
YACHTING CLUB CERN

Annual Report 2007



Beauty, not a stranger to being inverted, goes home to BA 5 at the end of the season Photo: John Fullerton

Report of the Chairman on the YCC activities in 2007

2007 Committee	
<i>Tomasz Ładziński</i>	<i>President</i>
<i>Gijs de Rijk</i>	<i>Vice-President</i>
<i>Luigi Serio</i>	<i>Budget</i>
<i>Enrico Bravin</i>	<i>Automatic Key System</i>
<i>Elena Gianolio</i>	<i>Secretary & Administration</i>
<i>Sandra Sequeira</i>	<i>Shop</i>
<i>Haude Morel</i>	<i>Insurances</i>
<i>Michał Kwiatek</i>	<i>Match-Racing</i>
<i>Nick Ziogas</i>	<i>External Regattas, Outboards Maint.</i>
<i>Sebastian Łopieński</i>	<i>Internal Regattas</i>
<i>Marco Silari</i>	<i>Courses, Practical and Teachers</i>
<i>Rob Veenhof</i>	<i>Enrolments, Lectures, Cruise</i>
<i>Reiner Geyer</i>	<i>Dinghy and ED courses</i>
<i>John Fullerton</i>	<i>Dinghy training</i>
<i>Stefano Fratianni</i>	<i>Windsurfing</i>
<i>Sandro Vascotto</i>	<i>First replacement</i>
<i>Sascha Schmeling</i>	<i>Safety & Q-Boat</i>
<i>Tim Hancox</i>	<i>Minutes, Bulletin, Q-boat back-up</i>
<i>Gennaro Ruggiero</i>	<i>Catamarans</i>
<i>Allain Gonidec</i>	<i>Maintainance Surprises</i>
<i>Marion Lindsay</i>	<i>Social Activities</i>
<i>Chick Nichols</i>	<i>Honorary President</i>

Myself, and several of my predecessors have noted that *n* was a good year and I will continue the tradition by asserting this for 2007 too!

The big event, size- and cost-wise at least, was the finding and purchase of the GibSea 264 (see more details elsewhere) but this should not overshadow the new Xenon, on a much smaller scale, nor the philosophy of our purchases which, overall, aims at the greatest happiness of the greatest number. This takes into account a GibSea costing greatly more than a new dinghy and the philosophy allows any member (subject to adequate awareness of that boat) to take out and enjoy a whole range of sail-boats, without the expense and labour of direct ownership. The club finances are in good shape and the

continuity of the club with fairly regular boat upgrades does not seem to pose a problem. Of course, new boats also mean lots of work, e.g. finding the GibSea was hard, having it registered even more and finally it was only thanks to Tim who used every free moment during the summer to take members on familiarisation outings that the boat started being really sailed.

Our boats have been – with few exceptions – generally available to members this season. The preventive maintenance scheme of the Ynglings that we introduced a couple of years back definitely helped having higher availability of these much used boats - although there are those (including myself on a “less pragmatic day”) who would argue that personal involvement in repairs, maintenance, should be a pleasurable and integral part of club life.

The “new” boats should not overshadow our appreciation of the existing fleet. Let me recall some highlights of the past few years:

- *Miss Match* was “new” only six years back and has absolutely confirmed that a second Surprise was the right buy (and, like the GibSea in 2007, she was extremely difficult to locate in a sellers' market) ,
- also a few years back, an additional brand new Yngling (now totalling three, of course) confirmed that they are among the most-used boats,
- the RS400 proved the right boat at the right time, and we think the Xenon a couple of years on, is going to have proved the wise choice,
- the GibSea, of course, and
- the Match Races and the internal regattas, revamped over a few recent seasons. M-Rs start, obviously, from the premise that you have two identical boats: we currently have three “pairs” and there are mutterings we need more!

If I have one repetitive concern about the health of our Club, it is of the dwindling willingness of people to turn out and do those thankless but so-necessary routine jobs - maintenance, fixing, running regattas, Q-boat duty, etc. And that therefore too few people end up doing too much - and maybe burning out a season later!

