe ciel bleu bien ensoleillé. Les dieux sont avec nous !!!... Les vents restent contre.....

Le grand large c'est superbe: on se laisse bercer par le roulement des vagues, le frémissement du vent et c'est toute une palette de couleurs et tout un jeu de lumières qui s'offrent à nous. Le rêve quoi !!!!

On s'amuse beaucoup à bord. Il y a les baignades dans les petites criques, les petits déjeuners au soleil, les dîners aux bougies et clair de lune, les escapades en pneumatique pour visiter les côtes et prendre des glaces, le limoncello, les plats mijotés de Géa, Johanna, Sandro et Silvia. C'est un cinq étoiles, à n'en pas douter ! (note: attends toujours vos recettes, merci) Les apéro !!! Le must sur notre bateau, c'est l'incroûtable canapé aux acciughe (anchois), succès assuré à chaque fois... Nous sommes vraiment gâtés, c'est la Dolce Vita !

N'oublions pas les concours d'accents italiens ; là, il y avait de fortes rivalités, les chansons à tue-tête le soir après les repas bien arrosés, les entrées au port... hm ...hm...et notre frigo toujours sous bon contrôle, je vous laisse deviner par qui.....

Bon, évidemment, il y a toujours les inévitables couacs. Chez nous, ce sont les pannes de gaz ! Quelque peu frustrant quand on a déjà l'eau à la bouche. Mais, no-problem, nous avons réponse à tout et c'est à chaque fois avec brio que l'on s'en sort et le sourire est retrouvé.

C'était ma première croisière et une expérience inoubliable. Je la dois aussi, je le sais, à toutes les personnes qui étaient à bord et qui ont contribué, chacune à sa manière, à la magie de l'instant.

Alors tout simplement ; Let's do it again !!!

Jeune Genevois Cruise 2003

By Gijs de Rijk



At the end of the summer a week in the Mediterranean offers a variety of conditions, which are just right for our Jeune Genevois cruise. Quiet days alternate with some more sportive sailing in 4-5 Bf winds. It all began in Etrusca Marina near Follonica in Tuscany. When we had taken possession of the boat, the agent from the rental company persuaded us to follow him to Massa Marittima for dinner. This was a great surprise visit to

this well-preserved medieval town just in the hills above the coastal plane. The first sailing day started with little wind but quickly a nice 3Bf set in and we could try out the boat on our way to Porto Ferraiolo on Elba. A small rocky island offered us the right shelter to anchor for lunch and a swim. We had already noticed that the crew worked well together under the steady hand of our skipper, Robert Herzog. On the second day we mostly sailed close-hauled with a good 4-5Bf and some nice waves. This was when the sailing became a bit more interesting. One really got the feeling of being "at sea". We arrived in the port of Capraia after a long day of sailing. Capraia is a very quiet and colourful island. It invited us for a walk to the top before leaving the next morning. When we left Capraia we had to hurry in front of a thunderstorm. Behind us we even saw a water tornado! For several hours we sailed just under the cloud rim, but we managed to stay ahead of the storm. The storm overtook us in the harbour of Marciana Marina during our dinner. After this we had two relatively quiet days, each with a stop for lunch and a swim. The last sailing lap was from Porto Azzurro on Elba back to Etrusca Marina. This lap was done under exceptional conditions. At a small force 5 and nearly no waves the boats

could be sailed at their hull speed (~8kt). We sailed part of the distance very close to Marco's boat. After this we were naturally very disappointed that it was all over. Just right to be ready for next year's cruise.

Windsurfing in Tuscany

A nice summer, excellent wind conditions and a nice group of 15 strongly motivated students and 6 instructors made of the last windsurfing course a success. Thanks to motivation of the group the Thursday training sessions (which are an optional part of the course) were always full and two official outings could be organised: the end-of-the-course day-outing to the Lake of Monteynard and the four-days outing to Tuscany.

The Sunday spent in Monteynard was great: with N people taking part, good wind, good equipment and nice weather, but the outing in Tuscany was even better! We left from CERN on September the 10th, just after work, and we immediately felt ourselves on holiday! Italy gave us the welcome with a romantic sunset...and an excellent focaccia in Camogli! The way to Talamone is long but the place is really the wind- and kite-surfers' paradise, it is a closed bay with shallow water that remains flat even with the strongest wind.

Tuesday the 11th we woke up with a nice blue sky and 27°C, we got a quick breakfast in the old town of Talamone and then we were ready for good windsurfing. Normally a 4 beaufort wind is more than enough for beginners, but Witek, Katherina, Jose and Nicola showed me they were no more beginners: for them that was an easy wind, good for tricks like duck-jibes and the 360s!!! I did some tricks with my kite-surf it was so nice, warm, fun, that we didn't stop at all until 8 pm when we realized we were very, very hungry. This problem was solved with some "ravioli alla buttera", "pappardelle with wild boar", fiorentina (2kg of T bone steak), wild boar and good wine...



Witek maneuvering...

Friday we woke up and...there was NO WIND AT ALL, I have to admit everybody was a bit disappointed: a "light wind" the first day was acceptable but nothing was absolutely unacceptable. Anyway we were there, we tried some big sails...I got an 8.2m² sail and I think



Braveheart Nicola

my top speed was 0.000000001 mm/h! But around midday something magic happened: in ten minutes the wind rose to 6 Beaufort with gusts at 7 (I measured it), that was a dream, the nicest dream a windsurfer could have! You should have seen the faces of my four windsurfing mates: they were a bit scared but they needed only few minutes to prepare themselves and they were bravely on the sea with 5m² sails and nice short boards...at the end of the day they stated they love the *mistral*, although was a bit too strong to jibe!

Saturday the mistral was gone but a lovely "libeccio" was blowing for us: 5 Beaufort, gust at 6! What shall I say? We surfed all the day and

then we had...another great dinner: this time were fishes and seafood! Sunday was the last day and started very well with a strong Tramontana 6-7 Beaufort, then changed direction at least four times but the average was 6 Beaufort, we left at 4 pm and we visited the superb Piazza dei Miracoli of Pisa.

Conclusion: we've had lot of wind, nice food, good wine, but first of all a lot of fun!!! All the participants were enthusiastic and asked for more outings, more windsurf and more ...advanced courses!

At this point, the windsurfing season seems to be finished, but there are places in the world where trade-winds blow with good strength and the water is warm also during the winter...be ready! the windsurfing team is still active!!!

Planche à voile en Toscane

De bonnes conditions météo, un vent favorable, 15 étudiants et 6 instructeurs très motivés firent de ce dernier cours de planche à voile un succès.

