

YACHTING CLUB CERN



The fleet is ready at the start of the season ...

2005 ANNUAL REPORT

Report of the Chairman on YCC activities for the year 2005

The 2005 Committee, listed in the table below- steered the Club with 5 official meetings and many e-mails.

2005 Committee	
Gigi Rolandi	President mailto:Gigi.Rolandi@cern.ch
Marco Benvenuti	Vice-president & monthly Regattas
Udo Wagner	Budget mailto:Udo.Wagner@cern.ch
Elena Gianolio	Secretary & administration
Enrico Bravin	Automatic Key System and Web Site
Jonathan Cook	Dinghy Racing Training
Stefano Fratianni	Windsurfing
John Fullerton	Maintenance Dinghies
Sarah Fullerton	Social Activities
Tim Hancox	Publications
Vincenzo Innocente	Tests
Thomasz Ladzinski	Courses
Gijs de Rijk	Match Races, BBQ
Gennaro Ruggiero	Maintenance Catamarans
Sascha Schmeling	Safety & Q-boat
Sandra Sequeira Lopes Tavares	Shop
Sandro Vascotto	Cruise, Maintenance First
Rob Veenhof	Permanences, Courses Enrolments, Lectures, Surprises
Nick Ziogas	External Regattas, Maintenance Outboarders
Chick Nichols	Honorary president

In general, 2005 was a good year for our boats which have been readily available – with few exceptions – to members. The preventive maintenance scheme of the Ynglings, introduced last year, is paying dividends, as the Ynglings have been in very good shape and the maintenance costs are back to non-exceptional figures.

The big novelty of the year is the commissioning and implementing of the new boat key system. Thanks to the efforts of Gijs, Enrico and Sandro, the key system was operational on day one of the 2005 season and has been working very smoothly throughout the whole season. With the new system we can follow online the status of the fleet and, in addition, we have a 'truthful' log of who has been using the boats.

During the first meeting of the 2005 Committee, Marco and I said that the 2005 was going to be the last year of

our chairmanship of the Club. We asked Gijs and Sandro – the senior members of the committee - to start a search for a new president. The reason for this decision is very simple: we both think that after six years a change would be very welcome and today, if at the General Meeting our idea is endorsed, we are happy to leave the helm of the YCC in the solid hands of Tomasz and Gijs. They will start a new “period” of the YCC with new ideas and with new enthusiasm, which will be very beneficial for the Club. We wish them all the best and we are ready to enjoy the YCC as active members in the next years.

We look now back at the last six years of the YCC, when we had the honour and the pleasure of steering the Club. The Club has changed a lot while giving to its almost 300 members the pleasure of sailing on lake Geneva on a large fleet. Only 113 of the present 286 members were already there in 2000 when we started this enterprise. What is there today in YCC that was not in 1999? From our memory and in random order:

- The new boats: Miss Match, the two Ynglings, the RS400
- A new mooring place in Versoix (ex Coyote II....)
- BA5 : the new “home place” at CERN to store our equipment.
- A very active windsurf section
- The match races and the new internal regattas
- The external regattas

- The new reservations system
- The new key system
- The YCC cruise “new style”
- The new enrolment system for the courses
- The new rules for the tests
- The new maintenance scheme for the Ynglings
- The YCC web
- The YCC shop
- The new members databases in Oracle

and all this on the top of the everyday work that keeps the Club alive and many committee (and non) members busy : maintenance, administration, budget, safety, insurances..... Yes, the Club is very active and home for all its members.

If all this has happened, it is because we had the pleasure of working with excellent committees. In these six years, 30 YCC members have been members of one of our committees. We want to thank them all. Eight members have been in the committee with us for at least 4 years: Enrico Bravin, Elena Gianolio, Robert Herzog, Vincenzo Innocente, Paul Rabar, Sandro Vascotto, Rob Veenhof and Udo Wagner, sharing with us the large part of this YCC steering “period”. We all gave to the Club part of our time and we got back the satisfaction of having done a decent work for the community and may be we left our footprints somewhere.

We like to finish this last YCC report paying a special tribute to Rob Veenof. If we are asked to single out one YCC member that made the club different in the last six years, the answer is Rob, undoubtedly. He has devoted to the Club a large proportion of his time paying special attention to maintenance, to new members and to courses and also straightening many of our procedures to make them transparent and accessible to everybody. Thanks Rob.

And also thank you to all of you. It was a very nice experience.

Gigi and Marco

2005 YCC Awards

As per tradition, YCC rewards members showing excellence in contributing to the life of the Club. Prizes are distributed at the Closing Night Dinner and names are embargoed until then. Committee members are not eligible in either case. The President's Cup is granted by the YCC President to a member of the Club who has made an outstanding contribution to the life of the Club. 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 discreet, still effective manner.

2005 YCC Internal Regatta Championship

Best Dinghy Skipper

Jonathan Cook

Best Dinghy Crew

Angelika Lippitsch

Best Keel-boat Skipper

Giovanni Cervelli

Members & Members

By Elena Gianolio

Members	2002	2003	2004	2005
Active	233	253	255	231
Active /old	172	182	201	188
Active /new	61	71	54	43
Junior	8	10	11	10
Junior(renew)	2	4	3	3
Junior/new	6	6	8	7
Temporary	2	3	2	2
Honorary	2	2	2	2
Friends	32	36	30	39
Total	277	304	300	284

Occupational Group	2002	2003	2004	2005
CERN	138	140	147	138
Extra-CERN	109	127	122	116
CERN-related	30	37	31	30
Total	277	304	300	284
Preferred Language				
English	164	180	179	175
French	113	124	121	109
Total	277	304	300	284

Licenses by Category	2001	2002	2003	2004
D	157	155	159	155
ED (was S)	49	53	55	53
C	44	44	45	47
Y (was K)	150	169	172	163
CK	53	56	54	49
SU	56	61	65	65
M	34	40	40	36
W	36	44	60	12
EW			10	10
Total	606	651	660	590

Members & Members (Continued)

Country of Origin	2002	2003	2004	2005
Italy	56	65	57	59
Germany	48	49	45	38
Switzerland	36	40	38	34
France	31	35	37	30
United Kingdom	23	24	22	23
Austria	9	10	13	15
Poland	10	11	12	14
Spain	17	14	13	13
Netherlands	9	11	11	9
Portugal	3	5	6	7
USA	9	8	8	6
Sweden	3	7	8	4
Norway	3	4	5	4
Belgium	3	2	3	4
Greece	3	3	5	3
Canada	4	3	2	3
Finland	0	1	2	3
Russia	1	1	1	3
Denmark	3	1	3	2
Japan	1	1	2	1
Australia	2	1	2	1
Hungary	0	1	1	1
Egypt			1	1
Ireland	1	2	1	1
Mexico	0	1	1	1
Czech Rep.	1	0	0	1
Brazil				1
Malta				1
Slovenia				1
Ecuador		1	1	0
South Africa	1	2	0	0
Lithuania		1	0	0
Total	277	304	300	284

License Distribution	2002	2003	2004	2005
0 licenses	66	82	62	60
1 license	72	73	71	61
2 licenses	37	40	58	55
3 licenses	36	35	38	40
4 licenses	23	25	25	22
5 licenses	19	24	28	23
6 licenses	13	13	9	12
7 licenses	3	3	7	4
8 licenses	6	7	2	5
9 licenses	2	2	0	2
Total	277	304	300	284

Our boats

The Dinghies

(John Fullerton)

As our dinghies are becoming an ageing fleet and, therefore, necessary to reduce the wear and tear on them, a new rule of not letting the boats out if the wind is above a Beaufort Force 5, was introduced this year.