After several years of service in the Committee a few old time members have decided to leave at the end of the season. It turned out that new hands are willing to help and I am happy to welcome - subject of course to the will of the electorate - Christian, Danielle, Johannes and Luca on board. I would like to express my thanks to Enrico, Luigi, Nick, Marion, Sandra and Sandro for everything they have done for the YCC; we shall no doubt have the pleasure of seeing them as often as before - or maybe more so, now.

Several boats today need extensive attention, staffing surveillance sessions was sometimes problematic etc. It is not all bad news: a large group of dinghy sailors helped in preparing the dinghies during the winter and later on contributed to the success of the dinghy courses coordinated by Reiner – courses which have ended with much more tests and licences than in the previous years. Our regatta organisers did manage to get a number of participants involved in the organisation and our cruise this year was structured along similar lines: a group of interested beginners organised one themselves, under the guidance of Rob.

To conclude: enthusiasm is there, unfortunately often well hidden. We need to give some attention to the philosophy with which the YCC is run and how members can be reached and persuaded to help - and to want to help! We are not a cheap rental agency and everyone is expected to contribute one way or another to the Club. For those that helped in 2007: the teachers, maintenance volunteers, regatta organizers, Committee members, Q-boat crews and drivers - a big THANK YOU!

Tomasz



The Club's Quadmaran, awaiting your maintenance work this winter, please! Photo: John Fullerton

2007 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 ... *(to be announced at Closing)*

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

Nichols' Cup

Awarded to ... *(to be announced at Closing)*

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 members are not eligible.

2007 YCC Internal Regatta Championship

Best Dinghy Skipper
Angelika Lippitsch

Best Dinghy Crew
Alex Koschik

Best Keel-boat Skipper
Michał Kwiatek

Members Statistics

(Elena Gianolio)

Members	2001	2002	2003	2004	2005	2006	2007
Active	219	233	253	255	230	246	250
<i>Active (new)</i>	62	61	71	54	42	65	67
Junior	5	8	10	11	8	9	11
<i>Junior (new)</i>	4	6	6	8	6	3	7
Temporary	2	2	3	2	2	1	0
Honorary	2	2	2	2	2	2	2
Friends	35	32	36	30	42	30	26
Total	263	277	304	300	284	288	289

Occupational Group	2001	2002	2003	2004	2005	2006	2007
CERN	139	138	140	147	134	129	141
Extra-CERN	92	109	127	122	120	129	119
CERN-related	32	30	37	31	30	30	29
Preferred Language							
English	142	164	180	179	176	179	183
French	121	113	124	121	108	109	106

Country of Origin	2001	2002	2003	2004	2005	2006	2007
Armenia	-	-	-	-	-	1	-
Australia	1	1	1	2	1	4	1
Austria	10	10	10	13	15	12	15
Belgium	6	3	2	3	4	2	5
Brazil	-	-	-	-	1	1	1
Bulgaria	-	-	-	-	-	1	-
Canada	3	4	3	2	3	5	4
Croatia	-	-	-	-	-	-	1
Czech Rep.	-	1	-	-	1	-	-
Denmark	2	3	1	3	2	3	4
Ecuador	-	-	1	1	-	-	-
Egypt	-	-	-	1	1	1	1
Finland	-	-	1	2	3	3	3
France	33	31	35	37	30	36	38
Germany	47	48	49	45	38	41	33
Greece	1	3	3	5	3	4	7
Hungary	1	-	1	1	1	-	1
Iran	-	-	-	-	-	1	2
Ireland	1	1	2	1	1	-	2
Italy	45	56	65	57	59	52	46
Japan	1	1	1	2	1	1	-
Korea	-	-	-	-	-	2	-
Lithuania	-	-	1	-	-	-	-
Luxembourg	-	-	-	-	-	1	-
Malta	-	-	-	-	1	-	1
Mexico	1	-	1	1	1	-	1
Netherlands	13	8	11	11	9	9	13
Norway	3	3	4	5	4	3	4
Poland	4	10	11	12	14	14	14
Portugal	10	3	5	6	7	9	11
Romania	-	-	-	-	-	-	1
Russia	1	1	1	1	3	1	2
Slovenia	-	-	-	-	1	-	-
South Africa	-	1	2	-	-	-	-
Spain	16	17	14	13	13	12	11
Sweden	2	3	7	8	4	3	6
Switzerland	39	37	40	38	34	35	27
Turkey	-	-	-	-	-	1	-
United Kingdom	18	23	24	22	23	23	29
USA	5	9	8	8	6	7	5
Total	263	277	304	300	284	288	289

Our Boats

The YCC dinghies in 2007

(John Fullerton)

The season started rather early this year for some, with eight members of the YCC going off to Antigua in January to get some winter dinghy sailing in.

