

# **YACHTING CLUB CERN**



## **2004 ANNUAL REPORT**

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Yachting Club CERN, Geneva, November 2004	

## Report of the Chairman on the YCC activities in the year 2004

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 2004.

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 the 2004 season.

2004 Committee	
<i>Gigi Rolandi</i>	<i>President</i>
<i>Marco Benvenuti</i>	<i>Vice-President &amp; YCC Regattas</i>
<i>Udo Wagner</i>	<i>Budget</i>
<i>Enrico Bravin</i>	<i>Automatic Key System and Web Site</i>
<i>Elena Gianolio</i>	<i>Secretary &amp; administration</i>
<i>Christine Detraz</i>	<i>Social Activities</i>
<i>Sandra Sequeira</i>	<i>Shop</i>
<i>Robert Herzog</i>	<i>Insurances and BA5 Storage</i>
<i>Jonathan Cook</i>	<i>Dinghy-Racing Training</i>
<i>Nick Ziogas</i>	<i>External Regattas, Outboards Maint.</i>
<i>Rob Veenhof</i>	<i>Courses, Enrolments, Lectures</i>
<i>Vincenzo Innocente</i>	<i>Tests</i>
<i>Antonio Perin</i>	<i>Maintenance Dinghies</i>
<i>Giovanni Cervelli</i>	<i>Windsurfing</i>
<i>Sandro Vascotto</i>	<i>Cruise, Maintenance First</i>
<i>Sascha Schmeling</i>	<i>Safety &amp; Q-Boat</i>
<i>Tim Hancox</i>	<i>Publications</i>
<i>Gijs de Rijk</i>	<i>Match Races, BBQ, Yngling Maint.</i>
<i>Gennaro Ruggiero</i>	<i>Maintenance Catamarans</i>
<i>Chick Nichols</i>	<i>Honorary President</i>

Our dinghy fleet has a new RS400. This boat has been used a lot during the season by our dinghy fans and has allowed a number of YCC members to participate in regattas on the Lemman and also on other nearby lakes. We have also revamped our windsurf fleet with new boards and new sails. For the first time, we organized a EW (experienced Windsurf) course. Coyote – the old Tiburon that we bought two years ago to secure an extra mooring in Port Choiseul – barely survived the season. After the launching of the fleet she was moored at the external buoy and suffered a number of storms during the months June and July. In spite of the efforts by a number of volunteers that were regularly pumping the water out every week, she sank and had to be rescued by a professional rescuer. Eventually we brought her to BA5 on the Q-boat

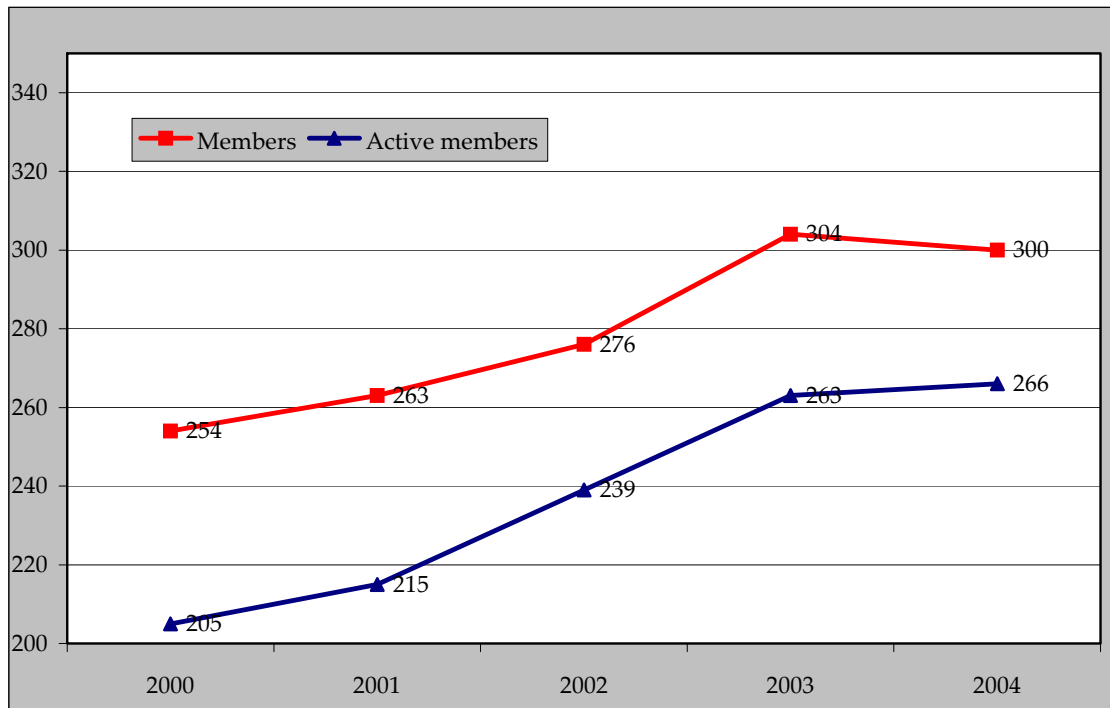
trailer and she was still “alive” on the fatidic date of 12/7/04, two years after we bought her. This was a condition sine-qua-non to secure her official mooring place to the YCC. We were ready to scrap her when a friend of Rob Veenhof showed up and brought her to his garden.

In general 2004 was not a good year for our Surprises: Miss Match had a collision during a regatta and was out of service for a long time at the beginning of the season. Mic-Mac had a problem with some cracks of the deck that was discovered before the match race. We were able to organize this key event of the club thanks to Beppe Masala and Nevio Zagaria who lent us their Surprise at very short notice.

In my 2003 report I wrote “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”. This year we experienced a new maintenance scheme for the Ynglings: they were maintained by Phil Durr and were in very good shape and available to the member for almost the whole season. The dark side of the Ynglings is now their impact on the budget: as you see from Udo’s report in 2004 we spent about 34,000 CHF exceeding by 70% the provisional budget (20,000 CHF). This is due to a number of reasons among which an important one is the new maintenance scheme for the Ynglings. The main consequence of this cost increase is that we do not save enough money to renew the fleet at the rate that is needed: this is not an equilibrium situation and we must find a new policy that preserves the status of the fleet on the long term. However, the solution is not simple and requires time to perform an analysis: going back to the previous situation – maintenance on voluntary basis – is not solving all problems since

## Report of the Chairman (continued)

we changed scheme because we knew it was not working. In the last committee meeting we decided to continue for one more year with the new maintenance scheme and to present at the General Meeting 2005 a proposal to solve the problem of the increased cost of the maintenance.



The number of members is quite high. After four years of steady increase, it is now stable around 300 members. This calls also for a good integration in the activities of Port Choiseul. A step in this direction was done offering CNV our help in the organization of the Semaine du Soir. This involved many club members on the CNV boats and also on our Q-boat. Thanks to Sandra, we had a "permanence" in place every evening with our shop and also as an information point on CERN activities in the framework of the CERN 50th anniversary.

This year I have been able to go to Versoix only few times and mainly for YCC-duties: the pressure that the LHC project is putting on me is very high and there is less and less time to dedicate to sailing. Fortunately, the Club has been steered very well by Marco and the Committee and – thanks to them – has not suffered too much for an "absent" chairman. 2004 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.