We were lucky this year that new member, Roberto Copercini, overhauled the Lasers while they were in BA5, so they started the season well set-up. In addition, the 470s saw a lick of paint on their centreboards and tillers. However, we unfortunately lost the mast of a 470, as was damaged beyond repair, following a capsize and getting stuck on the bottom of the lake.

We now have a resident dinghies guru, Louise Cook. She seems to have an endless supply of gel coat filler! As we were missing knowledgeable people on the 470s willing to help, it took longer than expected to set up their spinnaker systems correctly. In the end, this was kindly done by Reiner Geyer.

For this winter we have a number of leaks and trailers to fix, and the 470s need a lot of work to be done on them. On the positive side, we found an almost new set of sails for one of the 470s, and will order new sets of sails for the Lasers.

The Catamarans

(Gennaro Ruggiero)

A big effort was made at the beginning of the season to prepare the catamarans for forthcoming YCC activities. In particular, many maintenance sessions on the tuning of the rudders have taken place. The season started well with an enthusiastic group of new teachers and students, all keen on helping in the boat care and maintenance. It has to be pointed out that for the catamaran students, maintenance of the boat has been mandatory to pass the test!!!

Nevertheless, an unfortunate accident has tremendously limited the ambitions on the YCC catamaran fleet. The Catamaran Match Race scheduled for the first year in YCC history could not take place.

The mast of one of the catamarans was bent against the rocks at the entrance of Port Choiseul, after an accidental capsize. Accidents happen (we know well in the YCC!!!) but the supplier of Mystere in Europe made bad things worse by, first, delaying the delivery of the mast, second, sending the wrong mast. The mast is available now and soon to be mounted just for a test before letting this catamaran rest peacefully over the winter.

However, this winter should not be "too" peaceful, as the catamarans will have to undergo a series of maintenance actions before facing a new season. The ageing of many pieces necessitates their replacement, and probably new sets of sails for both boats will be needed. The so-far unreliable behaviour of the supplier will certainly not make things easier!

Chick-En II

(Sascha Schmeling)

This year started very well for the First. With the engine and gearbox in perfect working order, we agreed to run CK courses again. Two courses took place with eight participants in total (see Courses). Unfortunately things then started to deteriorate!

First, the First's outboard motor experienced severe problems, but they were eventually fixed. Next the gearbox broke irreparably, leaving the motor turning the propeller in forward direction only! The engine got the First back to port in spite of no wind. Next, rough handling in the diesel tank compartment led to an oil spill in the engine compartment, and, subsequently, into the cabin. This was mopped up. But then, the motor's exhaust pipe broke. Hot exhaust fumes of several hundred degrees went uncooled into the engine compartment. At this stage, we disabled the motor. However, the next users tried nevertheless to

run it again, not thinking about the potential fire risk! Fortunately, no severe damage was done, but it **underlines the need to read the logbook!** Spare parts for the motor and the gearbox are not immediately available, so both are disabled for now.

Towards the end of the season, the First had an encounter (accident!) with another boat. The damage has not been repaired, as the First is at the end of its lifetime. Nevertheless, the First is a very reliable sailboat for leisure crews and with the outboard motor fulfils this duty to the satisfaction of its users. However, it cannot be used in higher waves under outboard.

The Ynglings

(Gijs de Rijk)

The maintenance of the Ynglings was carried out again by the Chantier Naval Durr in Versoix. The contract comprises the launching, a weekly checkout and the berthing of the three boats. During the winter Durr had the mainsails repaired by North sails. At the beginning of the year the halyard system of two of the boats was modified to the lever system which had been tried out on the third boat during last year. Thanks to the new system the number of interventions on the halyards was drastically reduced. The availability of the boats was around 95% with only small breakdowns occurring from time to time. All three boats are in good shape. The hull of the old *Vas-Y* is still in order and, with careful maintenance, it should be usable for a number of years to come.

The Surprises

(Rob Veenhof)

Miss Match has been on land over the winter of 2004/2005 to let the hull dry. The winches have been cleaned and several cleats replaced. During a club regatta at the start of the season, the boat collided with the First 25, with damage to the bow as a result. After consulting with the insurance and the shipyard, we decided to keep the boat in service after protecting the exposed fibres with polyester. A proper repair is scheduled for November 2005. Since the boat will be out of the water for this repair, we will have the antifouling (both VC Tar and VC 17) of this boat redone and also hope to improve the cabling in the mast. Once the repair is complete, we'll put the boat back in the water and leave it there for the winter.

Mic Mac has been in the water over the winter of 2004/2005 and will be taken out to dry this winter. Enthusiastic members have meanwhile started work with a view to improving the inner lining of the boat and we hope to fix the water tightness of one of the windows.

Sails: Over 2 years, we have lost 2 jibs: a Tasker jib reached the end of its useful life and a North jib was lost in the aftermath of an accident. We have therefore bought a new North dacron jib, so as to have a jib on each boat. To replace the by now worn-out Elvsta Genoa, a new heavy-duty North dacron practice Genoa was bought. Its design is almost identical to the other popular North dacron Genoa. We have also bought a 2nd hand Europ Sails pentex Genoa and a 2nd hand 5.5m spinnaker.

Maintenance of the Surprises in 2005 was taken care of mostly by Allain Gonidec.

Windsurfing

(Stefano Fratianni)

The status of the windsurf fleet has clearly improved since in 2005: four of the old boards have been replaced by new "wide-concept" boards; the sails coming with these new boards were very basic school sails, surely robust but a bit too simple. The old sails are in terrible conditions some of them will be repaired and kept as backup sails, while some others cannot be repaired anymore. The money of the TOTO GENEVE will be used to renew this sails and to buy some masts that have been lost or broken during the season. The fleet needs therefore some intervention but is clear that the situation is improving every year.

Surveillance

(Sascha Marc Schmeling)

After the reorganisation efforts of the previous year, this year saw stability in the operation of the surveillance effort. Unfortunately, the person responsible for safety had too many commitments, so no special training activities took place. However, this will change for the 2006 season.

We had significantly fewer members with M licenses in 2005, as many of those helping the year before did not or, only very late, reregister for the club. As a result, we faced a severe lack of skippers in the second half of the season, resulting in an all-year average of 4.5 shifts per skipper - varying from 1 to 13 (many thanks to Tim Hancox). Of the total of 91 shifts, 48 were done for sailing courses and 18 Thursday training sessions. A very big THANK YOU to all skippers and crews of this year!

The boat itself was in quite a good shape during the year, but will face some necessary overhaul during the winter, to fix all broken parts for the next season.



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

Croisière du Jeûne Genevois, Corse, 3-10 septembre 2005

(Sandro Vascotto)

Les 25 participants on rejoint Ajaccio qui par avion, qui par bateau. Au port Tino Rossi nous avons pris possession des quatre bateaux, après beaucoup de discussions avec les employées de la compagnie charter. En effet les skippers ont été surpris par une pratique très singulière appliquée dans cette île, de faire payer les deux nuitées au port d'attache, chose qui ne se fait nulle part ailleurs.

Les bateaux étaient un Sun-Odyssey 43, deux Oceanis 411 et un Elan 434 Impression. Leur qualité laissait pas mal à désirer, sauf pour un des bateaux qui était tout neuf.