We were very lucky with the weather at the beginning of the season in Versoix, but it turned against us as the months advanced. Even so all the number of people passing their tests this year was up and boat usage increased by 6%. This year more emphasis was put on the ED courses than in previous years; this paid dividends, with Luca Canali and Sonia Mallon Amerigo, going on to win the dinghy Match Racing.

Winter maintenance:

The season kicked off early for dinghy sailors in 2007 as quite a lot of maintenance work had to be done. A group of enthusiastic club members worked hard for a couple of evenings in BA5 under the expert tuition of Rob Veenhof. Thanks Rob for all your hard work and the advice and patience you were offering us! As a consequence all boats were in a very good state when they were launched into the new season even though some boats are already of considerable age (we are waiting for the first dinghy sailors to be older than the Laser2 they are sailing).



*As English poet S. T. Coleridge might have put it "As idle as a painted ship upon a painted ocean"
The "mariners" are not that "ancient" however. . Photo: John Fullerton*

The new arrival (Xenon dinghy)

"With its combination of power and ease of handling, plus its status as the boat of choice for the Endeavour Trophy, the Xenon looks set to become a modern classic club racer. If it is good enough for the best of the best it is certainly good enough for me." **DINGHY MAGAZINE**



2 June 2007 and our Xenon has her first outing. Photo: John Fullerton

Your YCC Committee, and particularly John Fullerton and Reiner Geyer, put a lot of research into finding the right replacement for the less sea(lake-?) worthy of our two 470s, and the Xenon registered in June has proved a winner. We class her as a straight D, not even ED, because that is where we needed capacity most. You can recognise her by the odd fluo green top corner of the mainsail as she sails by! The design is unusually beamy, providing plenty of room, and chine construction helps stability. For those technically inclined, she is made in TriLam polyethelene and measures 4.50 (l) x 2.00 (b) m.

Her first race was the *Traversée du Lac* where she came a respectable fifth, with Per Skalin skippering. During the season, John also kindly made himself available to demonstrate rigging, for instance on Thursdays, usage rose rapidly. We have not made "rules" about learning rigging first, but please use your common sense and ask for help before just taking her out. During the year she has proven to be a very popular dinghy, becoming the third most sailed, an excellent use from only a June registration. (See also under external regattas.)

GibSea 264

(Gijs de Rijk)

The General Assembly of November 2005 gave the mandate, and a budget envelope for the replacement of the First, *Chick'En II*. Following this event a "task force" was formed under the guidance of Sandro Vascotto to find a replacement boat. This group wrote a specification to define what type of boat we were looking for. She definitely had to have an inboard engine, fit on the existing mooring place, and be not too old and affordable. This turned out to be slightly more difficult than foreseen. In the end it took nearly two years to find and buy a boat. We scanned through the harbours on the Lemman several times. We looked at many boats in Versoix: one was very nice but somebody had bought it before we could even talk among ourselves. Another boat was too big for the mooring and we could not get her with an allocated place. Yet another looked nice but had a risky old engine. We even went as far as looking at second-hand boats in Germany and new boats in Poland. Yet further afield, a boat on the US east coast via a YCC member who lives there! Transporting boats turns out to be hard to organize and very expensive. This convinced us that the boat should be found on the Lemman. It took until the beginning of May this year, when Nick Ziogas pointed us to a boat in Yvoire, a GibSea 264. She is only 10 years old and had been perfectly maintained by the owner. A few days later Nick, Tomasz and Michal had a thorough look at the boat but without sailing her. The boat looked very interesting, something we had been dreaming about. Two weeks later Sascha, Sandro and Gijs went to Yvoire with the owner to sail. A nice 4-5 Bf Bise was blowing and the boat behaved very well.