*Gigi*

## 2004 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 Sebastian Łopiński

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 Martin Kugler

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  
Sarah Fullerton

Best Keel-boat Skipper  
Salvatore Mele

## Members & Members

By Elena Gianolio

Members	2001	2002	2003	2004
ACTIVE	219	233	253	255
Active /old	142	172	182	201
Active /new	62	61	71	54
<i>Junior</i>	5	8	10	11
<i>Junior(renew)</i>	1	2	4	3
<i>Junior/new</i>	4	6	6	8
Temporary	2	2	3	2
Honorary	2	2	2	2
Friends	35	32	36	30
<b>Total</b>	<b>263</b>	<b>277</b>	<b>304</b>	<b>300</b>

Occupational Group	2001	2002	2003	2004
CERN	139	138	140	147
Extra-CERN	92	109	127	122
CERN-related	32	30	37	31
<b>Total</b>	<b>263</b>	<b>277</b>	<b>304</b>	<b>300</b>
Preferred Language				
English	142	164	180	179
French	121	113	124	121
<b>Total</b>	<b>263</b>	<b>277</b>	<b>304</b>	<b>300</b>

Licenses by Category	2001	2002	2003	2004
D	150	157	155	159
ED (was S)	44	49	53	55
C	42	44	44	45
Y (was K)	133	150	169	172
CK	50	53	56	54
SU	43	56	61	65
M	33	34	40	40
W	32	36	44	60
EW				10
<b>Total</b>	<b>552</b>	<b>606</b>	<b>651</b>	<b>660</b>

## Members & Members (Continued)

Country of Origin	2001	2002	2003	2004
Italy	45	56	65	57
Germany	47	48	49	45
Switzerland	38	36	40	38
France	33	31	35	37
United Kingdom	18	23	24	22
Spain	16	17	14	13
Austria	9	9	10	13
Poland	4	10	11	12
Netherlands	14	9	11	11
USA	5	9	8	8
Sweden	2	3	7	8
Portugal	10	3	5	6
Norway	3	3	4	5
Greece	1	3	3	5
Belgium	6	3	2	3
Denmark	2	3	1	3
Canada	3	4	3	2
Japan	1	1	1	2
Finland	0	0	1	2
Australia	2	2	1	2
Russia	1	1	1	1
Hungary	1	0	1	1
Egypt				1
Ireland	1	1	2	1
Mexico	1	0	1	1
Ecuador	0	0	1	1
South Africa	0	1	2	-
Czech Rep.	0	1	0	-
Lithuania	0	0	1	-
<b>Total</b>	<b>263</b>	<b>277</b>	<b>304</b>	<b>300</b>

License Distribution	2001	2002	2003	2004
0 licenses	71	66	82	62
1 license	64	72	73	71
2 licenses	38	37	40	58
3 licenses	30	36	35	38
4 licenses	17	23	25	25
5 licenses	23	19	24	28
6 licenses	9	13	13	9
7 licenses	4	3	3	7
8 licenses	6	6	7	2
9 licenses	1	2	2	0
<b>Total</b>	<b>263</b>	<b>277</b>	<b>304</b>	<b>300</b>

## Our Boats

### The YCC dinghies in 2004

(J. Cook, A. Perin)

The beginning of the season started earlier than usual, in winter, with an intense activity for finding a new boat to replace the sadly deceased 485 "Pollux". Thanks to the contribution of several members and after a thorough investigation the decision was taken to buy an RS400; the description of its débuts in the YCC can be found below in this report. The season was marked by an intense activity although not reaching the peaks of the 2003 season with its tropical weather. During the whole season the boat were maintained in excellent sailing conditions thanks to a remarkable contribution by several YCC members. At the beginning of the season Alice got a new rudder and had her center board re-varnished, some temporary repair had to be performed on the trolleys (trailer nearly broken for a Laser and hull damage prevention work for a 470) and some worn halyards and sheets had to be replaced. After the damages suffered in 2003, the Lasers got new spinnakers in time to allow them to be used for the June match racing tournament. The ISO also received a new spinnaker and a spinnaker bag, which unfortunately could not be tested before the end of the season. Despite the intense activity, the boats did not suffer major damage and except for rapidly corrected unavoidable losses of equipment and minor damages, the YCC dinghies have been in very good sailing conditions during the whole season.

The usage statistics show for the advanced dinghies some decrease of the usage of the ISO and an interesting début for the RS400, although these numbers are highly dependent on a few enthusiastic members. The 470's and the Lasers prove through the years their role as the work horses for the courses while being used intensively also for private and training outings.

In addition to the usual replacement of worn equipment, the maintenance work to be performed on the boats for next season appears to be relatively limited: the rudder and centerboard of one of the 470 shall be varnished and the question whether to replace some old and worn sails, in particular the main sails of the Lasers, should be envisaged. A more extended maintenance is required for the 470s and Lasers trailers that could be used during the 2004 season only thanks to temporary repairs.

Boat./ outing	Course	Training	Private	Regatta	Total 04	Total 03
Charm Laser II	21	19	29	5	74	53
Beauty Laser II	18	16	21	6	61	69
Alice 470	21	12	33	2	68	70
Susy 470	15	13	22	0	50	73
Isospin ISO	1	3	22	1	27	52
Rolling Stone RS400	5	4	6	4	19	-
Totals	81	67	131	18	299	333



## **Our Boats.(Continued)**

### **Rolling Stone's Début for the YCC**

(J. Cook)

Following much research and enthusiastic discussion during the cold, dark days of winter the YCC committee decided to purchase a used RS400 dinghy to replace the sadly deceased 485. A suitable boat was purchased through a dealer in the United Kingdom and duly delivered to CERN in the Spring. Rob Veenhof and Jonathan Cook managed to successfully navigate her through the Swiss import and registration formalities and she was finally able to occupy her place at Port Choiseul in early May. A name was duly chosen at the opening dinner and "Rolling Stone" was born.

For those who haven't seen her she may be grey but she doesn't look her age and was obviously a well-loved boat. She became the second RS400 at Port Choiseul and in all probability one of only two in Switzerland ... more of which later.

Her maiden outing was on a Thursday night in a very fresh Bise and all went quite well considering that her rig was badly setup and it was almost impossible to bear away! On returning to port her crew (Jonathan Cook and Nick Ziogas) relaxed and were promptly rewarded with a brief swim just inside the entrance to Port Choiseul. It was certainly not an auspicious start to her YCC career and a rather embarrassing one for her crew with the President and group of members watching.

Since then "Rolling Stone" has participated fully during the Advanced Dinghy courses, during the CNV Thursday Evening Regatta series and also in the "10 Milles de Pentecote" at Estavayer-le-Lac on the Lac de Neuchatel. At this latter event she finished in a creditable 10th place (in a fleet of 23 boats) in a dying breeze. Her crew on the day was Sebastian Łopiński and Anja Werthenbach. Unfortunately shortly before the CNV Semaine du Soir some mysterious cracks appeared in the foredeck around around the mast ram and so she was taken out of service awaiting the professional opinion of Phil Durr. It turned out that the cracks were not serious and only superficial but the delay meant that she missed the Semaine du Soir and so disappointed the YCC members who had signed-up to participate at this excellent local event.

Two-thirds of the way through the season "Rolling Stone" was surpassed as being the newest RS400 at Port Choiseul when YCC members Sarah and John Fullerton purchased their own RS400. The benefits of having three identical high performance dinghies amongst the club and its members rapidly became apparent. Three boat training sessions were organised and immediately demonstrated their potential as a learning tool for YCC members. This is certainly an exercise to be repeated, together with participation in both internal and external regattas. The best way to learn about the RS400 is in the company of other RS400s so watch out for more information in early 2005.

Above all the RS400 is an easy boat to sail and hence is used by many sailing schools and holiday centres. The rig is simple, the cockpit is comfortable and she responds well to sail and boat trim. Thanks to being a lightweight she also moves well in the light breezes that are the norm on Lac Léman and is easy to right if you should get it a little wrong and go for an involuntary swim. Having said that the RS400 is an easy boat to sail she is a challenging boat to sail well. There is plenty of scope to stretch even the most experienced sailors. Sailing upwind in planing conditions may be hard on your leg muscles but turning the corner and sailing downwind is guaranteed to put a smile on your face.