Nous avons parcouru la côte W de la Corse jusqu'à Calvi et retour, en mouillant pour la nuit dans les endroits suivants : Golfe de Perou (forain), Golfe de Girolata (forain), Calvi, Golfe de Galeria (forain) et Cargèse. Les paysages que nous avons aperçus sont magnifiques ; la région autour de l'Ile de Gargalu, avec la réserve naturelle de La Scandola, et la ville de Calvi sont des endroits d'une beauté époustouflante.

Les quatre bateaux se sont retrouvés ensemble tous les soir, et souvent au mouillage de la mi-journée.

Quant à la navigation, nous avons eu assez peu de vent, et quant il y en avait, il était dans le nez. Sur 160 milles parcourues, seulement une soixantaine ont été à la voile. Nous avons en revanche essuyé un jour un beau coup de vent force 6, que nous avons tous maîtrisé parfaitement. L'arrivée dans le port de Cargèse avec vent fort a été un peu mouvementée, spécialement pour un des bateaux qui, arrivé trop tard quand il n'y avait plus de place dans le port, s'est mis à couple avec un autre des nôtres.

L'aspect culinaire n'a pas été négligé, quoique, avec beaucoup de mouillages forains, la qualité des repas ait été souvent la responsabilité du cuistot de bord. On peut facilement imaginer qui a décidé de préparer des tagliatelles aux oursins. Les sorties au restaurant ont été appréciables et appréciées également.

Les équipages, pour autant que je puisse en juger, avaient l'air très satisfaits à la fin de la croisière et tout le monde est bien rentré pour reprendre le boulot et recommencer à rêver au programme de l'année prochaine.



Réserve naturelle La Scandola



Coup de vent



Arrivée à Calvi

Jeune Genevois Cruise 2005 – Points of view

(Jilan Nada and Michel Chevallier)

It was my first sailing cruise. And I hope it won't be the last! When my friend proposed my joining the YCC cruise, I was reluctant. I love the sea but I had no experience in sailing. The trip was extremely well organised. We flew from Geneva to Ajaccio where we joined our boat "La Girolatta". Our boat was 47 feet. It is not easy to live in such a small area with 6 other people whom you don't know, 24 hours a day for seven days! You have to be very respectful, very flexible and very open minded as well. You also need to understand that you are a part of a team and that you have to share everything.

Waking up early suddenly seemed to be a real pleasure. I enjoyed the sunrise, the fresh air as well as the lovely smell of the coffee that Nicola, our skipper prepared daily. The most beautiful moment of the day was the moment we started sailing. The boat starts drifting on the water and you start admiring the force of nature. What spoils the moment is usually the skipper giving orders!! It is not always nice and easy. When the wind is strong, or when you are in the middle of a storm, you might start asking yourself: What am I doing here?! You might also be sick but you might be so occupied by the manoeuvres that you don't have time to think about anything else at all.

During this cruise, I have seen beautiful places. The nature of the Southern coast of Corsica is particularly beautiful. The day was divided in several parts. The relaxing part: swimming, snorkeling, fishing and eating, and, the non-relaxing part: manoeuvring the boat, cleaning, cooking and being sick! (If you suffer from motion sickness, then good luck!) After one week on board, everything seemed to be moving up and down, including people.

There was also the learning part. I was very lucky to be with a team where every body was so patient and nice to explain things and to let me try doing them myself. I was always encouraged by every one of them and they never made me feel that I am useless or that I don't know anything about sailing (which is not the case now!) All I can say, I was in good hands. I enjoyed every single moment of the trip. I learnt a lot and I want to learn more. I have lots of new friends and I trust I will have more by participating in the coming cruises.

Jilan

La vie quotidienne à bord de SR 430

La croisière du jeune genevois du YCC porte mal son nom – du moins elle l'a mal porté en 2005. Ajaccio, si fière de



son empereur semble minuscule à côté des ferrys et des navires de croisière qui aujourd'hui y accostent. Quand Napoléon y est né, il ne devait pas y avoir plus de 50 maisons (je les ai comptées dans la citadelle). La citadelle dans son ensemble est plus petite que les navires commerciaux qui font escale au port et elle abrite certainement moins d'habitants ! L'Europe envahit la Corse de ses touristes. Juste retour des choses pour quinze ans de guerre napoléoniennes, qu'Ajaccio célèbre envers et contre tout ?

Départ d'Ajaccio vers le nord, par la mer. Le cimetière, dans le prolongement immédiat de la ville, est fait de maisonnettes. Sans jumelles, on croirait un quartier de villas au pied des immeubles. Je vois une forme de savoir-vivre dans cette cohabitation avec les mânes : la ville des morts prolonge celle des vivants.

Dimanche, voile le matin, moteur l'après-midi. Lundi, le contraire. Ça change. Clame plat, ou presque, toute la semaine, alors que la météo « terrestre » annonce tempêtes et orages. Nous les voyons à distance sur les cimes des montagnes corses. Je dois rassurer quotidiennement ma famille, qui lit cette météo.

Belles criques, côtes montagneuses, granit rose, le paysage rompt la monotonie d'une navigation avec peu de vent. Et les baignades matin et soir, la pêche aux oursins, l'apéro aux oursins ou aux olives qui nous fait goûter chaque jour des vins différents (cépages Niellucciu et Sciaccarellu - littéralement "qui croque sous la dent", pour le rouge et le rosé, Vermentinu ou Malvoisie de Corse, pour le blanc). Pour la plupart d'entre nous, ce fut la première fois que nous avons mangé des oursins, précisément dans une crique enchantée.

Le soir, nous mouillons dans la baie de Girolata, sous la tour génoise qui la garde. Double ancrage nécessaire. Armin fait poser un orin pour être sûr de retrouver l'ancre le lendemain au milieu de la foule de bateaux qui sont ancrés dans la baie.

Pour ceux qui ont un masque et un tuba, mérous, murènes ou orchardes offrent un spectacle sous-marin coloré et lumineux.

Ginola, réserve naturelle accessible seulement par mer – ou à pied. Ses ânes braient beaucoup et quand ce ne sont pas les ânes, ce sont les taureaux qui se battent.

Jeudi, jeûne genevois, un grain se lève dans l'après-midi. Le vent souffle jusqu'à 40 nœuds (force 8) dans les rafales. Le soir, au port de Cargèse, on nous dira qu'officiellement il n'y a eu que force 3. Dans la tempête, la barre se bloque. Angoisse ! Sacré pilote automatique, tu nous a encore eus une fois. Celle-là, on s'en serait passé !

Michel Chevallier

Courses, Dinghy Training and Tests

(Jonathan Cook, Vincenzo Innocente, Tomasz Ładziński)

As usual the course lottery held on the 21st March gathered lots of entries and enabled the choice to be made in a fair manner for the lucky course participants. In total 152 people applied for the 70 places offered in six courses. The table below summarises the courses together with the number of places and the prerequisites.