Grâce à la motivation du groupe, les sessions d'entraînement du jeudi (proposées en option pendant le



L'esprit de la planche à voile

cours) furent toujours complètes et deux sorties officielles purent même être organisées: une sortie d'un jour sur le lac de Monteynard qui marqua la fin des cours ainsi qu'une excursion de 4 jours en Toscane.

Si le dimanche passé à Monteynard fut super (bonne équipe, bon vent, bon équipement, beau temps), la sortie en Toscane fut mieux encore! A peine avions-nous quitté le CERN le 10 septembre, juste après le travail, que déjà nous nous sentions en EN VACANCES et l'Italie nous offrit, en guise de bienvenue, un romantique coucher de soleil... accompagné, à Camogli, d'une excellente focaccia !

Talamone n'est pas la porte à côté, mais cet endroit s'est révélé être

un vrai paradis pour les véliplanchistes : formé d'une baie fermée avec une eau peu profonde, la surface de ce plan d'eau reste plate, même par vent tempétueux.

Mardi 11 septembre, nous nous sommes réveillés avec un beau ciel bleu et 27°C, et après un rapide petit-déjeuner pris dans la vieille ville de Talamone, nous sommes prêts pour faire de la planche à voile. En temps normal, un vent de 4 beaufort est plus qu'assez pour des débutants, mais Witek, Katherina, Jose et Nicola me prouvèrent qu'ils étaient bien plus que des débutants : pour eux ce vent était facile et parfait pour exercer les manœuvres !!! J'ai fait quelques « tricks » avec ma planche « kite-surf » c'était si bien et plaisant qu'il était déjà 8 heures du soir quand nous réalisaîmes que nous étions très très affamés. Ce problème passer fut vite vaincu avec quelques ravioli alla buttera, pappardelle au sanglier sauvage à la fiorentine (2kg de steak T bone), et du bon vin...

Vendredi à notre réveil... il n'y avait pas de vent du tout, et je dois admettre que l'on était tous un peu déçu... un léger vent le premier jour aurait été acceptable, mais pas de vent du tout, était absolument inacceptable. Quoi qu'il en soit, on était là et on a essayé quelques grandes voiles... j'ai une voile de 8.2 m² et malgré cela, je pense que ma vitesse maximale était de 0.0000000000001 mm/h ! Mais vers midi, quelque chose de magique arriva : en 10 minutes le vent s'était levé pour atteindre 6 Beaufort avec des pointes de 7 (je l'ai mesuré), c'était un rêve, le plus beau rêve d'un windsurfeur ! Vous auriez dû voir les visages de mes camarades : ils étaient un peu effrayés, mais ils n'ont eu besoin que de quelques minutes pour se préparer et s'élancer avec courage sur la mer avec des voiles de 5m² et de jolies petites planches... A la fin de la journée, ils commençaient même à aimer le mistral, bien qu'il fût un peu trop violent !

Samedi, le mistral s'était apaisé pour faire place à un joli libeccio de 5 beaufort, avec des pointes à 6 ! que dire ? nous avons fait du surf toute la journée et nous avons eu ... un autre repas mémorable composé, cette fois, de poissons et de fruits de mer !

Dimanche, notre dernier jour, a débuté avec une Tramontane 6-7 Beaufort ; nous sommes parti vers 4 heures de l'après-midi ce qui nous a donné encore le temps de visiter la superbe Piazza des miracles de Pise.

Conclusion : nous avons eu beaucoup de vent, de la bonne nourriture, du bon vin, mais avant toute chose, nous avons eu beaucoup beaucoup de plaisir !!! tous les participants étaient enthousiastes et ont demandé que l'on fasse plus de sorties, plus de windsurf et plus de ... cours avancés !

De ce point de vue, la saison de windsurfing semble être terminée, mais il y a des places dans le monde où le vent souffle, où la mer est chaude en hiver... tenez-vous prêts ! l'équipe de windsurf est encore active !!!

Windsurf Activity

By Giovanni Cervelli

This year saw from the start an increase of participation in the Wind Surf activities with a record of 75 people showing interest for the courses (25 as a first choice). It was decided to bring the number of classes from 2 to 3, thus offering 15 places in total, which was only possible thanks to a good team of instructors/helpers: Paola, Thierry, Giacomo, Fabio, Stefano and Giovanni. The development of the season was up to expectations, thanks to new windsurfing material, a bright summer with good wind conditions, and – by far the most important! – an enthusiastic and smart group of people!

The material had suffered from substantial damage towards the end of last season due to some people breaking into the container and leaving it in a deplorable state, with missing or damaged parts (this happened a few times last year: all except this last time the intruders had been rather civilized!). The preparation for the season 2003 had to include the repair of the container and improvement of its locking system to discourage further intrusions. We can now praise ourselves that we did a good job since we did not register any further intrusion this year. The lost material was replaced. Moreover the W fleet is now counting a couple of new entries: the support motor-boat (alias the “green boat”), already in use last year and finally bought by the club; a brand new sail and rig, big size, to cover the need for more power in light-wind conditions, and a new little-used second-hand board, the F2-Stratos, perfect for the school, to replace the very old Mistral that was finally abandoned. The unusually hot summer increased our will to go into the water, but didn’t leave us short of wind. All that was to the benefit of our W activities. Plus, the new material allowed us to enlarge the spectrum of ‘usable’ wind conditions, the big sail towards the light winds and the new harnesses and harness-lines towards the strong winds.

The courses have been very dynamic, a good number of people were simply willing to take advantage of every occasion to go out in the water and surf. The boards and rigs were rarely left unused in the box. This increased the average activity on the shore and incidentally attracted the interest of more newcomers. After a while, a few people ‘extra’ were systematically showing up on a more spontaneous basis to borrow our boards in case anybody from the course was not coming on that day. Some of them were already YCC members; others became members at the end of the course in order to pass the W-test. The Thursday training was often full. With such a good ‘momentum’, it was possible to improvise small activities like short regattas (even a small tournament) and Vodka-BBQs on the shore! The courses were concluded with the traditional outing to the Monteynard Lake, usually offering more advanced surfing conditions as compared to the Geneva Lake. After the day in Monteynard, there was a demand for more organized or private outings. We therefore introduced the possibility to use the YCC Wind-Surf material for private outings (and defined some necessary rules and restrictions for that, which will be detailed in the Annual and General Information 2004). Plus, we organized the end-of-the season outing in Tuscany, during the long week-end of the Jeune Genevois. Refer to the YCC November News to read a report on the outing, but also to feel the pressure of the wind in your arms and the taste of Tuscan seafood and wine in your mouth! There was also a demand for more advanced courses that will be considered next year with higher priority.