## Our Boats.(Continued)

### The Catamarans

(G. Ruggiero)

Both catamarans have been in use and available through almost all the season. Several repairs have been done as well and the problem of hard rudder stick (when bearing away) that has severely affected the navigation in these two boats for the last years has also been resolved.

For the organization of the courses and the maintenance over the season I have benefited from the great help of Martin Kugler

Boat \ outing	Course	Training	Private	Regatta	Total
Cataclysm (7)	19	6	11	1	37
Catastrophe (6)	13	10	11	2	36
Totals	32	16	22	3	73

Both catamarans are in a good state and should have several more years of lifespan. The major events in 2004 were for Catastrophe (6) the replacement of the footstraps, some repair to the trampoline, a modification of the gennaker bag and a repair on the rudder articulation system. On Cataclysm (7) both shrouds had to be replaced after one failed during an outing, a rip in the main sail had to be repaired and some problems with rudders had to be fixed.

For the next season several maintenance operations are foreseen on the catamarans: the gennaker halyards, the leech strings on both jibs and some blocks should be replaced, cracks in the coating of the hulls should be fixed, and the fragile system of the rudders should be reinforced. In addition, at least one of the storage cylinders for the main sails should be replaced.

### Chick-en-Two

(Sandro Vascotto)

The First was taken out of the water last year and stored under the shed of the Durr's shipyard. She was allowed to dry the whole winter. During her stay on land several works were done, such as: removing toilet and sinks, repairing the mooring light at the top of the mast, replacing the spinnaker halyard, fitting a backup outboard motor and applying the antifouling. She was back in the water on 23 April. This year the main engine has performed pretty well, still with some malfunctions of the gearbox and of the cooling system. The outboard motor has been used only a few times, and has also experienced a cooling problem, with the impeller completely melted. Starting the main engine used to be difficult without using the booster battery, until the main battery was changed. Chick'En II passed the police check a second time in July, and was cleared as compliant to the environmental rules. No major works are foreseen this year and the boat will be available the whole winter.

In 2004, so far, the First has made 80 outings, including two monthly regattas. The main engine has run for 70 hours. The skippers that have signed up the logbook are 13; six of them have led more than five outings. A total of 240 sailors have participated in the outings.

## **Our Boats.(Continued)**

### **The Ynglings**

(Gijs de Rijk)

In 2004 our three Ynglings were maintained in a different manner from the other boats. The Chantier Naval Phil. Durr assured all maintenance activities on the three boats. Durr prepared the boats for the launching and put them in the water with our assistance. Every Tuesday morning a technician from Durr verified the boats and read the log-book. Small repairs were carried out immediately. More consistent interventions were done after contacting the YCC contact person for the contract (GdR). The time spend by Durr was typical 2 hours per week. The number of outings of the Ynglings was impressive this year. Nevertheless, the down time of the boats was very modest. During the period with strong winds in June the mast of J'Y Vais was severely damaged. Unfortunately, it was not possible to determine when and how this exactly had happened. Possibly, a series of violent gybes caused this damage. A new mast was bought and mounted. This repair caused a serious increase of the expenses on maintenance. The halyard system on the Ynglings was the main reason for most interventions during of the season. This system has to be modified as this combination of sails and halyards has proven to be too fragile for a club. We plan to continue next year with the maintenance contract with Durr.

### **The Surprise**

(Rob Veenhof)

Mic Mac was on land during the winter 2003-2004 to dry the hull and for significant maintenance (7700 CHF), the gel coat of the hull was repaired and the hull was repainted (with obviously antifouling). During the opening regatta, Miss Match collides at the bow with an Yingling, the subsequent maintenance time was also used to apply the antifouling, re-cable the mast lights and an outboard engine was added.

For the 2005 season, a significant maintenance operation is foreseen on Mic Mac where a crack in the roof near the mast foot was observed; water entered the balsa-core sandwich structure of the roof which started to delaminate, requiring urgent repair. No other major interventions are scheduled for the moment.

As concerns the sails, a new practice genoa, a regatta main sail and a regatta gauge spinnaker should be bought.

## Surveillance

By Sascha Marc Schmeling

In 2004, the surveillance effort was reorganized completely:

- At the beginning of the season, a hands-on training session for skippers was organized as well as a theoretical session to set the basic standards of motor boat handling.
- The practical session included topics like First Aid, firefighting on boats, and towing boats.
- These sessions will be more widely organized next year, so that all Q-boat skippers find the opportunity to enhance their skills.
- The organization of the shifts was made completely public, so that skippers and crew can now subscribe online for their shifts.
- There is a good cooperation with the CERN Fire Brigade, which helped with the courses as well as acts as a point of report of major problems and accidents and provides with that a valuable help for all members in distress.
- There now exists a test sheet for new M key aspirants and already some members have passed this test. Holding a valid motor boat license for Lake Geneva is still the main prerequisite, but one also has to stress, that several people failed the club test even holding a legal license.
- The Q-boat equipment has been renewed to a large extend, e.g. fire-extinguisher, life-vests, life-belt, have been exchanged.



*All in a day's job for our Q-Boat*

All in all there were enough skippers for the 82 shifts in total, of which 18 were regatta shifts, taking a good part of a day for the involved skippers and crews. The number of outings varies from 1 to 13 per skipper with a broad base of skippers taking 3-6 shifts, the backbone of our common surveillance effort.

Unfortunately, looking at the situation with crew, the picture is not as good. Especially in the second half of the season, there were not enough willing members to take shifts as crew. Only very direct messages from the course teachers and examiners hinting on the necessity to take a shift before getting a key, lead to filling most of the shifts. On the other hand, some members took up to 6 shifts! The Q-boat itself is in a well usable state, the engine not having problems during the year.

At this point, I'd like to thank Tim Hancox for helping very much in the organization of the shifts and also jumping in whenever help was needed. Furthermore I'd like to thank Nick Ziogas for the help with the Q-boat maintenance and especially valuable expertise with boat motors.

## Jeûne Genevois Cruise 2004 – Sardinia / Bouches de Bonifacio

By Sandro Vascotto

Ce matin du 28 septembre 2004 le GO accompagnateur (il y avait aussi un GO qui malheureusement avait dû rester à la maison) était très inquiet. Il était à l'aéroport et il craignait que quelques participants manquent à l'appel. Mais finalement ils vinrent tous et le GO put vérifier que tous avaient été enregistrés. Ouf! Une fois confortablement installés sur l'avion, prêts au départ, voila qu'on nous annonce qu'il y a un retard, parce que un passager ne s'est pas présenté. Ne serait-ce pas un des nôtres, par hasard? Eh ben oui. Consternation! Comment était-ce possible, on l'avait vue de nos yeux et elle avait dit qu'elle allait directement à l'embarquement. En réalité, elle attendait depuis deux heures, mais elle s'était trompée de porte! Vite contactée au portable, elle a pu nous rejoindre avant qu'ils fassent descendre tout le monde pour identifier les bagages. Enfin, on était partis.



*L'escadre du YCC mouille paisiblement dans la baie de Porto Puddu, Sardaigne, Italie*

Arrivés à Olbia, les taxis nous amènent à Porto Rotondo où nous prenons possession des bateaux, trois Bavaria 42 et un Bavaria 40. Les bateaux sont relativement en bon état, avec toutefois plusieurs petits défauts dus à leur âge (quatre ans). Des sueurs froides sont paradoxalement provoquées par un réfrigérateur qui ne veut pas réfrigérer, mais il sera réparé le matin avant le départ.

Le soir nous dînons tous ensemble, assez tard, dans un restaurant bondé où tous les serveurs sont complètement dépassés par notre arrivée (annoncée, pourtant!). Résultat: des crises de faim avant que les plats arrivent (à 11h) et des plats qui continuent à arriver à minuit, quand tout le monde est désormais plus que rassasié.