Course	Description	Boat	Prerequisite	Places
W	Windsurfing	Windsurfs	-	18
D	Dinghy	470, Laser, ISO, RS	-	15
C	Catamaran	Mystère Fun	D	8
Y	Beginner keelboat	Yngling	-	15
SU	Advanced keelboat	Surprise	Y and 1 more of any type	6

The biggest change this year was the reintroduction of the Cabin-Keelboat course, thanks to the enthusiasm of Sascha Schmeling and Manfred Willenbrock. Unfortunately, the motor of our old First was far less enthusiastic and the course finished with a 4hp outboard, at times quite capricious as well, thus the students had a chance of learning port manoeuvres in a number of ways and with a random factor so often found in real high sea sailing. The Surprise outboards were perfect this year (thanks to Nick Ziogas), so were the boats themselves, taken care of by Allain Gonidec. The students were shared by two excellent teachers: Rémy Andréan and Rob Veenhof. In the latter part of the season, when Rob decided the Léman was too hot and went sailing above the Arctic Circle, Marco Benvenuti gave a hand teaching and introducing the SU students to many external regattas. Gennaro Ruggiero managed to build around the two catamarans a sound group of instructors and eight places were offered in total, satisfying the demand for catamaran training. A conscious decision was taken to rotate the teachers, the aim being to ensure a consistent standard of instruction. Moreover, Gennaro kept the boats alive, not an easy task when one has to deal with the Mystère spare parts supplier! The Yngling courses, entry-level since a number of years back, have been a great success as usual and have probably been the most regularly run classes.

The beginning of the season being a mixture of very strong wind and no wind at all, made it difficult for light boats to go out on several occasions. Hence, during the May evenings in "La Buvette" one could mostly see the Yngling students and their teachers discussing knots, notes and manoeuvres. The dinghies followed later on, and what a follow-up it was! Having seen a notable increase in dinghy sailing activity in 2004 things got even better in 2005. This was thanks largely to the efforts and enthusiasm of a growing core of dinghy sailing fans, led by the wonderful contribution of John and Sarah Fullerton. John managed to keep the fleet in extremely good condition all season long whilst Sarah was organising the important new innovation of the Thursday evening dinners at "La Buvette". In addition they found time to build on the dinghy training sessions that began in 2004 and turn them into a very popular weekly event with video feedback. All of which was in addition to their own RS400 racing activities in the FVLJ (Fédération de la Voile des Lacs Jurassiens) Dinghy Championship. Brilliant!

Following a successful pilot in 2004 the organisation of the dinghy courses was changed in 2005. The new scheme involved matching a student with a teacher and then allowing the two to decide together when they wished to sail and in which boat. The only restriction was that course outings had to take place at times when the Q-boat was present, typically during weekday evenings and at regattas, and that the chosen dinghy was reserved in advance through the dinghy course co-ordinator. The motivation behind this new approach was to maximise flexibility (because we all have busy lives!) while promoting good quality sailing experience for the student through one-on-one contact with the teacher. This flexibility proved to be key. We effectively lost two teachers in mid-May due to injury and the weather gods of Lake Léman were not smiling kindly on us during much of May and June. Zero knots of breeze or 25 knots, with nothing in between, is not ideal for teaching courses! Regardless of these inconveniences the remaining teachers helped out where they could and with the backup of the dinghy training sessions the vast majority of courses were completed and the motivated students were able to take their dinghy licence tests. Based on feedback received from both teachers and students this was a positive innovation and will be continued in 2006. One very satisfying development to witness is that some 2004 dinghy course students have developed their skills and will be teaching beginner dinghy courses in 2006. This is exactly how the club should work and will allow the reinstatement of advanced courses because the more experienced teachers can "move up" to teach them.

This is perhaps an appropriate opportunity to recognise the often unnoticed heroes of the club. Without the teachers and the Q-boat drivers there would be no courses, no training and no regattas. The club would therefore not have gained the fifty new members needed to replace approximately the same number who leave each year. These three activities are hence critical to the long term success of the club. The volunteers deserve the thanks and support of all club members for the quiet work that they do in the background. Ladies and gentlemen, thank you very much.

As mentioned above, the dinghy training sessions, which began in 2004 as occasional weekend activity, were taken-on by John and Sarah Fullerton and turned into a popular weekly event during the latter half of the season. These sessions allowed course students to practice their skills, dinghy licence holders to try the advanced boats and former dinghy sailors to rediscover why dinghy sailing is so enjoyable and rewarding. Video clips with written coaching tips were posted on the Web for a number of the sessions and seemed to be well received. Less obviously, but just as importantly, it has helped to create a real team spirit amongst the YCC dinghy sailors. The exact format and timing for next year's sessions needs some thought and discussion but it is a great activity that should be continued.

A brief review of the licences obtained this year, both by the course participants and by the experienced members of the club is presented in the table below. In total 61 licences were attributed this season; most of the tests took place in August.

	D	ED	C	W	EW	Y	SU	CK
April	0	0	0	0	0	0	1	0

May	2	0	0	0	0	0	1	0
June	1	0	2	1	1	0	0	0
July	1	3	0	0	0	2	3	2
August	4	2	3	2	0	7	2	2
September	8	0	0	0	0	2	0	0
October	0	1	0	0	0	5	1	2
Total	16	6	5	3	1	16	8	6

Only 24 students completed successfully their courses and obtained a licence for the boat of their choice. The results in the table below clearly show that the windsurfing and dinghy course participants in the majority of cases did not take their tests. This is mostly due to the weather conditions, which favoured larger and more stable keelboats this season.

Course	W	D	C	Y	SU	CK
Number of students	18	15	8	15	6	8
Tests passed	2	4	3	9	3	3
Fraction	0.11	0.26	0.375	0.60	0.50	0.375

We have already thanked the teachers, just to remind you who they were this season:

W: Nicola Amapane, Thierry Boileau, Giovanni Cervelli, Fabio Corsanego, Stefano Fratianni, Kuba Mościcki, Katarzyna Pokorska, Witold Pokorski, Stefan Roiser

D: Louise Adams, Elena Benedetto, Francesca Bernadini, Jonathan Cook, Roberto Copercini, Jean-Pierre Dabon, John Fullerton, Nicole Lelourec, Michał Kwiatek, Paul Mayoud, Nuala Peter, Christine Theurillat, Anja Werthenbach

C: Jeremy Loveless, Giuseppe Masala, Hugues Richard, Gennaro Ruggiero

Y: Michel Cornevin, Timothy Hancox, Tomasz Ładziński, Torsten Layda, Marco Silari

SU: Rémy Andréan, Marco Benvenuti, Rob Veenhof

CK: Sascha Schmeling, Manfred Willenbrock

Theory: Enrico Bravin, Jonathan Cook, Michel Cornevin, Stefano Fratianni, Sebastian Łopieński, Gennaro Ruggiero

YCC Monthly Regattas

(Marco Benvenuti)

At the end of 2005, after three years of being in charge of YCC regattas, I have decided to step down and pass this task onto someone else. My personal commitments no longer leave me the time and energy that this important aspect of YCC life deserves; besides, I feel this is an appropriate moment to make way for new thoughts and a new style.

The organization of Club regattas was really a challenging and motivating experience, at times demanding but always rewarding. I saw this activity of the club as a moment of both social get-together and sailing - these are the very reasons the club exists after all - to which I tried to graft a bit of training flavor. With this in mind, I launched since the 2003 season a number of new ideas that I hope will be kept in the future. The introduction of the system of doing several races in a regatta, an idea our members seem to have appreciated, deserves an honorable mention.

In 2005 we listed nine regattas, one of which - the drag race - was called off because of my limited availability. Statistics are straightforward: with respect to 2004, the participation of keel-boats has picked up from thirty-five to thirty-nine entries, with an average of five keelboats per regatta this year. In 2003 we counted forty-eight entries in eight regattas. Dinghy participation has been stable: forty entries in 2003 and thirty-eight in both 2004 and 2005 with an average similar to keel-boats. The merit goes to Jonathan Cook, who has injected new energy into the YCC dinghy life.