In conclusion the season has been profitable, with 14 new key-holders and a few more willing helpers for next year! The material has been heavily used, with only a few sudden-breaks mostly taken care of by the responsible persons themselves. Overall most of the boards are coming to a natural end-of-life and will need to be replaced during the following couple of years. Quoting again the November News: “At this point, the windsurfing season seems to be finished, but there are places in the world where trade-winds blow with good strength and the water is warm also during the winter...be ready! the windsurfing team is still active!!!”. Come and surf with YCC.

Surveillance

This year we made 90 outings, with a total of 200 hours. We consumed only 500 liter of petrol, which means that our boat is rather economical.

The number of driver was less than usual but some of them were very clever and made 7-8 surveillances. On the other side it was surprising the lack of interest of our members to help as crew. Except those club members to whom one outing was mandatory for their license others did not show to much interest which is regrettable. I hope next year we could reach a better mobilization. Thank goodness no serious accident is to be reported.

Paul Rabar

Social Activities

En plus des activités normales du club, voile et barbecue tous les jeudis soirs, cours et régates, les membres du YCC ont eu cette année aussi différentes occasions de se retrouver et de partager souvenirs et projets :

- Jeudi 6 février, 55 personnes se sont retrouvées autour de la célèbre fondue du Café du Soleil au Petit-Saconnex
- Samedi 10 mai, 71 personnes ont participé au dîner d'ouverture de saison qui s'est déroulé au Château de Penthes.
- Jeudi 15 mai, le Comité a accueilli les nouveaux membres. La soirée s'est déroulée au rez-de-chaussée du CNV autour de quelques spécialités indiennes.
- Le 19 octobre, les membres du club s'étant illustrés dans des activités bénévoles ont été invités à une sortie organisée au Salève.
- Quant au dîner de clôture, il se déroulera à Divonne-les-Bains, au Pavillon du Golf et pour l'heure, 56 membres s'y sont inscrits.

Christine Détraz

4th YCC Photo Contest

As it has become a tradition in recent years, the last Thursday of September, which also coincides with the last of our weekly practice-evenings, saw the organization of the yearly YCC photo contest. Some thirty members convened at the ground floor of the CNV, where thirteen pictures from five YCC members were on display. Amidst the parallel secret contest for the best cake (and a notable tortilla) among those kindly brought by many of our friends, each of the present was asked to cast their vote.



First prize (27% of the votes) – Sail race in the Caribbean - Marco Silari

4th YCC Photo Contest (continued)



Second prize (23% of the votes) - Impressionisme à Port Choiseul - Salvatore Mele

4th YCC Photo Contest (continued)



Third prize (19% of the votes) - The wave - Marco Silari

YCC Monthly Regattas

YCC has improved the logistics of its internal regattas. We have bought new equipment, formalized race instructions and inserted a few new events in the traditional YCC race calendar.

We thought that for those who like racing, doing more races means having more fun. To this end, we have introduced the concept of multi-race regattas. In practical terms, and wind permitting, after the end of one race, we gathered boats again on the start line and gave a new start. However nice, the idea does have its drawbacks in terms of increased complexity for the organizers. In fact, as an example, computing the final rankings is now a complicated task, which often requires the use of a computer. In addition, we had to introduce time limits for boats to complete one race. Without this change, it would have been impossible to start new races without waiting too long for slow boats.

Our regatta box has been replenished with new gear: 80-meter lines now allow us to lay buoys anywhere in the Petit Lac. Walkie talkies permit efficient communication between organizers and motorboat crews. Last - and heavy - we have made ourselves a bunch of 20-kg concrete ballasts to hold the buoys in place. These items in fact, tend to disappear in the bottom of the lake.

Problems: YCC badly needs people to help organize regattas. The number of volunteers has shrunk to the reasonable limit. The future of the multi-race regattas depends on the good will of helpers.

Good news: the number of participants was higher than expected: 61 members have raced in 2003. In spite of often awkward weather, 88 boats have participated in the 8 regattas.

New Regattas: we took the risk of organizing complex events like the Drag Race and the 3-Hour of Versoix. The Drag Race is a series of very short races (50 to 70 meters!) in which crews show their ability to take a good start. The 3-Hour of Versoix is a single race in which boats lap around the course for - guess - 3 hours. The boat that completes the higher number of laps wins. Advantage: you know exactly when the race will finish.

These two novelties - the Drag Race in particular - have been appreciated by our sailors. Help permitting, in 2004, we'll do more of the like.

Marco Benvenuti

2003 Overall Standings

Dinghy Skippers

	Name	Points
1	John Fullerton	80.4
2	Jonathan Cook	73.7
3	Giacomo Bruno	66.1
4	Per-Olof Friman	52.7
5	Udo Wagner	34.7
6	Dominique Berthet	33.4
7	Elena Benedetto	31
8	Cristina Morone	29.7
9	Thierry Boileau	26
10	Christine Theurillat	20
11	Gennaro Ruggiero	19.7
12	Daniel Litim	14
13	Henning Gruehagen	11.7
14	Giulia Benvenuti	10
15	Paul Mayoud	8
16	Sandro Palestini	5.7
17	Jean-Pierre Dabon	5.7
18	Daniel Gasser	3

Dinghy Crews

	Name	Points
1	Anja Werthenbach	74.4
2	Sarah Fullerton	72.4
3	Johan Holmberg	54.4
4	Louise Adams	39
5	Santiago de Cordoba	32.7
6	Roberto Petronzio	29.7
7	Christine Staudt	21
8	Dominique Berthet	20
9	Martin Kugler	19.7
10	Thomas Teubner	14
11	Fabrice Ravy	13
12	Giacomo Bruno	13
13	Wolfgang Lerche	11.7
14	Barbara Simerova	11.7
15	Mikael Angberg	10
16	Juan Valls	10
17	Vuko Brigljevic	5.7
18	Ilias Ephtymiopoulos	5.7
19	Cordoba	0
20	Tatiana Klioutchnikova	0
21	Johan Karlsson	0
22	Giuseppe Masala	0
23	Annelise Jaquier	0
24	Marieke Heida	0

Keel-boat Skippers

	Name	Points
1	Salvatore Mele	92.8
2	Thierry Boileau	84.8
3	Udo Wagner	71.4
4	Federico Roncarolo	42.7
5	Nicola Bosco	42.1
6	Armin Böker	38.4
7	Giuseppe Masala	25.7
8	Axel Bisschop	24.7
9	Arne Lang	16
10	Jürgen Büchenbacher	16
11	Marco Silari	15.7
12	Gigi Rolandi	13
13	Claude Barnerias	13
14	Giovanni Dadaglio	13
15	Rémy Andrean	13
16	Vincenzo Innocente	12.7
17	Sandro Vascotto	12
18	Cristina Morone	10
19	Enrico Bravin	10
20	Dominique Berthet	8
21	Stève Udriot	8
22	Chiara Vitucci	8
23	Ilias Ephtymiopoulos	6.7
24	Ursula Haenger	5.7
25	Tim Hancox	3
26	José Luis Gomez Costa	1
27	Jean-Pierre Merlo	1

External Regattas

By Salvatore Mele

In the 2003 season the YCC continued its External Regatta activity, which started last year. In a nutshell, the idea is to participate with our flagship Surprises in regattas with a broader scope than our friendly internal races, where you know pretty well the other boats, the other skippers, the race course and even the wind holes the Geneva lake is so generous with. This is an excellent chance for passionate newcomers to sailing to

discover a different world with its rules, its rituals and its charm. More seasoned club sailors have an excellent opportunity to improve their skills, comparing their maneuvers and trimming to those of neighboring boats in close races. The perfect mix for a thriving and learning community as ours.