First look- that French registration has now been changed, of course

We decided to bid for her. After some negotiations with the owner Georgic Bauduin an agreement was reached and the boat became ours. What then followed was a period of several weeks with a long fight to get the formalities cleared, with more than a week just to figure out what to do where. The boat had to be: exported, imported, insured, registered, moorings transferred, the technical certificate passed the electricity and gas systems checked, etc. Juergen Buchenbacher was among those who helped us doing all this: he went all the way to Thonon to get the boat exported. To get the boat integrated into the Club as rapidly as possible, we had to define a 'fast-track' system to pass key holders of the First onto the GibSea. Qualifications for the GibSea were more complicated as the 9 hp engine is into the limit where a Swiss motor boat permit is required. By the end of August a number of people were regularly using the boat and all are very enthusiastic. In light winds the GibSea is faster than the old First largely due to her bigger mainsail. The boat can be sailed fairly easily in strong winds thanks to the easy reefing system and furling jib, and easily in moderate winds. With the 9 hp engine we now have a boat which can get in and out of the harbour with high winds. The movable keel is easy to operate; one should just not

forget to lift it when entering the harbour, especially in the winter season! With this boat, the cruising keelboat community of the YCC has now a healthy future. Moreover, she is very well suited for big regattas like the Bol D'Or!

Rearranged moorings

Members should be aware that the Harbour and Geneva Lake authorities have tightened up their attitude towards moorings, on-land parking spots, squatting and swapping places. It has to be admitted that your Club was guilty of several transgressions but these have now either been rectified, or solutions are actively being sought. For the record -

- the older Yngling, *Vas-Y*, was moved back to her "legal" place alongside the Surprises, partly to accommodate the slightly wider new cabin keelboat,
- the valiant Surveillance Q-boat has taken the place of the unkindly-named "green tub" (well, never in her hearing ...): this is experimental, while we decide a) if the water's deep enough, long-term, b) whether we really have sufficient use for the "green tub",
- *Chick-En II* went temporarily to our not-often-needed (but sometimes very useful) buoy down lake of Port Choiseul, and, fairly recent stop-press, she has been sold,
- the new cruiser goes, of course, to *Chick-En II*'s place.

Surprises

(Allain Gonidec)

Miss Match was taken to BA5 for winter maintenance in 2006. The rudder was replaced since osmosis had set into the old one, and the broken Genoa travelers were modified. There were no major problems to report during the season. During the winter 2007-2008 it will be *Mic Mac*'s turn for care: she will go to BA5 for maintenance - replacement of halyard and sheets, replacement of some camcleats, repair of the *balcony*, checking of the electrical circuit, installation of a circuit breaker on the battery, maintenance on the winches, checking and repairs for the water-tightness and antifouling.

Surveillance

Nothing particular needs to be reported for our Q-boat this season. She changed mooring with the arrival of the new GibSea, which necessitated moving Yngling *Vas-Y* and therefore a general rearrangement, partly motivated by the "green tub" (why did we never find a more becoming name?) being found mainly unsuitable to our needs, and her mooring virtually adjacent to the Buvette being more urgently needed by the homeless Q-boat. As we report elsewhere for other boats, she is also ageing, but fulfills a very necessary role in the Club and will probably need some more money thrown at her soon! Thanks as always to the drivers and their crews, doing an indispensable job. Looking ahead, we need more skippers, and steps have already been taken in that direction.

"Jeûne Genevois Cruise"

For reasons connected with the major CERN activities planned for this autumn (but which, CERN members at least will know, subsequently delayed), the decision was taken well in advance that the Club would not organise an official JG cruise for 2007. However, Rob Veenhof made a proposal which was taken up by a small but enthusiastic group and reported: see <http://cern.ch/yachting/Sea/elba.html>. Briefly, he noted that contrary to earlier editions, the 2007 YCC cruise would involve the participants at every stage, from the very start, that the participants would themselves identify the region to visit, look for a boat to rent, negotiate the rental fee, order the charts, arrange transport etc.

The islands near Elba (Capraia, Pianosa, Montecristo and others) were chosen, with Corsica as the furthest point. The chosen boat was a Dufour 385 (built in 2006) with an option on a larger one, a Dufour 425 (brand new). Both boats were located in Salivoli, near San Vincenzo, just across from Elba and, with participants finally numbering seven, the option for the Dufour 425 was taken up, very satisfactorily. Do read Rob's whole report, it makes good reading.