Les quatre bateaux quittent le port dans la matinée du dimanche. Leurs noms de code sont : Alice, Ina, Micmac et Iassos (je vais utiliser ces noms pour indiquer les personnes à bord). Nous avançons un peu au moteur, en longeant la côte N-E de la Sardaigne, puis une jolie brise de S-E nous permet de hisser les voiles. Le soleil et la mer sont merveilleux, et ils le resteront toute la semaine.

Les affinités électives se précisent dès le premier jour : Ina et Iassos resteront toujours ensemble. Alice et Micmac aussi, mais avec des variations dictées par leurs initiatives spécifiques. Les deux groupes se croiseront et se retrouveront de temps à autre durant la croisière, mais resteront tout le temps en contact par VHF. Après une halte natation et casse-croûte (qui à Porto Pevero, qui à Porto Lìccia), nous poursuivons l'après-midi, toujours avec un joli vent, pour arriver le soir à l'île de Caprera. Ina et Iassos passent la nuit à Cala Portese, tandis que Alice et Micmac sont à Porto Palma. Il ne sont pas loin à vol d'oiseau, mais sont séparés par une longue péninsule.

Le matin du lundi, l'équipage de Micmac part à pied pour visiter le tombeau de Garibaldi, grand combattant pour la liberté des peuples. Après deux heures de marche, il trouveront le tombeau fermé. *(le portail, pour être précis, non pas le tombeau!, ndlr)*, et reviendront bredouille.

Alice double la Punta Rossa (pointe S-E de Caprera), et se dirige au N, en passant devant Cala Portese juste à temps pour retrouver Ina et Iassos.

## Jeune Genevois Cruise 2004 (Continued)

Les trois bateaux font un bout de route ensemble en longeant vers le N la côte de Caprera. Le vent d'W forcé (3-4 Bf) et rend la navigation très agréable. Nous quittons Caprera et laissons Santa Maria à bâbord. Ina et Iassos décident de descendre directement à la Cala S. Maria, en passant par l'E (Passo S. Maria), tandis que Alice poursuit la circumnavigation de S. Maria, Razzoli et Budelli par l'W, qui est assez mouvementée surtout dans la partie des Bouches de Bonifacio. Le soir on se retrouve tous dans la charmante Cala S. Maria. Micmac nous a rejoints en passant par le chenal au S de La Maddalena. Nous sommes amarrés à des bouées, sauf Iassos, qui est à l'ancre. Alice, ayant oublié comment se passent les choses en Italie, se fait naïvement éjecter de sa bouée par un zodiac très agressif, qui invoquait un droit inexistant, mais en retrouve une avec l'aide de Micmac.

Le matin du mardi nous visitons ensemble ce joyau qu'est le lagon turquoise entre les trois îles de S. Maria, Budelli et Razzoli. Des plages de sable blanc absolument désertes...jusqu'à 10h, lorsque d'immenses bateaux à moteur déversent des milliers de touristes. Les beaux endroits sont convoités par



YCC en possession de la Cala Francese, Ile de La Maddalena, Sardaigne, Italie.

tous.

Nous repartons. Le sémaphore de Pertusato nous indique qu'il y a vent d'W force 6 sur les Bouches de Bonifacio. Alice et Micmac vont s'engager dans les Bouches et vont rejoindre Bonifacio après une traversée fatigante mais passionnante. Ina et Iassos préfèrent attendre et descendent au S pour passer la nuit dans le port de La Maddalena.

Le jour suivant, mercredi, le vent a

un peu molli. Ina et Iassos reprennent la route vers le N, tandis qu'Alice et Micmac entament le chemin vers le S. Mais nous nous retrouvons tous à midi aux îles Lavezzi, dans la superbe Cala di u Grecu, dont l'accès est très délicat à cause des récifs qui en gardent l'entrée. Ces îles sont d'une beauté sauvage et éblouissante en même temps. L'auteur de ces lignes a été conquis et n'a pas de mots pour les décrire. Nous faisons une promenade sur l'île principale et certains de nous vont visiter le cimetière des marins morts en s'échouant sur l'île !

Puis chacun reprend sa route. Ina et Iassos vont passer la nuit à Bonifacio, soirée de repos dans un joli port, avec des douches enfin, et un repas au restaurant. Alice et Micmac vont descendre vers le S jusqu'à Cala Francese (sur l'île de La Maddalena), un joli petit fjord qu'ils auront la chance de trouver vide. Ainsi ils passent une nuit paisible dans un paysage féérique.



## Jeune Genevois Cruise 2004 (Continued)

Le jeudi nous fait cadeau d'un vent assez fort (3 Bf) mais qui a tourné à l'E. Désormais les équipages sont bien rodés et tout le monde se réjouit de la navigation. Ina et Iassos traversent encore une fois les Bouches de Bonifacio, visitent à midi la ravissante Cala Corsara (île de Spargi).

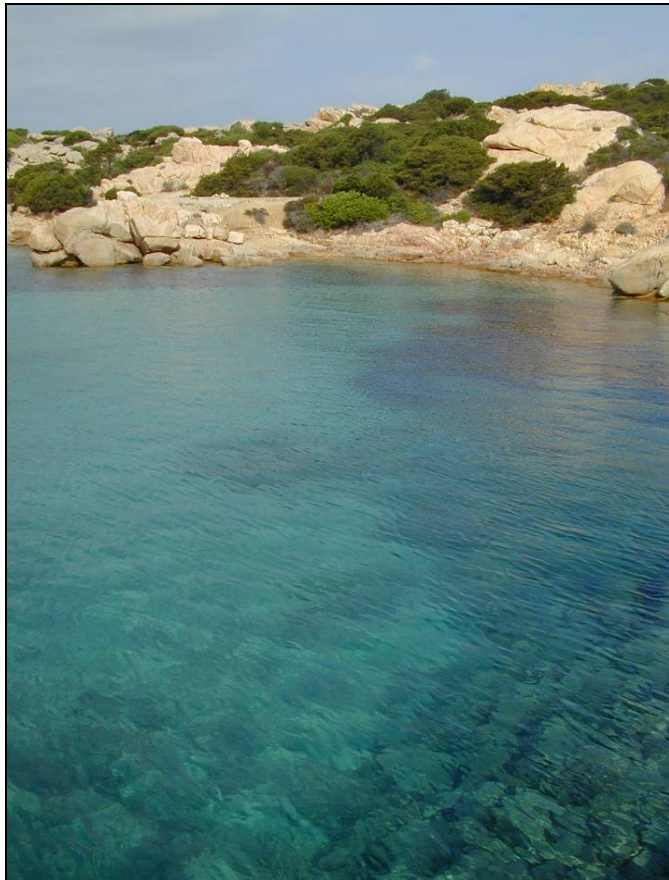
Micmac s'en va visiter l'îlot du cuirassé *Roma*, avant de faire le tour de l'île de S. Stefano. Alice s'arrête sur l'île de S. Stefano, dans la Cala Villamarina, où se trouve une carrière de granit désaffectée, qui garde encore des statues géantes abandonnées. Le soir (dernier en mer) nous nous donnons rendez-vous à Porto Puddu (sur la cote N de la Sardaigne). C'est une large baie avec une jolie plage. Tous les participants (ou presque) se retrouvent sur le bateau plus petit (Alice) pour boire un verre (ou plus) et commenter la semaine. Les rires et la bonne humeur sont un signe de réussite. Mais l'absence de deux personnes fait réfléchir.