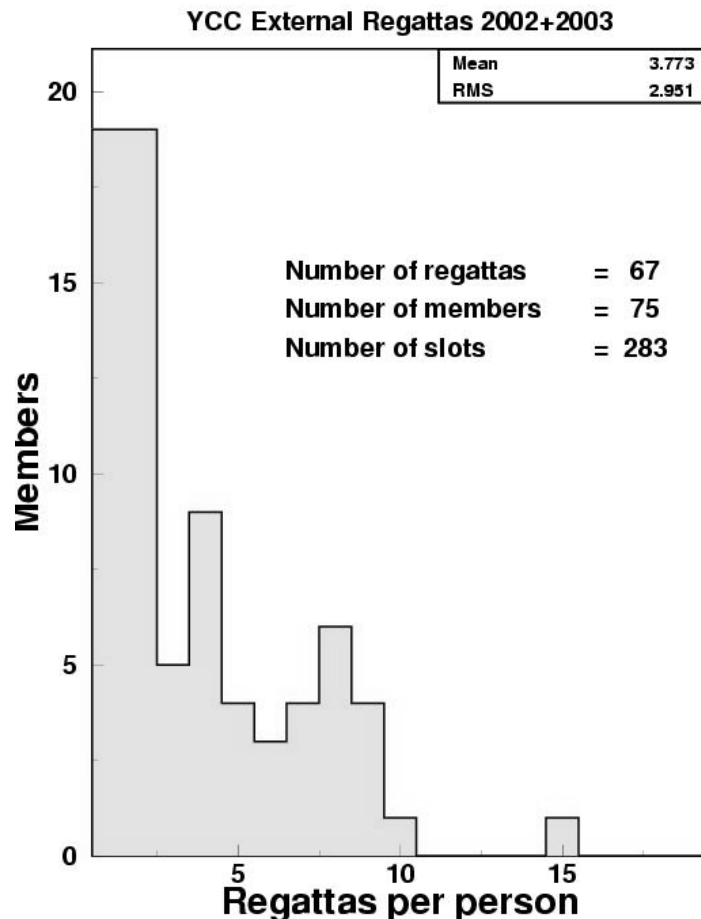
Not to be overlooked, finally, External Regattas foster club spirit well beyond those hours of friendly adrenaline: the racing crews often organise one or more training evenings in which they get to know the boat - but also each other - a bit more. In addition, there are nice possibilities for interested club members to transship the vessels to and from the venues of week-long races, discovering the pleasure of cruising.

Through a web-based system, expression of interests of our membership in some 25 regattas is collected, and then crews are formed by your humble External Regatta coordinator. Following a public

debriefing of the activity, which we held in February, this year the potential skippers can choose some of the members of the crew, so to ensure a safe and efficient operation of the vessels in weather conditions which can sometime be quite rough.

We generally limited the participation in External Regattas to just one Surprise, leaving the other in Port Choiseul, for the convenience of those of us who prefer three relaxing hours of sailing over Saturday or Sunday to the world of racing. Notable exceptions were highly requested Races, as the Geneve-Rolle-Geneve, the Bol d'Or, la Double and the Criterium Surprise in Versoix.

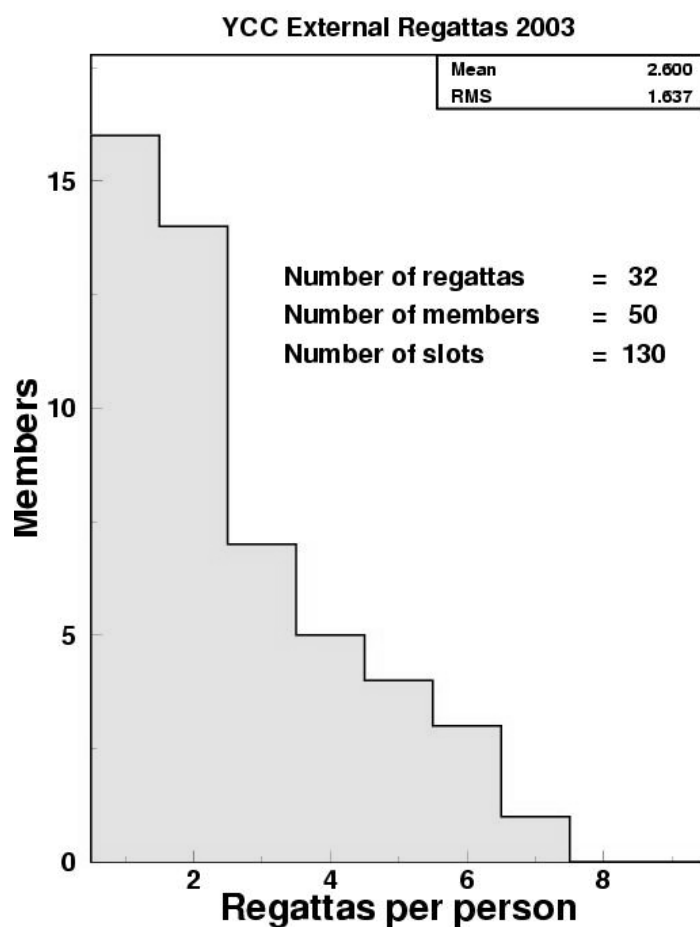
The success was big: for many races, we had so much demand that we could have filled four Surprises! In total, 50 different members took part in 32 regattas, for 130 slots in total. The number of regattas per person is shown in Figure 1: half of the members found the time to "give it a try" once or twice, while the other half, our "regatta regulars" had the chance of trying their skills three or more times.