The revenue generated by regatta registration fees in these three years (fifteen francs per keelboat and ten per dinghy) has for the most part been used to buy a new regatta box. This is a sturdy piece of hardware which is supposed to survive any bad treatment, or almost. Two new regatta buoys and two 80-meter ropes have been added to the inventory list, among others. In the urgent to-do catalog for 2006 there is the crafting of a few new buoy ballasts.

Most of the organization of 2005 regattas was shared between Thierry Boileau, Morten Knutsen, Tomasz Ladzinski and me. I would like to express my sincere gratitude to them for having spent countless hours in Port Choiseul to arrange and overview the races.

Cýao, Marco

<i>Regatta</i>	2003			2004			2005		
	<i>K</i>	<i>D</i>	<i>K+D</i>	<i>K</i>	<i>D</i>	<i>K+D</i>	<i>K</i>	<i>D</i>	<i>K+D</i>
1	8	6	14	4	3	7	8	5	13
2	8	4	12	3	3	6	6	4	10
3	0	10	10	0	10	10	0	7	7
4	7	7	14	3	3	6	2	5	7
5	3	4	7	6	3	9	3	5	8
6	7	0	7	5	0	5	6	0	6
7				5	4	9	6	8	14
8	4	5	9	6	8	14			
9	11	4	15	3	4	7	8	4	12
	48	40	88	35	38	73	39	38	77

720 400 1120 525 380 905 585 380 965

Overall Standings - Dinghy Skippers

Rank	Name	Total Points	Opening Regatta	Monthly I	Traversée du Lac	Monthly II	Monthly III (3-Hour)	Monthly V	Closing
1	COOK	140.4	11.7+13	13+13	13+13	13+11.7	DNC	DNC	13+13+13
2	J.FULLERTON	86.4	8+8	11.7+10	DNC	8+13		16	DNC
3	KOSCHIK	69.1	5.7+10	10+11.7	DNC	10+5.7	10	6	DNC
4	BRUNO	54.1	DNC	DNC	5.7+5.7	DNC	8	24.7	10+10+10
5	ADAMS	46.4	13+11.7	DNC	DNC	11.7+10	DNC	DNC	DNC
6	ZIOGAS	39.1	10+5.7	DNC	11.7+11.7	DNC	DNC	DNC	DNC
7	KWIATEK	35.4	DNC	DNC	8+8	5.7+8	DNC	DNC	DNC
8	CAMPANELLI	35.1	DNC	DNC	DNC	DNC	DNC	DNC	11.7+11.7+11.7
9	MUECKE	30	DNC	8+8	DNC	DNC	DNC	DNC	8+8+8
10	G.BENVENUTI	20	DNC	DNC	DNC	DNC	DNC	20	DNC
11	HARRISON	17.4	DNC	DNC	DNC	DNC	DNC	17.4	DNC
12	HERRERA	14	DNC	DNC	DNC	DNC	DNC	14	DNC
13	HANCOX	13	DNC	DNC	DNC	DNC	13	DNC	DNC
14	MASALA	13	DNC	DNC	3+10	DNC	DNC	DNC	DNC
15	RUGGIERO	11	DNC	DNC	10+1	DNC	DNC	DNC	DNC
16	MOREIRA	6.7	DNC	DNC	DNC	DNC	DNC	6.7	DNC
17	ARBOGAS	4	DNC	DNC	1+3	DNC	DNC	DNC	DNC

DNC=Did Not Come DNS=Did Not Start DNF=Did Not Finish DSQ=Disqualified

Overall Standings - Dinghy Crews

Rank	Name	Total Points	Opening Regatta	Monthly I	Traversée du Lac	Monthly II	Monthly III (3-Hour)	Monthly V	Closing
1	LIPPITSCH	93.1	5.7+10	10+11.7	DNC	10+5.7	10	6	8+8+8
2	S.FULLERTON	86.4	8+8	11.7+10	DNC	8+13	11.7	16	DNC
3	EVANS	39	DNC	DNC	DNC	DNC	DNC	DNC	13+13+13
4	MCCLUSKEY	37.7	11.7+13	DNC	3+10	DNC	DNC	DNC	DNC
5	CASSANI	35.1	DNC	DNC	DNC	DNC	DNC	DNC	11.7+11.7+11.7
6	PRZYBYSZEWSKI	29.7	DNC	DNC	8+8	5.7+8	DNC	DNC	DNC
7	RADMORE	26	DNC	DNC	13+13	DNC	DNC	DNC	DNC
8	ZIOGAS	26	DNC	26	DNC	DNC	DNC	DNC	DNC
9	CAMPANELLI	24.7	DNC	DNC	DNC	DNC	DNC	24.7	DNC
10	KHOGALI	24.7	13+11.7	DNC	DNC	DNC	DNC	DNC	DNC
11	ŁOPIENSKI	23.4	DNC	DNC	11.7+11.7	DNC	DNC	DNC	DNC
12	HARRISON	21.7	DNC	DNC	DNC	11.7+10	DNC	DNC	DNC
13	M.BENVENUTI	20	DNC	DNC	DNC	DNC	DNC	20	DNC
14	ADAMS	17.4	DNC	DNC	DNC	DNC	DNC	17.4	DNC
15	FRIMAN	16	DNC	8+8	DNC	DNC	DNC	DNC	DNC
16	COOK	14	DNC	DNC	DNC	DNC	DNC	14	DNC
17	ADAM	13	DNC	DNC	DNC	DNC	13	DNC	DNC
18	HANCOX	13	DNC	DNC	3+10	DNC	DNC	DNC	DNC
19	ALLAMAND	11.4	DNC	DNC	5.7+5.7	DNC	DNC	DNC	DNC
20	KALLIOKOSKI	11	DNC	DNC	10+1	DNC	DNC	DNC	DNC
21	KNUTSEN	11	DNC	DNC	10+1	DNC	DNC	DNC	DNC
22	MAGAZZU	6.7	DNC	DNC	DNC	DNC	DNC	6.7	DNC
23	ROPKA	5.7	DNC	DNC	DNC	DNC	5.7	DNC	DNC
24	KRECAN	4	DNC	DNC	1+3	DNC	DNC	DNC	DNC