Vendredi c'est le chemin du retour. Paradoxalement, c'est l'étape la plus longue (31 milles). On refait le parcours du premier jour, avec un vent d'E assez fort, par moments 4-5 Bf. On tire pas mal de bords en longeant la côte N de la Sardaigne, mais en descendant la côte E c'est pratiquement un seul bord jusqu'au port d'attache. Alice s'arrête à midi à Liscia di Vacca pour la baignade, Micmac à Poltu Quatu où ils font le plein de gasoil. Ina et Iassos descendent vite à Cala di Volpe où ils passent l'après midi et où ils sont rejoints par Alice, qui fait dans la baie un numéro de manœuvre à la voile très admiré. Après une dernière baignade et un goûter à base de tiramisu, nous rejoignons rapidement la base de Porto Rotondo.

Le soir nous n'allons pas renouveler l'expérience gastronomique du premier soir, et nous dînons en groupes plus ou moins dispersés.



*Vue du port de Bonifacio depuis la citadelle, Corse, France*



*Sardaigne*

Le check-out se passe bien, aucun bateau n'a été endommagé. Le samedi matin les taxis sont là et le retour à Genève en avion est sans histoire.

## Jeune Genevois Cruise 2004 – Points of View

By Cherif Abdelfattah and Maria Chiara Vitucci

*C*e fût un merveilleux moment lorsque je suis parti à la découverte de ce qui est l'art de la croisière. La demi-journée de préparatifs m'a confirmé que la nonchalance apparente pour se mettre à quai ou faire un mouillage ne sont que le fruit d'une bonne préparation. Cet art là ne s'acquiert qu'avec la pratique et l'expérience. J'ai compris le pourquoi de la composition des équipages où se trouvaient côte à côte les anciens briscards et les néophytes de la navigation.



Sandro's yacht rolling in

J'ai éprouvé autant de plaisir durant cette nuit de pleine lune au mouillage forain que dans les manœuvres faites avec panache lorsque l'équipage et leur bateau se sont rendus complices et que le bateau, en réponse aux manœuvres coordonnées, prît son gîte et a foncé de l'avant. J'ai savouré la satisfaction de faire partie de l'orchestre et du public en même temps.

J'ai découvert toute la finesse de tenir la barre, régler les voiles,

prendre une bouée et partager d'inoubliables moments sur le pont autour d'un repas ou un café préparés avec passion. Pour ce qui est du phare de Lavezzi et des falaises de Bonifacio vus depuis le pont toutes voiles dehors, je n'ai pas de mots pour décrire ces moments.

Merci pour le club et à ceux qui ont donné de leur temps et de leur personne pour nous préparer et offrir ce cocktail magique d'initiation à l'art, le plaisir et la maîtrise de la croisière.

Cherif

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**I**t was to the great disappointment of Tim, that I joined the already-formed crew that was set to sail to Sardinia. With my arrival he wasn't anymore the youngest member of the crew.

Once everyone had settled in, Sandro turned his attention to certain practical and organizational matters. The first "problem" our captain had to solve was merely (?) logistic - and involved fitting three women and three men into three cabins.

As the cabins were very small, and in order to ensure maximum comfort, crew members sought to share accommodations with other members of the same sex. However, keeping this in mind, and after some



## Jeune Genevois Cruise 2004 – Points of View (continued)

reflection, the captain realised that this would inevitably result in the formation of one mixed-sex couple. Eliminating all other criteria to achieve the fairest result, as the youngest crew member, I was designated to be the female partner in the only mixed-sex couple. During the first few hours that it took to reach the decision, I was assigned share accommodations with at least two different males, but I ended up sleeping on my own. Don't ask.

The most important thing I learned during the cruise (apart from the secret of Sandro's back sack) is the apéro routine. It is of the utmost importance to know that the captain takes his drink without lemon, while Tim has it with lemon. "It" naturally refers to gin tonic, which was compulsory on our boat. As a consequence, after the second or third round, everybody began to call everybody else "chou-chou",



Chiara in dire straits

which rendered the atmosphere on board very amusing, but which eventually generated a great deal of confusion.

One of Micheal's typical sentence at night was: "No, I didn't mean you chou-chou, I meant the other chou chou!" We even experienced heavy drugs use on board. That was during the traversée towards Bonifacio. Lilo was afraid of suffering from seasickness, so she took some pills which made her really sick,

sleepy and almost unconscious. That such a thing could happen somehow made sense, as we tend to realise our worst fears under stressful conditions. Fortunately however, nobody envisaged the sinking of our boat, but someone was probably worried about the jetty in Bonifacio harbour.

What rendered our organisation practically perfect were the small adjustments we were able to introduce. For example, the huge quantity of alcohol we bought in Porto Rotondo was eventually ended with the help of all the other participants in the cruise, "generously" invited on our boat on the last night, when we were sure that we couldn't possibly finish the filu ferru ourselves. In fact we were afraid of Uta's threats, wouldn't have we finished all the bottles.

So, rest assured my green palms will participate in another YCC cruise, unless of course, they get lost during my move.

Chiara

## Windsurfing

By Giovanni Cervelli

Last 2 seasons reported increased interest in the wind-surf section. Also the new activities and outings managed to glue the group together. The “W community” was forming and the 2004 season was starting on good basis.

This year a choice was to be made: our material is old and needs to be renewed. However, following the trend of the past years, the new generation of beginner boards has much wider designs and simply does not fit any more in our old container. To start the renewal of the beginner boards we need to modify the container substantially! Besides, the renewal of the beginner fleet does not really satisfy the ambitions of the new wind-surfers who would like to improve and get confronted with stronger winds. We felt more and more that the club itself should provide some follow-up to the beginner course, in order to keep the group together!

Considering the various perspectives, we decided to:

“survive” one more year with the old beginner boards (negotiate with TechnoSurf some kind of back-up solution, in case of sudden break; delay the work on the container and leave time to budget it more carefully);

acknowledge the higher demand for beginner courses by adding 3 more places (this year there were 3 parallel courses for 6 people each; Witek and Katarzina joined us as helpers);

install a new external rack beside our container and move the beginner boards outside (as a temporary solution for this year);

use the space inside the container for the new ADVANCED BOARDS! (the so called “funboards”, which are smaller and fit more easily in the container)

LAUNCH THE ADVANCED WIND-SURF COURSE (EW)!!!

3 new boards, 1 second-hand board and 2 new rigs were acquired this year to trigger the advanced course. The formula was ideally simple: provide a program of intensive week-ends in the neighboring lakes of the regions, especially selected for strong wind. The calendar consisted of 6 week-ends and was fixed already before the inscriptions. The inscription fee (200CHF) was giving right to participate in at least 3 week-ends. Stefano basically conducted the EW course single-handed, with some help from Fabio and me. Below you can read his report. As you will see, the EW formula will probably need to be thought over. There is however a clear indication that the advanced activities are healthy for the club. The beginner course is demanded and is often a success. The advanced course (or activities) are important to create a “second” generation of surfers and a sustainable effect from year to year. Example: we already have a pool of potential helpers for next year!

It will be the task of the new committee to decide about the modification of the container. As we said this is necessary to be able to access the new material on the market, to complete the renewal of the section and to become even more dynamic! Concerning myself, this is my last year in the committee. Not sure to be in the region next year. But if that was so, I would certainly join the section and continue having fun with you guys!!!

## Social Activities

By Rob Veenhof

### Winter evenings

**Winter evening 1** (Nov 13th 2003): A video on rogue waves and hands-on practice in splicing. Drew an audience of about 20 people.

**Winter evening 2** (Dec 3rd 2003): Slide + video show on the Imram tour to Greenland in the summer of 2003. Announced to other clubs too, this evening saw an unprecedented attendance of around 160 people in a fully packed Council Chamber with quite some people seated on the floor.

**Winter evening 3** (Feb 12th 2004): Fondue at the bain des Pâquis.

**Winter evening 4** (Apr 20th 2003): Dinghy evening with presentation of RS400, the DVD of Higher&Faster, playing CupSkipper, distribution of magazines etc. Around 30 attendants.