External Regattas (continued)

Looking back at last year's statistics, and summing them up, we have a consistent picture, as presented in Figure 2: a whopping total of 75 members took part in 67 regattas, for as many as 283 individual participations. Again, roughly half of them enjoyed one or two races, while the other half was out four times or more, with the YCC catering to both groups. These numbers tell us that the organised racing activity - a two-years novelty in our club - is among the most popular of single activities we run, at the level of the opening and closing dinners!

In addition to these races, one or two of our Surprises, according to the desires of the training crowds, took part in the regular CNV Thursday evening races. These are an excellent training ground half-way between our internal regatta activity and the external regattas.



Indeed, there was an accident, this year, with Mic Mac suffering a collision during a regatta. No structural damage to our boat occurred, insurances took care of all repairs and she was soon made available again to our members. We learned a lot from this event. Another story to report is the crew member who flew overboard during a gybe with strong wind, but her skipper and crew fished her out of the water immediately! Another good training for them all!

And our results? They keep on improving with time, with a seamanship and boat handling which also show up at the internal regattas and the match-race series... We were not last at the Criteriums (Axel, Salvatore, Sebastian and Remy also scored a notable 4th position in a 5Bf race in Versoix!) and Remy together with Colette, Michel, Michele and Marye was the 8th Surprise of 48 taking part in a windless Geneve-Rolle-Geneve. The most remarkable achievement is for sure Axel's Bol d'Or: together with Luigi, Salvatore, Sandro & Vincenzo they scored an

incredible 11th place over 100 Surprise, with storm winds which reached well into the 8Bf.

The twists and turns of life will see your humble external regatta coordinator leaving this activity, next year. For sure, his best reward are the opinions of many of you which took part in this two-years exercise:

"I participated in two external regattas, The 6 Heures de Nernier and one evening of the Semaine du soir in Rolle. It was definitively good fun, with excellent skippers and crew-mates."

External Regattas (continued)

"External regattas are an additional chance for each YCC member to experience sail under real competitive conditions and, at the same time, a way to extend his/her sailing knowledge in a pleasant and friendly environment."

"Participating in the Bol d'Or made it alone a worthwhile experience spending a year in Geneva."

"The organization was excellent."

"Supercrew with, intense concerning wind AND NOOOOOOOO wind! Never counted so many algues!!!"

"Si Eole avait été là plus souvent, ça aurait été parfait...!"

"There is an added interest in competing uplake because the competitors are unknown boats and crews - which is quite different from our internal regattas where you think you know both the boat and the helmsman, and can therefore judge in advance how well they are likely to do. An extra pleasure for me this season in a couple of external regattas was the completely different scenery: Morges really is a new part of the lake with more northerly parts of our mountain ranges, the layout of the course is unknown, naturally, and a real team spirit is engendered by some advance preparation, having to plan to be there well in time and of course the pleasant dinner afterwards, whatever our individual results."

"Geneve-Rolle-Geneve 2003: It was hard and long. But, at the very end, we arrived.... last!"

"I very much enjoy the Semaines du Soir - for the sailing itself and for the opportunity to be a part of the local sailing community. The 6 heures de Nernier - it would be impossible not to enjoy a race skippered by Remy and I learned a lot about how to run a boat and the team aspects of being a crew as well as some race tactics. The new signing on process was excellent - it seemed fair and transparent and was easy to use."

"I hate regattas, I hate competition. Still, I participated in the Bol d'Or and I liked it very much, because it is the event that less resembles a regatta. I most of all enjoyed the company. The rough conditions we encountered became a pleasure with such expert people."

"Geneve Rolle Geneve: Once again 22 hours on the lake without reaching the finishing line."

"J'ai été ravi de faire partie des quelques régates auxquelles le Club m'a invité. L'esprit était très ouvert et même chaleureux, toujours entre la bonne camaraderie et celui indispensable de la compétition."

"The two external regattas I was involved in were a great pleasure. I profited from a perfect organisation by Salvatore, who always strived to resolve even the latest minute changes and drop outs. The boats were in a good shape. My conclusion was that, yes, even with our limited experience most of the external regattas are a level training field for us; they present the next step after the internal regattas to enhance our experiences and finally have some exercising in an abundance of real-life race conditions. The long-leg boat transfers implied by participating in external regattas are yet another important added value."

"This year I had the pleasure to participate in several external regattas, mainly with different skipper and crew each time. It's a great experience that I strongly recommend to others, passionate of lake-sailing. For sure the "ambience" is quite different from our club regattas with a large number of boats maneuvering around the starting line or later with the fully blown colorful spinnakers. At the same time is also quite stressful but exciting, even when you have the skipper or the fellow crew members screaming at you! For sure to repeat next year."

External Regattas (continued)

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 Créiaux	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

Courses

Also this year the courses were organized in 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 licence. 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	23
Y	Beginner course for keel-boats	Yngling	--	4	20
W	Course for Windsurfs	Windsurfs	--	3	15
C	Course for catamarans	Mystère Fun	D licence	4	8
ED	Advanced dinghies	485, ISO	D licence	2	4
SU	Advanced keel-boat	Surprise	2 licences	4	12
CK	Cruise keel-boat	First 25	K licence	0	0

The table above gives a summary of the courses organized in 2003. With respect to year 2002 the main change was in the organization of the Yngling course. The new boats allow only for three people as crew.

We organized one class per day with five students. Each class used two boats and was supervised by two teachers that shared the duty.

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. 150 people signed up to the lottery for a total of 87 places. The lottery was held in public on April 3rd.

The complete schedule of the theory courses and of the practical lessons was published on the WEB in the [Agenda of Course for 2003](#).

The following table gives more details about course statistics. As usual the number of applicants was more than twice the number of available places for beginner courses (D and Y). This year advanced courses were filled by people asking for them as their first choice. This has not improved the final result of the tests with only 3 students, out of 24, passing an ED, C or SU test. No course was give on the First due both to lack of students and the unavailability of the boat in spring.

The large fraction of students enrolled in advanced courses from the waiting list is due to an equivalent number of people succeeding in getting a place during the lottery and failing to fulfil the prerequisite before the start of the courses.

	D	ED	C	W	Y	SU	CK	total
<i>places available</i>	24	4	8	15	20	12	4	87
<i>lottery fist choice</i>	54	4	5	26	49	12	0	150
<i>inscribed</i>	23	4	8	15	20	12	0	82
<i>from waiting list</i>	3	2	1	3	2	3	0	14
<i>test passed</i>	6	0	1	5	10	2	0	24
<i>test fraction</i>	0.261	0	0.125	0.333	0.5	0.167	-	0.293

Courses (continued)

Year 2003 saw seven new teachers entering in action.

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 goes also to the crews of the rescue boat that allowed safe and regular courses and training sessions.