DNC=Did Not Come DNS=Did Not Start DNF=Did Not Finish DSQ=Disqualified

Overall Standings - Keel-boat Skippers

	Name	Total Points	Opening Regatta	Monthly I	Monthly II	Monthly III (3-Hour)	Monthly IV YCC-CCS	Monthly V	Closing
1	CERVELLI	74.7	13+13+13	DNC	DNC	DSQ	DNC	5.7	10+10+10
2	KWIATEK	73.8	1+8+10	DNC	DNC	DNC	8	11.7	11.7+11.7+11.7
3	BARNERIAS	58.7	DNC	11.7+8	DNC	DNC	DNC	DNC	13+13+13
4	MASALA	42.7	11.7+DNS+8	DNF+10	DNC	DNC	DNC	13	DNC
5	SILARI	41.7	5.7+10+DNS	DNC	13+13	DNC	DNC	DNC	DNC
6	BOSCO	45.2	0+OCS+3	13+11.7	DNC	DNC	5.7	8	DSQ+1+3
7	MAURIN	35.7	DNC	DNC	DNC	DNC	11.7	DNC	8+8+8
8	DADAGLIO	33.4	10+11.7+11.7	DNF+5.7	DNC	DNC	DNC	DNF	DNC
9	DE RIJK	23.4	DNC	DNC	11.7+11.7	DNC	DNC	DNC	DNC
10	LOPIENSKI	23	DNC	10+13	DNC	DNC	DNC	DNC	DNC
11	HANCOX	17.1	DNC	DNC	DNC	DNC	DNC	DNC	5.7+5.7
12	V.GOMEZ-COSTA	14.4	3+5.7+5.7	DNC	DNC	DNC	DNC	DNC	DNC
13	LANG	13	DNC	DNC	DNC	DNC	13	DNC	DNC
14	XXX	13	DNC	DNC	DNC	13	DNC	DNC	DNC
15	A.BÖKER	12.0	8+3+1	DNC	DNC	DNC	DNC	DNC	DNC
16	LEVINE	10	DNC	DNC	DNC	DNC	DNC	10	DNC
17	WILLENBROCK	10	DNC	DNC	DNC	DNC	10	DNC	DNC
18	WAGNER	6	DNC	DNC	DNC	DNC	DNC	DNC	3+3+DNS
19	J.FULLERTON	3	DNC	DNC	DNC	DNC	3	DNC	DNC
20	LITIM	3	DNC	DNF+3	DNC	DSQ	DNC	DNC	DNC

DNC=Did Not Come DNS=Did Not Start DNF=Did Not Finish DSQ=Disqualified

Updated: 12 October 2005 by MB

External Regattas

(Nick Ziogas)

This year's External racing level of activity was more or less similar to last year's. 31 club members signed in to participate to the 25 keel boat and 11 dinghy events. From the 31 club members enrolled, 27 participated in the various events with the club boats.

The dinghy external racing still seems to intimidate our club members surely because it requires more organization but also a car that can tow a trailer for the away events. The proof is that our RS raced during the CNV 'Semaine du soir'. However it is worth mentioning that a number of members also participated on private boats in these external events which are great fun and very instructive. John and Sarah, Jonathan and Louise have great stories to tell about the FVLJ championship events. Talk to them!

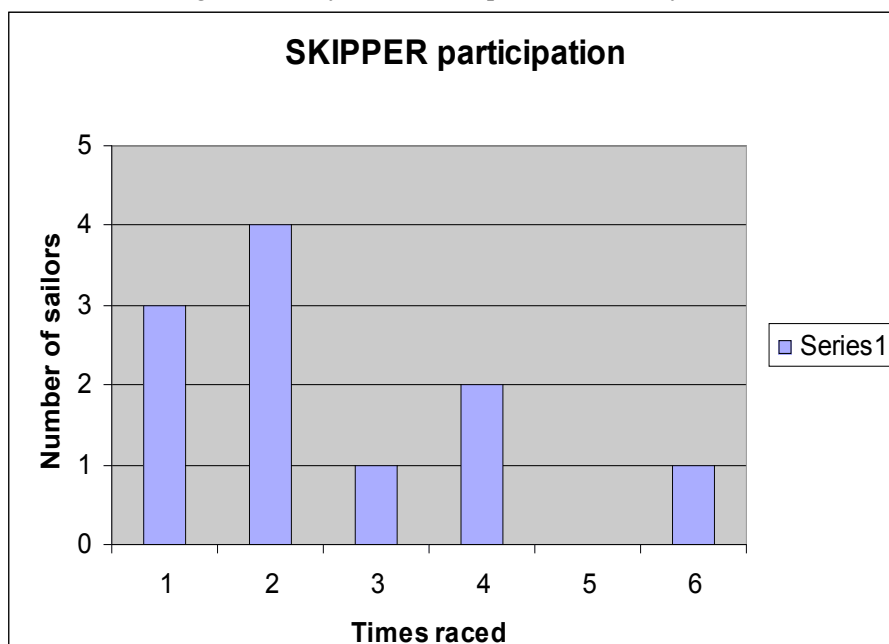
On the keel boat side the year started very well with a very honourable seventh out of 65 Surprises for the Geneve -Rolle -Geneve skippered by Sebastian. Both our boats enrolled for the Bol d'Or but the wind, or rather lack of it on Saturday, resulted in one of them abandoning the race.

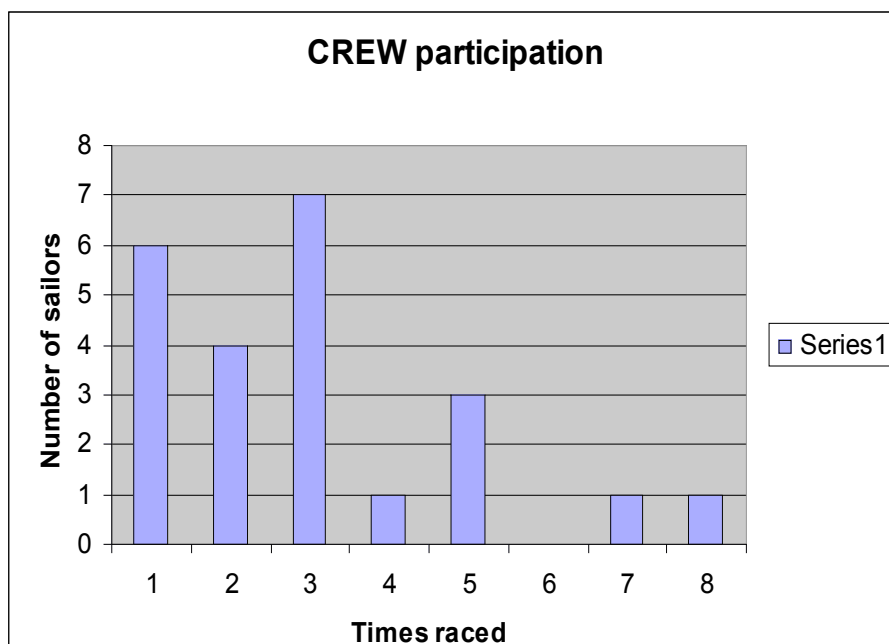
The Semaine du soir events are becoming more and more popular in general and with our club members and this is good news. Founex ran their first event this year with a lot of enthusiasm and success; it included a night race too! So next year it will be included in our calendar of racing events. The CNV SdS came first and although winds were light this year, as usual it stirs up the racing feelings of many our sailors. Rolle followed with its superb 'ambiance' and Mic Mac did very well. She even scored a first place with Thierry on the helm (and an excellent team, of course) making fellow sailors with brand new Kevlar sails and polished hulls look our old and tired Mic Mac with more respect!

The last SdS was Nyon where the winds where stronger but not as strong as on the day of the Double which will leave a lasting memory to the sailors that experienced it ...

The season is not over yet, the Escalade will take place the end of November for sailors who like 'vin chaud'!

So, if you're new in the club or never tried racing outside the club, join these events next season and you'll discover a whole sailing community out there, open and friendly to sailors of all levels.





YCC SHOP IN 2004/2005

(Sandra Sequeira Tavares)

If the Mountain will not come to Muhammad... As it is now a tradition, the Shop went roughly once a month this season to Port Choiseul for the 'Thursday training evenings'. This is the most regular social gathering from our club members where people show up to sail, chat and learn the latest news of the harbour. An email is sent to the constituency on the previous day, so that all know the Mountain, pardon... the Shop is coming to the harbour. There is always a warm welcome to the Shop, not only by YCC members, but occasionally some Buvette clients do get curious about our items! The Shop also participates in the big marker-events of the season, such as the 'Opening Diner'. By the way, there is the 'Closing Diner' coming very soon, another good occasion to take a close look at the Shop!