**Winter evenings 5-8** (April-June): 4 lectures on astronomic navigation by Geoff Wordley with 40-10 participants.

### Sail+Hike (Dec 5-7 2003)

Rallye du Grammont: Although 5 YCC members were signed up at the morning of the day of departure, only 1 showed up !

A private non-YCC boat did take part with a crew of 4, one of whom joined on a YCC Surprise since this boat was not large enough for the 5 of us. At 19:30 we set sail to le Bouveret where we arrived around 04:00 (long spinnaker tack at beam reach along the French coast, about 7h sailing the rest by motor).

After a breakfast lasting till 10:30, we set off for the Grammont (1800 m higher). There was a bit of snow near the top but this was actually an advantage for walking and 3 of us reached the summit at 16:00. Sunny weather with excellent view on the Alps ... but no lake of Geneva to be seen: it was buried in the fog ! Down with full moon at 20:30, we had dinner and went to sleep.

Next morning, we sailed to Chateau Chillon and around 13:30 we continued to Port Choiseul - at first, we had to tack, but from Meillerie onwards we had a solid Bise 4-6 Bf all the way to Port Choiseul, where we arrived around 21:00.

## YCC Dinghy Activities

By Jonathan Cook

The 2004 dinghy season started during the winter with two important activities; finding teachers for courses and finding a boat to replace the sadly deceased 485 "Pollux", which is documented elsewhere in this report. The hunt for teachers proved to be a pretty tough exercise and thanks are due to Tim Hancox and Rob Veenhof for their patience, persistence and effort in finding enough teachers to offer sixteen Dinghy course places and one Advanced Dinghy place. An even greater vote of thanks is due to those who volunteered to teach courses, some of whom stood-in at very short notice.

The teaching roll of honour reads as follows :-

Elena Benedetto, Nicole Lelouerec, Anja Werthenbach, Thierry Boileau, Jean-Pierre Dabon, John Fullerton, Sebastian Łopiński, Paul Mayoud and Jens Spanggaard together a little help along the way from Francesca Bernadini, Guido Guidi, Reiner Geyer and various members of the committee.

The administrative overhead for the Dinghy courses proved to be quite high but this was partly repaid by an enthusiastic and committed group of students with only two of the seventeen not completing their course. Ways should however be investigated to reduce this administrative load without compromising quality. Following a successful trial with the Advanced Dinghy course this year, where teaching was one-to-one and student and teacher were free to decide when to sail, it may be that this model is expanded to other courses. Hopefully more people will be able to help teach if they are not restricted to a fixed timetable and one-to-one teaching should maintain quality even if the number of outings is reduced.

One final note on the Dinghy courses is the hope that the 2004 students will continue to sail dinghies, will get involved in regattas, both internal and external, participate in future training activities and pass-on their enthusiasm to other YCC members.

The roll of honour for those passing D tests reads as follows :-

Cherif Abdelfattah, Paul Aspell, Elena Benedetto, Jonathan Cook, Sandro Doudin, Gregory Godineau, Johan Holmberg, Tamas Ilkei, Anne-Lise Jaquier, Michael Jung, Alexander Koschik, Stine Krog-Pedersen, Michal Kwiatek, Angelika Lippitsch, Giuseppe Masala, Suzanne Maurin, Luca Monge Roffarello, Manfred Muecke, Fadmar Osmic, Heiko Pittner, Pascal Raboud, Lars Soby, Chiara Vitucci and Piotr Woloszyn

Those passing ED tests reads as follows :-

Elena Benedetto, Dominique Berthet, Jonathan Cook, John Fullerton and Alydia Seidell.

In addition to the courses, this year saw two completely new training activities. These were aimed at members not fortunate enough to get a course place but still interested in improving their sailing skills. The first of these training opportunities was a series of pre-regatta theory sessions specifically for those wishing to learn more about racing. Topics covered included "The Windward Leg", "Mark Rounding", "How To Go Racing" and "Basic Racing Rules". These were initially well attended but interest tailed-off during the season. Some lessons were learned about the content of these sessions and hopefully they can be improved next year.

## YCC Dinghy Activities (Continued)

The second new training initiative was the Saturday afternoon dinghy training session. These were well received as being informative and enjoyable and were heavily oversubscribed. Thanks to Sarah and John Fullerton's video camera and Juergen Büchenbacher on the Q-boat one of these outings also included video feedback at the buvette afterwards. This activity was originally aimed at key holders and previous course students but also proved popular with current course students. The only thing missing was the participation of a few more experienced dinghy sailors to pass-on their skills and knowledge.

It was great to see the whole YCC dinghy fleet on the water and there was a good spirit amongst the participants. This spirit lead to the institution of a "two boat rule". This "two boat rule" says that life is better for everyone when you help to launch the two boats in front of you and help to land the two boats behind you. We would all benefit if this were adopted as a general rule amongst all YCC dinghy and catamaran sailors. As mentioned above these sessions were heavily oversubscribed and should certainly be repeated in 2005.

One final note before closing on the subject of the weather. 2004 didn't manage to hit the unprecedented heights of 2003 but we did see some good sailing conditions. These good conditions often followed closely behind rain and bad conditions and showed the value of checking the local weather forecast and being patient. A classic example of this being the Closing Regatta when sun and blue sky followed a morning of rain and damp. What I'm really trying to say is that dinghy sailing is a rewarding and sporting activity. Get your wetsuits ready, avoid the queue for the Ynglings and get yourselves on the water in one of the YCC dinghies.

## YCC Monthly Regattas

By Marco Benvenuti

In 2004 we organized the same type and number of regattas as in 2003. Last year, as you might recall, several changes were introduced. Specifically, we improved the logistics, we bought new equipment, formalized regatta instructions and inserted totally new events with respect to 2002.

Participation in YCC Regattas				
	Entries in 2004		Entries in 2003	
	Dinghies	Keelboats	Dinghies	Keelboats
Opening	3	4	6	8
Monthly 1	6	5	4	8
Traversée du Lac	10	-	10	-
Monthly 2	3	3	7	7
Monthly 3	3	6	4	3
Drag Race	4	5	5	4
Monthly 4	-	5	-	7
Monthly 5	8	6	Cancelled	
Monthly 6	4	3	4	11
<b>Totals</b>	<b>41</b>	<b>37+</b>	<b>40</b>	<b>48</b>
Average per Race	5.1	4.6	5.7	6.9
	<b>2004</b>		<b>2003</b>	
Keelboat Crews		19		27
Dinghy Skippers		18		18
Dinghy Crews		17		24

This year, participation in YCC regattas has substantially decreased with respect to 2003. It's a trend affecting all sectors of the Club's life, which leaves quite some food for thought. My personal view is that the like anything else, YCC regattas need to be advertised among the members and in 2004 we have perhaps not given this aspect the attention it deserves.

### Successful events.

YCC helped our friends of the CNV to organize their *Semaine du Soir* in the last week of June. We offered manpower, our Q-Boat and all our regatta equipment. CNV was very pleased and grateful to us for what we did. We are convinced that our image in P. Choiseul has largely benefited from this collaboration.

Our long-haul three-hour regatta, that we christened pompously the *Three-Hour of Versoix* has grown in popularity



CNV's Semaine du Soir marked by YCC buoys

## YCC Monthly Regattas (continued)

drawing many boats and participants. This is a single race in which boats lap around the course for - guess - 3 hours! It is particularly appreciated because the difference in handicaps is compensated by having slower boats start with a proportional advantage. Thus, the race itself is done real-time: if you arrive first on the line, you are first. Other advantage: you know exactly when the race will finish.

### Problems in 2004

Participation, as already said, was in decline with respect to 2003.

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. Some people have volunteered to help in 2005: we'll see.