This year many courses did not followed a regular scheduling despite the very good weather conditions.

We did not manage to find enough regular helpers for the dinghy course. Several teachers had commitments due to their work that force them to be absent in May and June for long periods. It was therefore not a surprise that most of the course ended only in late July.

The irregular course of the classes have surely affected the result of the tests with only the yngling course showing the typical 50% of tests passed by students before the end of the season.

Teachers:

D: W.Andreazza, F.Bernardini, D.Berthet, T.Boileau, M.Campanelli, N.Le Louérec, P.Mayoud, A.Perin, C.Theurillat

Y: M.Benvenuti, E.Bravin, M.Cornevin, T.Hancox, T.Layda, H.Postema, M.Silari

W: T.Boileau, G.Bruno, P.Catapano, G.Cervelli, F.Corsanego, S.Fratianni

C: A.Catinaccio, M.Kugler, G.Ruggiero, G.Walder

ED: R.Geyer, S.Palestini

SU: A.Bisschop, S.Mele, G.Rolandi, G.Wordley, N.Ziogas

Theory: M.Benvenuti, G.Cervelli, M.Cornevin, M.Kugler, S.Mele, U.Wagner

Tests

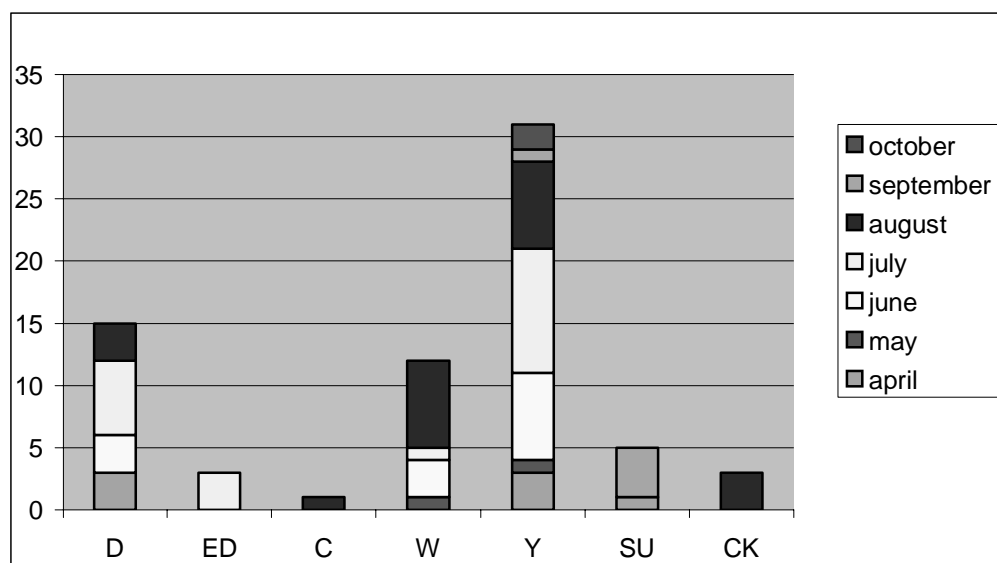
To gain access to a YCC boat as skipper, an active member must pass a test to show that he or she is able to sail safely and without damaging the boat. The YCC does not recognise any permit as evidence for having such skills.

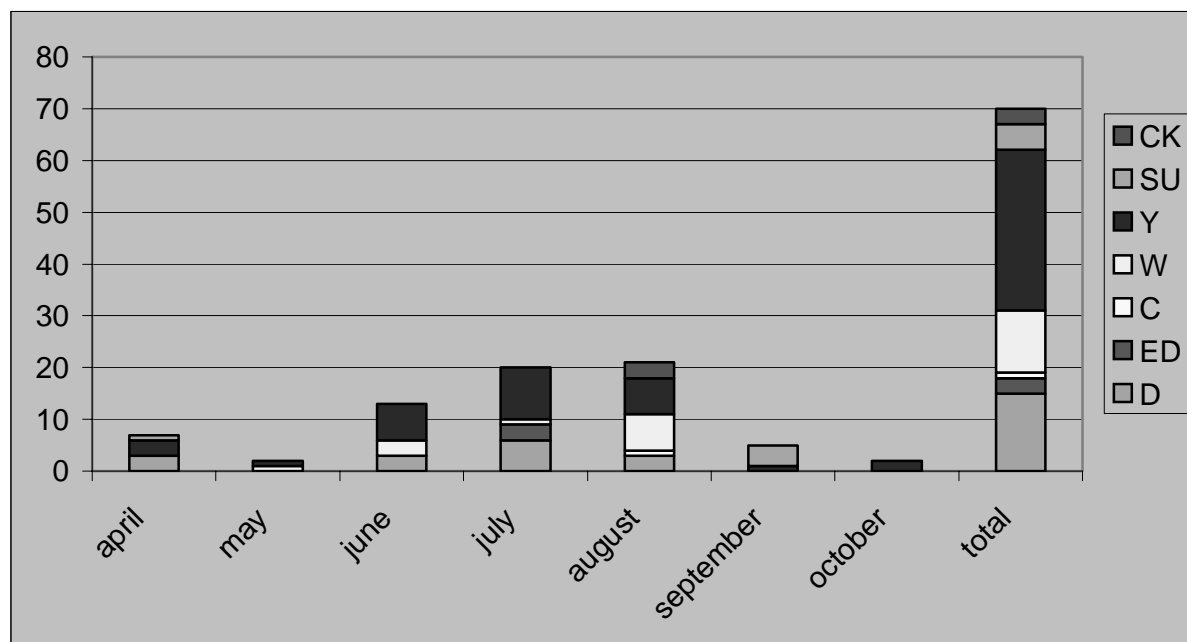
Test procedures were essentially unchanged with respect to the previous years. They are published on the Web ([YCC 2003 - Tests and Examiners](#)). The list of examiners has also been published and we take this opportunity to thank them all for their engagement and availability all along the sailing season.

The following table summarize the test activity for the year 2003

Licence	Boat	Tests passed	By new members
D	470, Laser II	15	10
Y	Yngling	31	16
W	Windsurfs	12	10
C	Mystère Fun	1	0
ED	485, ISO	3	1
SU	Surprise	5	0
CK	First 25	3	0

The following plots gives details about the number of tests passed for each category and for each month. Peaks in July and August reflect the end of the courses.