Definitely the 'Men's Polo' was the hit of the season! Our members had asked for this sort of article in the Shop and they were not disappointed with it. Also the 'Fleece with full zip' was much appreciated. Some of the 'Classic items', such as the T-shirts and the baseball caps, will always be part as the most wanted articles, but they do not last forever. To prove it, the 'Rain jacket and wind stop', a much fancied item got sold out and unfortunately the manufacturer stopped its production. So, those around who have one and are happy with it should keep a good eye on it! Our ladies, always having special attentions from the Shop, still enjoy their 'Lady's fleece' and as previewed, the long sleeve T-shirts have also made their preferences!

If you would like to see a particular item in the shop next season, do not hesitate to send an email to

Sandra.Sequeira.Tavares@cern.ch. Your suggestions are always welcome!





Most wanted items from the YCC Shop

The Shop will be at the 'Closing Diner' taking place on the 26th 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!!

YCC KEY SYSTEM IN 2004/2005

(Gijs de Rijk)

The automatic key distribution system was used for all boats starting the 2005 season and halfway into the summer the windsurf key was added. The beginning went quite smoothly, with only a few users who had some problems adapting to this new way of boat distribution.

During the first few regattas and Thursdays the usage was explained to the users by the makers of the system. The makers decided that, if no major problems occurred, we would not modify the system during the year in order to get some solid experience first. Some breakdowns occurred like: the booth door getting stuck, in a power cut which prevents the door opening, updates of the reservations which were not done sufficiently often, failed update of the reservations, key-lock getting stuck. The door-lock was repaired after getting stuck several times. The power problems were probably caused by long objects inside the booth which touched the trip switch. The solution is not to put any long objects there anymore! Also a (hard) key of the door was made available in case of emergency. The update of the local reservation tables is now done more often and since this time, no further problems were reported. The key-lock of one of the Surprise keys occasionally got stuck at the end of the season. Simple greasing of the mechanism solved the problem.

During this winter a software wish-list will be made and we will see what can or should be implemented. We will also try to extend the system to 20 keys so that also some other keys can be serviced by the system.

YCC Reservations and key system statistics 2005

(E.Bravin)

Keys taken between May and November for
periods > 30minutes

Private

As Administrator

Dinghies		
Charm	19	33
Alice	15	39
Susy	8	6
Beauty	16	24
Rolling Stone	26	17
Isospin	15	9
Total	99	128

Catamarans		
Catastrophe	10	27
Cataclysm	11	7
Total	21	34

Ynglings		
J'Y-Vais	10	60
Y Me ?	15	77
Vas-Y	14	66
Total	39	203

Surprise		
Miss Match	30	81
Mic Mac	29	74
Total	59	155

First 25		
Chick`En II	11	35

Wind Surf		
Wind Surf	0	10

Reservations in 2005

Reservations use (+/- 3hours)

Reserved boat	403
Other boat	29
No Boat	266

Number of times a reservation existed and a boat has been taken by that member (+/- 3 hours compared to the reservation)