Feedback from private boat owners indicated that somewhat longer regatta courses would be welcomed. In 2005 we will take this point into account.

See you at next 2005 YCC Opening Regatta. (8 May 2005, probably).



*Louise and Jonathan looking forward to the next YCC season*

## YCC Monthly Regattas (continued)

YCC Championship - Overall Standings								
Dinghy Skippers			Dinghy Crews		Keel-boat Skippers			
	Name	Points		Name	Points		Name	Points
1	J. Fullerton	113.6	1	S. Fullerton	113.6	1	Mele	108.1
2	Cook	106.7	2	Adams	92.1	2	Masala	69.4
3	Bruno	52	3	Allamand	42	3	Innocente	67.7
4	Kwiatek	41	4	Cook	26	4	Boileau	64.1
5	Radmore	29	5	Wagner	26	5	Łopienski	39
6	Adams	26	6	Gruehagen	26	6	Cervelli	37.7
7	Collet	26	7	Alcaraz	21.7	7	V. Gomez Costa	35.7
8	Berthet	21.7	8	Mayoud	16	8	Dadaglio	33.4
9	Ziogas	19.7	9	Kwiatek	14	9	Adam	30
10	Müche	13	10	Friman	13	10	Hänger	21.7
11	Litim	11.7	11	Jung	13	11	Kwiatek	17.4
12	Wagner	11.4	12	Werthenbach	12.7	12	Bosco	13
13	Vitucci	10	13	G.Benvenuti	10	13	Lerche	11.7
14	Ruggiero	8.7	14	Abdelfattah	8	14	Gelissen	10
15	Hancox	8	15	Masala	5.7	15	Knutsen	10
16	Werthenbach	4	16	Seidell	4	16	Böker	8
17	Boileau	4	17	Kugler	3	17	Wagner	8
18	Benedetto	1				18	Willenbrock	5.7
						19	Ładzinski	5.7



## Dinghy–Yngling Match Race 26-27 June 2004

By Gijs de Rijk

Two weeks before the match race one of the new Ynglings broke down. The match race had to be run with a new and an old Yngling. To equalise the boats a mix of old and new sails was used. As a result the boats were sufficiently similar to allow the race to take place. A fair part of the available time during the weekend there was too little wind. The race schedule was very much perturbed due to these wind conditions. In spite of the difficulties a nearly full race schedule was run. One dinghy race and two Yngling races were not run without any influence on the final result. The dinghy round-robin ended in a draw between three teams. Due to lack of time, lots had to be drawn. The Bruno-Fernandez team lost this lottery and the finals were run between the remaining two teams.

Marco Benvenuti and Christine Theurillat won the dinghy tournament.  
Sebastien Łopiński and Tomasz Ładziński won the Yngling tournament.

### Dinghy Lineup

Team	Skipper	Crew
I	Jean-Pierre Dabon	Cherif Abdelfattah
II	Cristina Morone	Roberto Petronzio
III	Giacomo Bruno	Santiago Fernandez
IV	Susanne Maurin	Chiara Vitucci
V	Marco Benvenuti	Christine Theurillat

### Dinghy Results

Yellow Boat			Blue Boat		
V	Benvenuti-Theurillat	wins	III	Bruno-Fernandez	-
I	Dabon-Abdelfattah	-	II	Morone-Petronzio	wins
III	Bruno-Fernandez	wins	I	Dabon-Abdelfattah	-
II	Morone-Petronzio	-	III	Bruno-Fernandez	wins
I	Dabon-Abdelfattah	-	V	Benvenuti-Theurillat	wins
IV	Maurin-Vitucci	-	V	Benvenuti-Theurillat	wins
IV	Maurin-Vitucci	-	III	Bruno-Fernandez	wins
I	Dabon-Abdelfattah		IV	Maurin-Vitucci	
V	Benvenuti-Theurillat	-	II	Morone-Petronzio	wins
II	Morone-Petronzio	wins	IV	Maurin-Vitucci	-
	Bruno-Fernandez			Out by draw	
<b>Final</b>	<b>Benvenuti-Theurillat</b>	<b>wins</b>		<b>Morone-Petronzio</b>	

**Dinghy–Yngling Match Race (Continued)****Yngling Lineup**

<b>Team</b>	<b>Skipper</b>	<b>Crew</b>
I	Sebastien Łopiencki	Tomasz Ładzinski
II	Giovanni Cervelli	Christine Staudt
III	Beppe Masala	Giacomo Bruno
IV	Marco Benvenuti	Nick Ziogas
©V	Cristina Morone	Christine Theurillat
VI	Gigi Rolandi	Vincenzo Innocente
VII	Thierry Boileau	Mortoen Knutsen
VIII	Chiara Vitucci	Federico Roncarolo

<b>Pool A</b>		<b>Pool B</b>	
A1	Masala & Bruno	B1	Boileau & Knutsen
A2	Rolandi & Innocente	B2	Łopiencki & Ładzinski
A3	Cervelli & Staudt	B3	Vitucci & Roncarolo
A4	Morone & Theurillat	B4	Benvenuti & Ziogas

**Yngling Results**

<b>Yellow boat</b>			<b>Blue boat</b>		
B1	Boileau & Knutsen	-	B2	Łopiencki & Ładzinski	wins
A1	Masala & Bruno	-	A3	Cervelli & Staudt	wins
A3	Cervelli & Staudt	wins	A4	Morone & Theurillat	-
B3	Vitucci & Roncarolo	-	B4	Benvenuti & Ziogas	wins
A1	Masala & Bruno	-	A2	Rolandi & Innocente	wins
B1	Boileau & Knutsen	dnf	B3	Vitucci & Roncarolo	dnf
A2	Rolandi & Innocente	wins	A4	Morone & Theurillat	wins
B2	Łopiencki & Ładzinski	wins	B4	Benvenuti & Ziogas	-
A4	Morone & Theurillat		A1	Masala & Bruno	
A2	Rolandi & Innocente	wins	A3	Cervelli & Staudt	-
B2	Łopiencki & Ładzinski		B3	Vitucci & Roncarolo	
B4	Benvenuti & Ziogas	-	B1	Boileau & Knutsen	wins
HF1	Łopiencki & Ładzinski	wins		Cervelli & Staudt	-
HF2	Rolandi & Innocente	wins		Boileau & Knutsen	-
<b>Final</b>	<b>Rolandi &amp; Innocente</b>	<b>-</b>	<b>Łopiencki &amp; Ładzinski</b>	<b>wins</b>	

## Surprise match race 11-12 September 2004

By Gijs de Rijk

Several weeks before the match race, the Mic-Mac broke down with a structural problem on the hull below the mast. Beppe Masala and Nevio Zagarian generously offered their Surprise for our match race. This offer allowed us to run the race as planned. The Saturday of the surprise match race the wind was mostly absent. After a long wait at 15h the race committee decided to cancel the races for the day and to apply a reduced program on Sunday. Half an hour after having done so, the wind came back but the teams had already left. On Sunday a reduced two-pool program was run. In the morning the wind was very capricious but after a few hours it became a nice 3 bf. Gigi Rolandi and his team were the winners of this interesting tournament.