Who Obtained a licence in 2003:

W licence

CHAMIZO Rocio , DE LA FUENTE Guillermo, DOEBBELING Ernst-Peter, FRATIANNI Stefano, KOZLOUSZKY Miklos, MACULAN Marianna, MASALA Giuseppe, PLYGAWKO Dariusz, PODSIADLY Przemyslaw , POKORSKA Katarzyna, POKORSKI Witold, STAUDT Christine

D licence

BRUNO Giacomo, CALHEIROS Francisca, CORREIA AZEVEDO Helder, DERVAN Paul, DÉTRAZ Christine, DI PINTO Marco, GASSER Daniel, HEIDA Marieke, KARLSSON Johan, LAMBOY Jean-Paul, ŁOPIENSKI Sebastian, PESSEY Gilles, PETER Nuala, VALLS FERRER Juan, WERTHENBACH Anja

ED licence:

ŁOPIENSKI Sebastian, PERIN Antonio, WERTHENBACH Anja

C licence:

FRIMAN Per-Olof

K(Yngling) licence:

ANGBERG Mikael, BONILLA-GARCIA Alejandro, CHEVALLIER Michel, CLEMENT Jerome, CONDE Janvier , DAVIAU Xavier, DOEBBELING Ernst-Peter, DOUDIN Sandro, EFTHYMIPOULOS Ilias, FAVARA Alvisé , FERREIRA MARQUES A. Leonel, FISCHER Roland, GUAGLIO Gianluca, GUIDI Guido, GUTLEBER Johannes, HEIDA Marieke, HOLMBERG Johan, KNUTSEN Morten, LADZINSKI Tomasz, LITIM Daniel, ŁOPIENSKI Sebastian, MACIOCCO Luca, MACULAN Marianna, MASALA Giuseppe, MODENA Michele, PETER Nuala, RICO Javier, ROGERS Yvonne, VOGEL Elmar, WYNHOFF Stephan, ZAGARIA Nevio

SU licence:

ADAM Wolfgang, DABON Jean-Pierre, GUIDI Guidi, LADZINSKI Tomasz, SERGENT Benoît

CK licence:

SERIO Luigi, SILARI Marco, WORDLEY Geoffrey

Cours

Des cours de Dériveurs, Quillards et Planches à voile ont été organisés cette année, avec niveaux débutants et avancés, sauf pour le cours de planche à voile qui ne comporte qu'un niveau. Pour suivre un cours avancé, il faut au préalable être en possession de la licence *débutants* correspondante. Le but de chaque cours est de préparer au test qui donne droit à l'obtention de la licence. Le fait d'avoir suivi un cours en entier ne suffit pas pour obtenir automatiquement la licence. Une information détaillée sur la procédure et les pré requis est publiée sur le Web à l'adresse <http://cern.ch/yachting/courses/>.

Programme des cours organisés en 2003

Course	Course type	Boat	Prerequisite	Classes	Students
D	Beginner course for dinghies	470, Laser II	--	8	23
Y	Beginner course for keel-boats	Yngling	--	4	20
W	Course for Windsurfs	Windsurfs	--	3	15
C	Course for catamarans	Mystère Fun	D licence	4	8
ED	Advanced dinghies	485, ISO	D licence	2	4
SU	Advanced keel-boat	Surprise	2 licences	4	12
CK	Cruise keel-boat	First 25	K licence	0	0

Par rapport à 2002, le principal changement concerne l'organisation des cours Yngling, les nouveaux bateaux n'offrant que trois places à bord. Organisation: 5 étudiants par classe, 2 bateaux et 2 professeurs se partageant la charge.

Quatre séances d'information ont été organisées en février et mars. L'accès aux cours a donné lieu à un tirage au sort où l'on s'inscrivait à l'aide d'un formulaire mis sur le Web. 150 personnes se sont inscrites pour un total de 87 places. La loterie, qui s'est tenue le 3 avril, était publique. Les horaires complets des cours théoriques et pratiques ont été publiés sur le Web dans [Agenda of Course for 2003](#).

Le tableau suivant donne plus de détails quant aux données statistiques des cours. Aucun cours n'a été donné sur le First. Tous autres cours furent complets. Cette année, les cours avancés furent donnés à ceux qui s'y étaient inscrits comme premier choix. Ceci n'a pas influence le résultat final: seuls 3 étudiants, sur les 24 inscrits, ont passé l'un des test ED, C ou SU.

	D	ED	C	W	Y	SU	CK	total
<i>places available</i>	24	4	8	15	20	12	4	87
<i>lottery fist choice</i>	54	4	5	26	49	12	0	150
<i>inscribed</i>	23	4	8	15	20	12	0	82
<i>from waiting list</i>	3	2	1	3	2	3	0	14
<i>test passed</i>	6	0	1	5	10	2	0	24
<i>test fraction</i>	0.261	0	0.125	0.333	0.5	0.167	-	0.293

2002 a vu l'arrivée de plusieurs nouveaux professeurs.

La séance des enseignants a été organisée tôt dans la saison, garantissant un contenu homogène des cours. Nous aimerions remercier T. Layda et M. Kugler pour leur aide efficace.

Nous sommes très reconnaissants envers tous les membres expérimentés qui, comme enseignants, bénévoles ou simplement comme skippers pendant les sessions d'entraînement, ont eu plaisir à partager leur expérience de voile avec les nouveaux. Un chaleureux merci aux équipages du bateau de surveillance qui ont offert un cadre de sécurité pendant les cours comme pendant les soirées de pratique du jeudi.

Cette année plusieurs cours n'ont pas bénéficié d'un horaire régulier, malgré de très bonnes conditions météorologiques.

Nous n'avons pas trouvé suffisamment de bénévoles pour les cours de dériveurs. Plusieurs enseignants ont eu des empêchements professionnels et ont été absents en mai et juin pour de longues périodes. C'est pourquoi plusieurs cours ne se sont terminés qu'à la fin du mois de juillet.

La tenue irrégulière des classes a sûrement influencé le résultat des tests puisque seul le cours Yingling a atteint l'habituelle proportion de 50% de tests réussis avant la fin de la saison.

Enseignants:

D: W.Andreazza, F.Bernardini, D.Berthet, T.Boileau, M.Campanelli, N.Le Louérec, P.Mayoud, A.Perin, C.Theurillat

Y: M.Benvenuti, E.Bravin, M.Cornevin, T.Hancox, T.Layda, H.Postema, M.Silari

W: T.Boileau, G.Bruno, P.Catapano, G.Cervelli, F.Corsanego, S.Fratianni

C: A.Catinaccio, M.Kugler, G.Ruggiero, G.Wälder

ED: R.Geyer, S.Palestini

SU: A.Bisschop, S.Mele, G.Rolandi, G.Wordley, N.Ziogas

Theorie: M.Benvenuti, G.Cervelli, Michel Cornevin, M.Kugler, S.Mele, U.Wagner

Tests

Pour accéder à un bateau du Club en tant que skipper, un membre actif YCC doit passer un test pour montrer qu'il, qu'elle, est capable de naviguer en toute sécurité pour l'équipage comme pour le bateau. Aucun permis ne dispense le passage du test.