Cruise 2008

Plans for a 2008 cruise are not, not surprisingly, very advanced at this stage, but the Committee is very interested in a one-off, never-to-be-repeated cruise on a Tall Ship, the three-masted Barquentine STS (Sail Training Ship) *Pogoria*. Organisers anywhere always find it is difficult to get people to commit, but this event will not happen without a lot more than the verbal enthusiasm that we have seen so far. We reported in a summer Bulletin -

The Sail Training Ship has not yet joined the YCC fleet - but she almost could, next season. Thanks to a lot of research by several of our Polish members who have sailed *Pogoria* in the past, it is a definite possibility that we could organize a cruise and actually participate in sailing this beautiful classic ship ourselves. Tentative dates and scenarios would be either sometime in May 2008 (Genoa-Malta, maybe a couple of weeks) or mid-August (Bergen-Den Helder), following her appearance in the traditional Tall Ships Regatta.

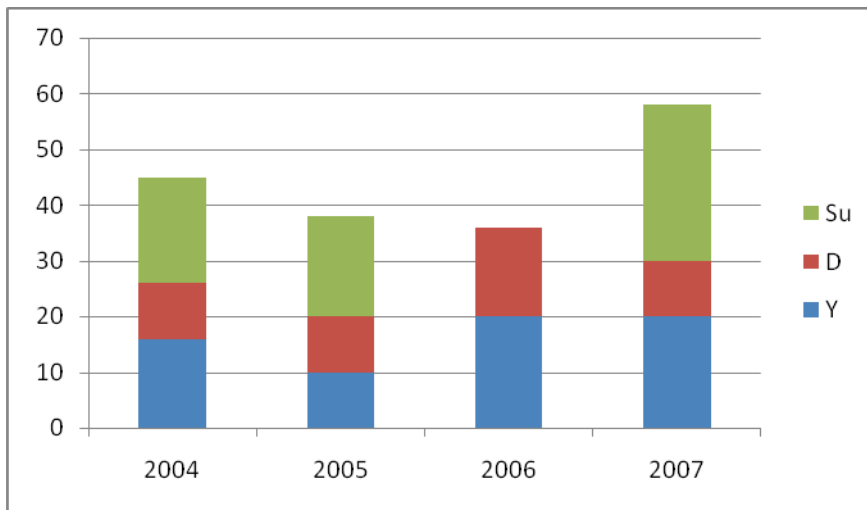
This could really happen, a crew of for instance twenty YCC members forming one watch, Polish students forming another - and yes, we have enquired about a bilingual captain! Please mention your interest to any Committee member - or it won't happen!

More details very soon into the New Year but so far the interest have not been sustained. It's a one-off, guys

Match Races

(Michał Kwiatek)

2007 Match Races have had the biggest attendance in years: 28 participants (in seven teams) in the Surprise Match Race in June and 30 participants in the Yngling-Dinghy Match Race in September (ten Yngling and five Dinghy teams). We have managed to boost the interest in Match Racing by attracting the more experienced sailors and at the same time enabling the less experienced to participate.



Match Race participation in recent years

Both regattas were preceded by a discussion of Racing Rules of Sailing and match racing tactics. Perhaps it was thanks to this that we could see relative newcomers compete with true veterans. 45 people participated in at least one event. In other words, more than 15% of all YCC members participated in YCC Match Race!



Surprise finals - same wind, similar course, but very different sail settings

This year we introduced a technical novelty: we recorded the GPS tracks of all Surprise and Yngling races. Sebastian processed them with his RaceAnalyzer software and created animations for each race, which were then put on the Internet. They provided good input for tactical analysis and triggered many an interesting discussion.



D35s join in our Yngling-Dinghy Match Races Photos: Michal Kwiatek

Weather conditions were changeable, but this only added to the suspense of the very close competitions. Congratulations to the winners: Sebastian, Tomasz, Maciej and Piotr for Surprise, Giovanni and Michel in the Yngling race, and Luca and Sonia in the dinghy race. Thanks to all who helped to prepare these events and to Rob, who umpired the races with unparalleled stamina.

Detailed results, photos, race animations and even a video on:

<http://www.cern.ch/yachting/matchRace/>



RaceAnalyzer track sample from the Surprise Match Race finals.