### Teams

Team	Name	skipper	Crew
I	The Swomi's	Salvatore Mele	Sebastian Łopiński Anja Werthenbach Guido Guidi
II	GIGIONE	Beppe Masala	Nevio Zagarian Gijs de Rijk
III	Nameless	Daniel Litim	Paul Mayoud Morton Knutsen Reiner Geyer
IV	Pirates	Marco Benvenuti	Thierry Boileau Agie Branchi Nick Ziogas
V	President	Gigi Rolandi	Vincenzo Innocente Henning Luigi Serio Gruehagen

Pool A			Pool B		
A1	II	GIGIONE	B1	I	The Swomi's
A2	III	The Unexpected	B2	IV	Pirates
A3	V	President			

### Results

Yellow boat				Blue boat			
PA 1	V	President	wins	III	Unexpected	-	
PB 1	I	The Swomi's	-	IV	Pirates	wins	
PA 2	II	GIGIONE	-	V	President	wins	
PA 3	III	Unexpected	wins	II	GIGIONE	-	
HF1		President	wins	BII	The Swomi's	-	
	AI						
HF2	BI	Pirates	-	AII	Unexpected	wins	
<b>Final</b>	<b>HF1</b>	<b>President</b>	<b>wins</b>	<b>HF2</b>	<b>Unexpected</b>	<b>-</b>	

## External Regattas

By Nick Ziogas

### This Year

A number of changes were introduced for the 2004 season with the most important one the introduction of dinghy external racing. Our newly acquired RS400 was insured for external racing and made its debut in Estavayer-le-Lac for the first external race, 10 Miles de Pentecôte.

As far as keel boat racing is concerned, a major event this year was the involvement of the club in the organisation of the Semaine du Soir at Versoix. Our buoy placing and motor boat presence through the week was greatly appreciated but did take a number of experienced sailors out of the racing itself. In addition one boat was reserved for the courses to do their regatta initiation while the Miss Match was still out of the water due to accident damage.

This year an effort was made to bring together more experienced crews by imposing an SU license to the crew bar one member, in order to avoid some past problems and a sense of frustration about crew quality felt by some skippers.

Eventually this was considered as too restrictive and the rule was relaxed. However it did not make any difference to crew participation.

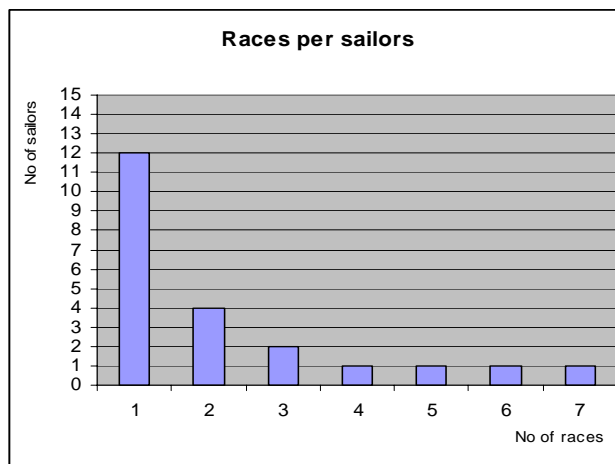
This year the calendar included 25 keel boat events and 10 Dinghy events. Most of the dinghy events were part of the FVLJ championship. (Fédération de la Voile des Lacs Jurassiens)

### Race participation

Out of 25 keel boat races of the calendar, our club boat participated in 13 with 20 sailors taking part.

On the dinghy side, we were present in 3 races and 4 sailors took part. Overall 39 club members applied for external racing at the beginning of the season.

As for internal regattas, there has clearly been a lower participation this year in external racing. Apart from a diminished participation to club activities and racing in general as the internal racing participation figures show, there are some specific reasons for lower external race participation.



## External Regattas (Continued)

The most important are:

- First there was an attempt to try and form more qualified crews. The idea was that if club members want to race in external events they should be motivated to gain the necessary experience and get hold of the SU key. There are many internal club racing events, open to all members which are more forgiving, and generally a better place to learn.
- Coordination work was not easy this year due to my long summer absence. I would like to thank Sascha for replacing me in this function during all this period but only things cannot be as smooth as when one person is responsible from the beginning to the end of the season.
- Boat availability was affected by long maintenance stretches and accident damage for the Miss Match.
- Without knowing how it was during the previous years, the coordination of crew was not always easy since many sailors applied early in the season and then forgot about it. Often when appointed to race, notified of their non availability late, very late for an alternate crew to be organised. Some races were missed for this reason and this is a pity.

## Dinghy Racing

This activity even though in its birth, provided a lot of experience and an opening to a different sailing world. Dinghy sailing is very competitive in the various Swiss lakes but the atmosphere is very friendly and warm. It seems that everybody more or less knows each other in this circuit and is always ready to provide help and advice to beginners.

It may be that since there is a lot of boat manipulation and handling on land people get to know and help each other more than keel boat sailors and thus a closer link is created between competitors.

However it is for this reason too that dinghy external sailing is more demanding in organisation. Apart from the local events, competitors need a car with a tow hook and French numbers plates to tow the boat with the club trailer, need to unrig and rig her and bring her back to Port Choiseul. This is simpler than it sounds since an experienced committee member is always present. However, the novelty of the events and the fact that the RS is a new boat in the club that few people know yet, it is certainly one of the reasons why participation was low for this first year.

Let's hope that more people will try it next year.

## YCC SHOP IN 2003/2004

By Sandra Sequeira Tavares



*YCC Shop kiosk during 'Semaine du Soir' in Versoix*

This year the Shop had a particular task, participate on the celebration of CERN's 50<sup>th</sup> anniversary through the activity the YCC specially envisaged for it. The 'Semaine du Soir' traditionally held by the CNV (Club Nautique de Versoix) in Port Choiseul was co-organised by the YCC and took place from the 21<sup>st</sup> to the 25<sup>th</sup> June. On each evening of the event the Shop had a kiosk with CERN's 50<sup>th</sup> anniversary information and also most of its items. YCC members, CNV members and general public could take a look on the YCC items. Even the CNV president, Mr Ischi, firstly without unveiling his CNV identity, let himself be tempted by a 'Fleece with wind-stop'!

The Shop thanks all those that offered to help in this event and also the friends that visited the kiosk and brought fresh news from the regatta field!

As for the most preferred Shop articles during this season, there was a great demand for some of the 'classic items', namely the t-shirts and the baseball caps. Nevertheless, more recent items as the 'Rain jacket and wind stop' and the 'Lady's Polo' also find a place amongst the most wanted from the club members.



*Most wanted items from the YCC Shop*

## YCC SHOP IN 2003/2004 (Continued)

The items 'Jacket with Fleece' and the 'Lady's Fleece' had to be re-ordered during the season given the requests! If you have any suggestions for a new item that you reckon to interest the YCC members, do not hesitate to send an email to [Sandra.Sequeira.Tavares@cern.ch](mailto:Sandra.Sequeira.Tavares@cern.ch).

The Shop participates to some of the social events of the club, such as the 'Opening Diner', though the most frequent event is definitely the gatherings of the 'Thursday's evening trainings'. An email is sent to the constituency on the previous day, so that all may benefit of the occasion. As the most assiduous to the Thursdays trainings know, it is also a good opportunity to chat around with everybody and know the latest news of the harbour. Also the curious are very welcome to take a look. It happened more than once that people from outside the club got interested for our items!

Last but not least, the Shop has been refurbished, always in an attempt to meet YCC club members wishes! So, as a first in our club, men's polo are now available, three colours in the short sleeve version (marine, anthracite and red). There is also the long sleeve version in marine. From now on, YCC gentlemen can stop looking eagerly for ladies polo's, as they have their own now!



*Finally, our gentlemen have their long wanted polo's in a short sleeve and long sleeve version*

For our ladies, the Shop has acquired nice long sleeve t-shirts that will for sure be a hit next season. Some gentlemen liked them so much, they expressed their wish to have one. Maybe next season!! Also very jovial are the two colour t-shirts, available in red/white and dark blue/light blue. The other two new items are a full zip fleece (existing in red and blue) and a red baseball cap, to add to the classic white and blue ones.



*Long sleeve t-shirts and the ¾ sleeve t-shirt for our ladies*

The Shop will be at the 'Closing diner' taking place on the 19<sup>th</sup> November. Do not hesitate to take a look on the Shop web page <http://yachting.web.cern.ch/yachting/shop/shop.html> to check all available items!!