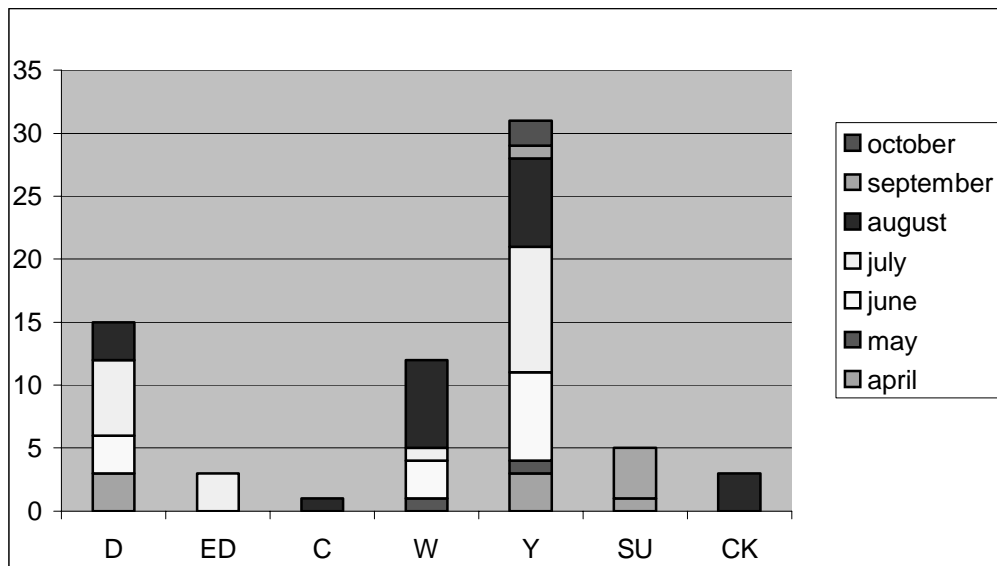
Les procédures des tests sont restées inchangées par rapport aux années précédentes. Elles sont publiées sur le Web ([YCC 2003 - Tests and Examiners](#)), tout comme la liste des examinateurs que nous remercions ici chaleureusement pour leur efficacité et leur disponibilité tout au long de la saison.

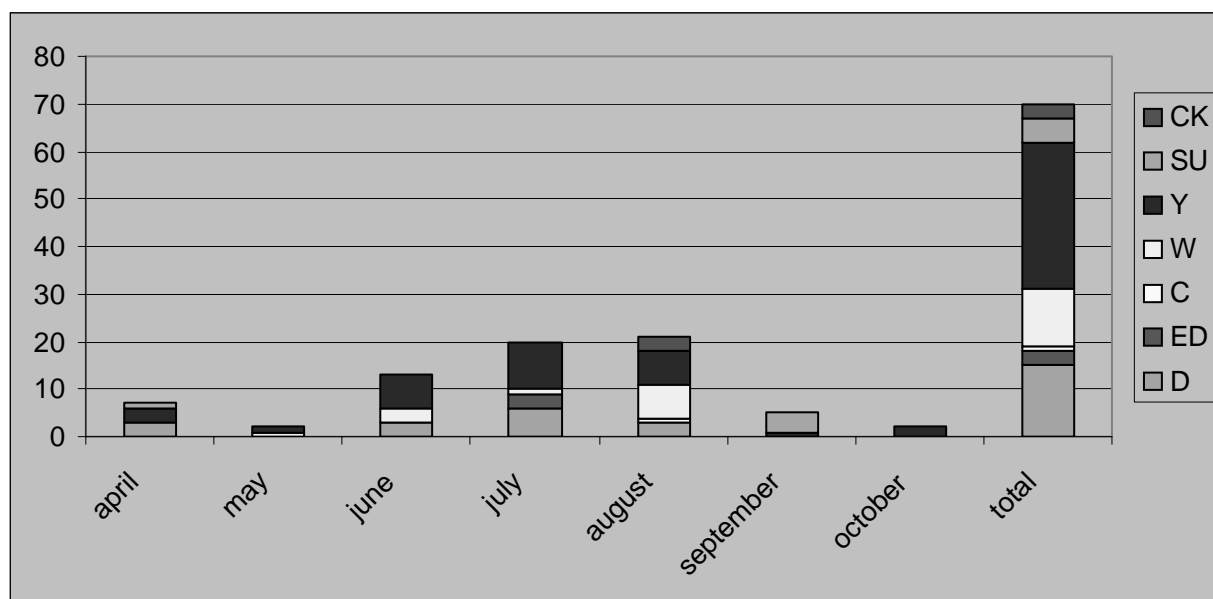
Tests 2003

Licence	Bateau	Tests réussis	Par de nouveaux membres
D	470, Laser II	15	10
Y	Yngling	31	16
W	Windsurfs	12	10
C	Mystère Fun	1	0
ED	485, ISO	3	1
SU	Surprise	5	0
CK	First 25	3	0

En complément, des tests théoriques sont organisés pour ceux qui n'ont pas le permis Suisse D. Le tableau suivant donne les détails sur le nombre de tests passés dans chaque catégorie en fonction des mois.

La point culminant de juillet et août correspond à la fin des cours.





Liste complète des licences obtenues en 2003:

W licence

CHAMIZO Rocio , DE LA FUENTE Guillermo, DOEBBELING Ernst-Peter, FRATIANNI Stefano, KOZLOUSZKY Miklos, MACULAN Marianna, MASALA Giuseppe, PLYGAWKO Dariusz, PODSIADLY Przemyslaw , POKORSKA Katarzyna, POKORSKI Witold, STAUDT Christine

D licence

BRUNO Giacomo, CALHEIROS Francisca, CORREIA AZEVEDO Helder, DERVAN Paul, DÉTRAZ Christine, DI PINTO Marco, GASSER Daniel, HEIDA Marieke, KARLSSON Johan, LAMBOY Jean-Paul, LOPIENSKI Sebastian, PESSEY Gilles, PETER Nuala, VALLS FERRER Juan, WERTHENBACH Anja

ED licence:

ŁOPIENSKI Sebastian, PERIN Antonio, WERTHENBACH Anja

C licence:

FRIMAN Per-Olof

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SU licence:

ADAM Wolfgang, DABON Jean-Pierre, GUIDI Guidi, LADZINSKI Tomasz, SERGENT Benoît

CK licence:

SERIO Luigi, SILARI Marco, WORDLEY Geoffrey