YCC Internal Regattas

(Sebastian Łopieński)

There were eight YCC internal regattas organized this season. The calendar was quite as usual – the Monthly regattas (from May to October) and two additional events: one for dinghies and catamarans only (the *Traversée du Lac* in June) and one for keelboats (Versoix-Founex race, where we traditionally invite participants from the CCS – Cruising Club Suisse). It is worth noting that, as in previous years, some of the monthly regattas have special formulas. The very popular Drag race (August Monthly), for example, is a series of eight to twelve very short races (50 -100 m.), where obviously the start counts most. The July Monthly is quite the opposite – there is just one race, which lasts 3 hours during which boats try to complete as many laps as possible (hence the name: *3-heures de Versoix*).



photo: Patrick Bestmann

Birds watching the YCC fleet racing

As every year, we have had days with great wind, and days where boats hardly moved. Fortunately, we did not have to cancel any regattas due to no wind at all, or, conversely to, too strong wind – as has happened in previous years. The racing season was quite long (from late May until early October), active, and exciting (except, of course, for little-wind days...). There were few protests, which, if handled in a friendly manner, are actually a good way of encouraging everyone to follow the Racing Rules of Sailing. And the good news: there were no major collisions or accidents.

Monthly Regatta participation since 2003

Regatta	2003			2004			2005			2006			2007		
	K	D	K+D	K	D	K+D	K	D	K+D	K	D	K+D	K	D	K+D
1	8	6	14	4	3	7	8	5	13	4	4	8	no regatta		
2	8	4	12	3	3	6	6	4	10	5	4	9	5	6	11
3	-	10	10	-	10	10	-	7	7	regatta cancelled			6	8	14
4	7	7	14	3	3	6	2	5	7	-	8	8	-	9	9
5	3	4	7	6	3	9	3	5	8	2	7	9	5	9	14
6	7	-	7	5	-	5	6	-	6	5	5	10	5	7	12
7	regatta cancelled			5	4	9	6	8	14	7	-	7	6	-	6
8	4	5	9	6	8	14	regatta cancelled			5	5	10	4	6	10
9	11	4	15	3	4	7	8	4	12	5	7	12	5	7	12
	48	40	88	35	38	73	39	38	77	33	40	73	36	52	88

Regatta participation in 2007 was higher than before – especially in the very dynamic dinghy category. I was particularly happy to see some new faces among regatta participants this year.

This year we again tried (and succeeded!) to get regular regatta participants more involved in the organization of the races. Thanks go to Tomasz Ładziński, Angelika Lippitsch, Sarah and John Fullerton, Michał Ropka, Sean Box, Marco Benvenuti, Marleen van Nes, Jose Luis Gomez Costa and Christian Mester for running monthly regattas – and to Tim Hancox, Wolfgang Adam, Eduard Dorenbos, Christian Mester, Marco Benvenuti, Tomasz Ładziński, Yvonne Rogers and Juergen Buchenbacher for skippering the Q-boat during these events.

Below are the results of the YCC Championship 2007. Congratulations to the winners: Angelika Lippitsch in dinghy skippers category, Alex Koschik in dinghy crew and Michał Kwiatek (second year in a row) in keelboat skippers. And a hint for people who want to take their places next year – the trick is fairly simple: of course you have to race well, but also remember that the more regattas you participate in, the more points you collect for the YCC Championship!

Last but not least, thank you to all regatta participants – and I hope to see you even more numerous next season.

(find regatta results, pictures and descriptions at <http://cern.ch/yachting/Internal/Welcome-2007.html>)

YCC Championship 2007 results (first 10 places)

dinghy skipper			dinghy crew			keelboat skipper		
#	name	points	#	name	points	#	name	points
1	Angelika Lippitsch	47.7	1	Alex Koschik	47.7	1	Michal Kwiatek	59.4
2	John Fullerton	45.1	2	Sarah Fullerton	45.1	2	Sebastian Lopienski	32.7
3	Jonathan Cook	34.7	3	Peter Ibbotsen	34	3	Susanne Maris	19.7
4	Reiner Geyer	27.4	4	Jan Kovermann	21	4	Yvonne Rogers	18
5	Per Skalin	26.7	5	Paulo Moreira	19.7	5	Juergen Buchenbacher	13
6	Jan Fiete Grosse-Oetringhaus	26	6	J-F Grosse-Oetringhaus	16	5	Nick Ziogas	13
7	Marleen van Nes	19	6	Haude Morel	16	5	Marco Benvenuti	13
8	Luca Canali	17.7	8	Sonia Mallon	13	5	Nicolas Brudon	13
9	Thierry Boileau	13	8	Jane Frost	13	5	Bartek Pawlowski	13
9	Louise Cook	13	8	Karl Oscar Olming	13	10	Joao Simoes	11.7
						10	Nicola Bosco	11.7
						10	Tim Hancox	11.7