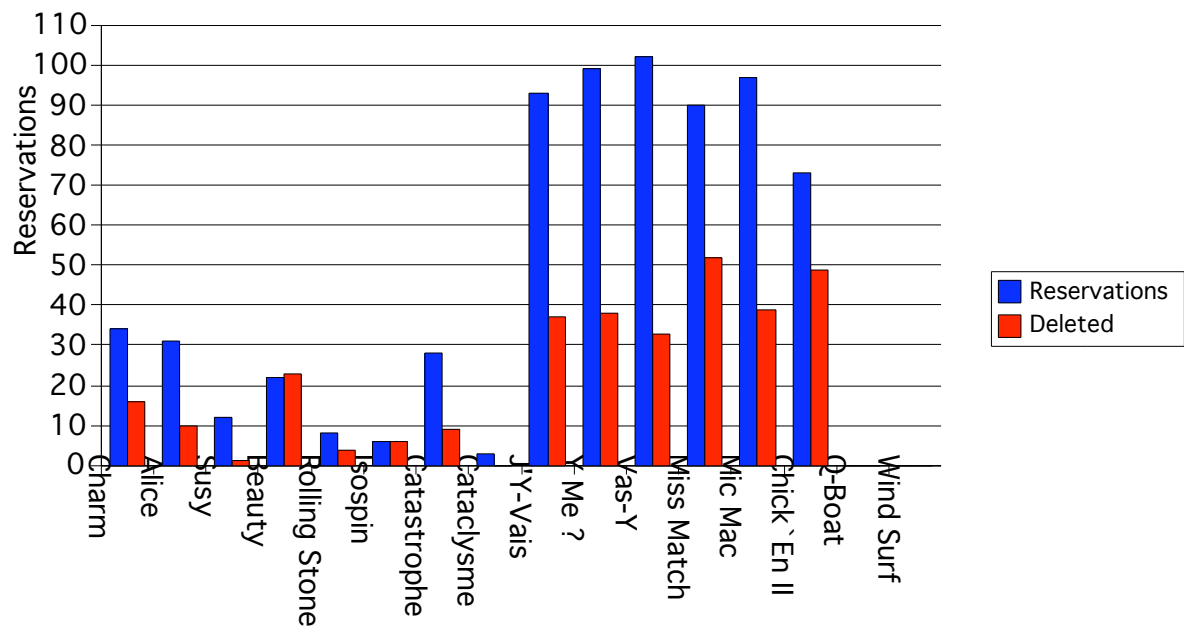
Reservations by Period

Period	Reservations	Deleted
09:12	23	20
12:15	106	48
15:18	264	91
18:20	305	158

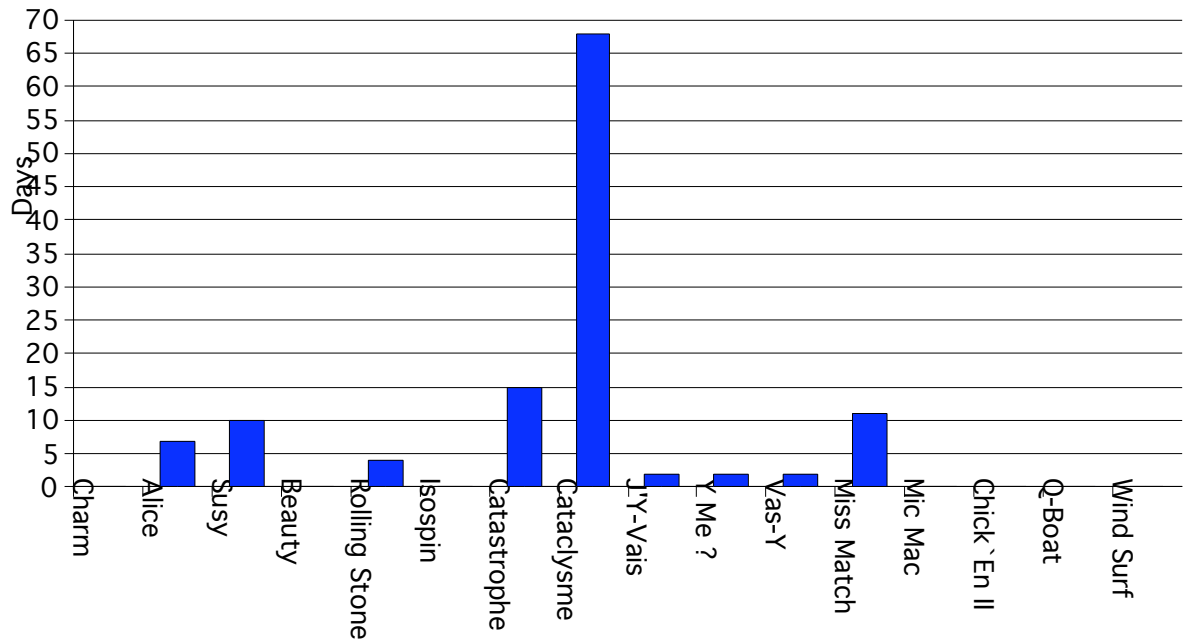
Reservations by boat

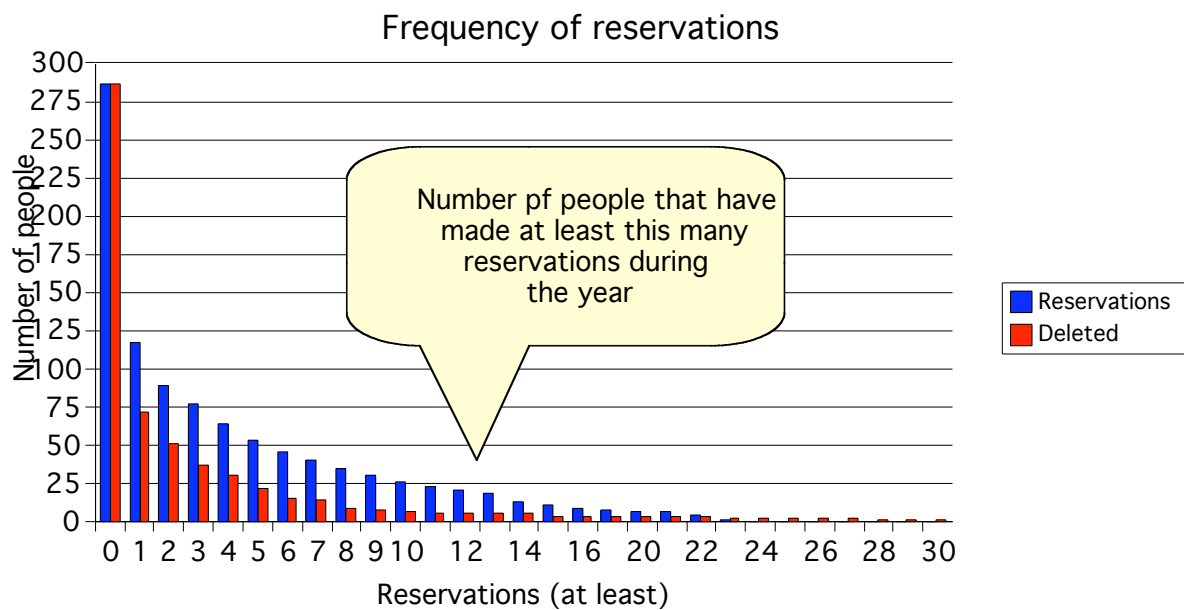
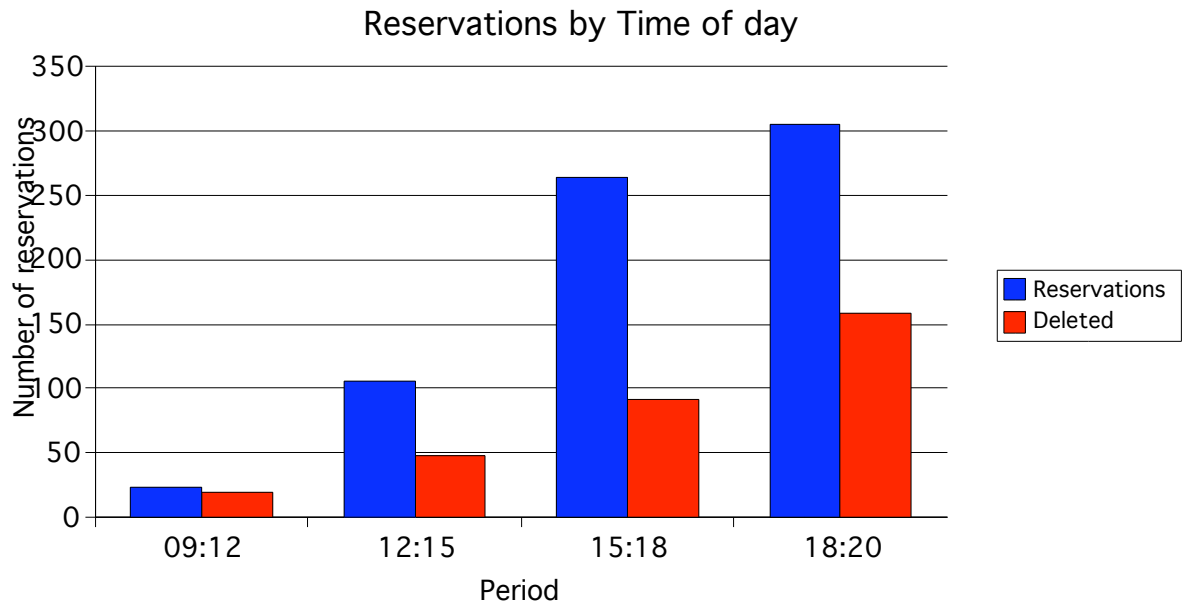
Boat	Reservations	Deleted	Admin	Admin Deleted	Out of Service
Charm	34	16	69	16	0
Alice	31	10	75	14	7
Susy	12	1	53	27	10
Beauty	22	23	65	13	0
Rolling Stone	8	4	62	14	4
Isospin	6	6	61	3	0
Catastrophe	28	9	65	52	15
Cataclysm	3	0	59	50	68
J'Y-Vais	93	37	50	6	2
Y Me ?	99	38	80	6	2
Vas-Y	102	33	59	3	2
Miss Match	90	52	76	21	11
Mic Mac	97	39	102	24	0
Chick`En II	73	49	74	8	0
Q-Boat	0	0	0	0	0
Wind Surf	0	0	0	0	0

Reservations by boat



Out of service





Social Activities

(Sarah Fullerton)

How did the social events start this year in the YCC?

On a cold April Saturday morning the boats were prepared for their annual launching. Despite the weather there was an excellent level of participation, as much help as was needed for this task. Light refreshments were provided to keep everyone's energy levels up, so we could finish before the snow! This year the Opening Dinner on Saturday 30th April, was held in site of our boats at the Club Nautique de Versoix. The next event was that of the Newcomers' Evening held on May 8th, giving new members the chance to meet each other and members of the Committee. A pleasant evening was had by all.

There was this year a new twist to the Thursday club evening, whereby Angelo prepared a special menu. A reservation system was set up for those persons who wanted to participate. This was a success allowing everyone to get together and chat during several pleasant summer evenings. On the first evening the talking was drowned out by the chattering of teeth. The season was then brought to a close by a BBQ on October 8th.

Finally, the pinnacle of the year is the Closing Dinner, this year to take place at the Restaurant Casa Italia, Carouge, Friday 25th November. This will allow everyone to join and reflect on the past years sailing season and to say thank you to our President and Vice-President who will be stepping down this year. We now look forward to the 2006 sailing season with pleasure.