External Regattas

(Nick Ziogas)

This year's External racing level of activity was slightly higher than last year. There were three main events offered in June including the *Semaine du Soir* which is a five-day racing event, three in July, five in August (including 3x5 *Semaine du Soir* events), two in September and one each in October and November.

These races covered a very wide spectrum from the long races (e.g. *Bol d'Or*) to the round the buoy evenings (*Semaine du Soir*).

The season started pretty enthusiastically with both YCC Surprises participating in both the *Geneve-Rolle-Geneve* race and the *Bol d'Or*. The *Semaine du Soir* organized by the CNV in Versoix was a success with both our Surprises and the dinghy community with YCC entries in every race. During July and despite the rainy weather, YCC crews participated in the *Criterium Surprise*. Unfortunately the momentum was not kept up as the summer progressed. Also the CNV cancelled the Thursday evening training races due to lack of participants. August was a rather quiet month even though three *Semaine du Soir* type events were offered, in Rolle, Nyon and Founex. These are ideal for sailors who want to start racing, but 'away' events are not so popular with our Surprise sailors. This did not scare a pair of our very keen dinghy sailors who took the club's RS400 to the *Lac de Joux* for the dinghy *Bol d'Or* event in August. One more race at the end on November which is traditionally very popular, will find our sailors sipping 'vin chaud' well before putting their skis on!

Clearly, given the number of events in the calendar, more YCC sailors could be accommodated in the external events. However, the lack of skippers willing to engage more in racing and take on board beginners is the main reason why this does not happen. Let's hope even more skippers will take part during the next season giving more opportunities to club members to enjoy racing outside the YCC organized races, and thus engage further in more competitive events.

External regattas sub-report by John, for dinghies

The *Semaine du Soir* hosted by the club CNV in Versoix saw a record interest this year of people wanting to take part. Two YCC dinghies were registered: RS400 *Rolling Stone* and the new Topper Xenon. *Rolling Stone* went out on all of the five days and came fifth out of 12, and the Xenon eighth out of 12 despite missing the Monday race. This was very encouraging considering that the crews and helms were different in each race.

This year saw the first participation of a YCC dinghy at two external regattas away from *Lac Lemán* for some years. Angelika Lippitsch and Alexander Koschik towed *Rolling Stone* in August first to *Lac de Joux* in the Swiss Jura mountains to take part in the 41st *Bol d'Or*. The *Bol d'Or* is the biggest regatta for dinghies and catamarans in the French part of Switzerland. For this year's event on August 18/19, more than 40 catamarans and 60 dinghies entered the long-distance race (two laps running along the lake for dinghies and 3 laps for catamarans). The wind was a very gusty Bf 4. After an impressive downwind start with many boats under spinnaker, *Rolling Stone* crossed the finish line after 3:37:06, in 48th place of 63 dinghies taking part. The crew even had time for a couple of swims along the race course!

Sarah and John Fullerton also represented YCC in this popular regatta having taken their shiny formula 16 catamaran for a nice trip.



Fun on the Lac de Joux with YCC participation Photo: John Fullerton

The second regatta for *Rolling Stone* and Angelika and Alex was the infamous *Rumfass'* regatta on the *Lac de Morat* on August 25/26. The weekend saw very little wind, resulting in the Sunday regatta being cancelled.

In the Saturday regatta 15 dinghies took part and *Rolling Stone* finished in 11th place. The social programme around this unique event is very memorable. Especially the clubhouse of the hosting club SCM is an impressive place to be seen.

We promised last year that a potential plan would consist of Tuesday training running from the start of the season but with particular focus on helping D and ED licence holders to improve their skills. The breeze tends to be a little more reliable and a little stronger in May and June. This did work as hoped during 2007 and so provided better opportunities for practising use of the trapeze, spinnaker handling and refining those helm and mainsheet control skills.

Courses and tests

(Marco Silari)

The lottery for attributing the places to the sailing classes was held on Thursday 5th April. A total of 68 places were available against 149 applications. As in the past, applicants could express up to three choices; the rule introduced last year to weight heavily the first choice was maintained. As usual the dinghy and Yngling classes were the most popular, and only about 30% of the people who applied for these D and Y courses as their first choice obtained a place. People applying for the other courses were much luckier and most of the applicants could secure a place on the course of their choice. Finally nine students could be accommodated in the ED (advanced dinghy) course rather than six as originally planned, 17 rather than 15 in the Y course, while the SU and CK classes were only requested by four and three people respectively, which brought to 70 the total number of students (exactly as in 2005 and 2006) who started the sailing classes. The table below summarises the courses along with the prerequisites, the number of places available in each course and the number of 1st and 2nd + 3rd choice applications.

Course	Prerequisite	1 st choice applicants	2 nd and 3 rd choice applicants	Places available
Windsurfing (W)	–	20	44	17
Dinghy (D)	–	55	54	16
Advanced dinghy (ED)	D	11	4	9
Catamaran (C)	D or Y	4	7	4
Yngling (Y)	–	53	54	17
Surprise (SU)	Y + any other	4	0	6
Cabin keel-boat (CK)	Y	2	4	4

To try to solve the recurrent problem of lack of sufficient crew for Q-boat surveillance shifts, last year it was decided that people who wanted to take a test and obtain a licence, whether or not they followed a course, had to take two Q-boat shifts (rather than one as in the past). This measure solved the problem only partly: it turned out that it was still difficult to fill the shifts in the beginning of the season, as people tend to wait to enrol for their shifts as the date of the test loomed. This year the first shift by the students was attributed ex-officio by the course coordinators, so that the first part of the Q-boat schedule was filled without any problem (and without complaints).

The theory classes started on 18th April and continued until the end of May. The keelboat courses started the first week in May, the dinghy and catamaran in mid-May and windsurf at the beginning of June. There were no major problems with the boats and all courses could be run more or less to schedule. As the catamarans are very old, only one was maintained operational meaning four course places could be offered (against eight last year). The organization of the dinghy courses followed the scheme introduced in 2005 and confirmed last year, in which each student was paired to a teacher. Our old First 25 equipped with an outboard engine did her duty properly for her last year and allowed the CK course to be run as planned. The three students knew that the CK licence would soon be discontinued because of the planned replacement of the First by a newer boat. The First was put off-duty in mid-summer, when the Gib Sea was bought. As of next year the CK course will be replaced by the GS course.

The Thursday practice sessions were well attended and many students took advantage of getting extra training and improving their skills before taking their test. Eight dinghy training sessions took place on Tuesdays with a lot of success and video feedback.

The role of test coordinator – one per licence – introduced last year was maintained. Marco Silari was the back-up for all courses, intervening whenever a test coordinator was absent. The duty of the test coordinator was to appoint an examiner, receive the recommendation of the examiner after the test (supported by a written report), check that the person fulfilled

the other requirements (like holding the prerequisite licences and having taken the Q-boat shifts) and finally ask Elena Gianolio or Marco Silari to register the licence. A new tool was set-up by Enrico Bravin to keep track of the tests: the examiner filled a short report via a web interface, and the report was then automatically sent to the test coordinator, Marco and Elena (as well as to the person tested).

The two tables below present: 1) a summary of the licences obtained this year as compared with the two previous years and 2) the fraction of the students who passed their test at the end of the course, again compared with the same data for 2005 and 2006. Out of 70 students, 42 obtained a licence for the course they have followed, a remarkable improvement with respect to the two preceding years.

	W	EW	D	ED	C	Y	SU	CK	M	GS	Total
2007	11	2	20	7	3	28	5	0	8	18	102
2006	12	3	14	3	1	20	7	3	2	–	65
2005	3	1	16	6	5	16	8	6	–	–	61

Course	W+EW	D	ED	C	Y	SU	CK	Total
Number of students	17	16	9	4	17	4	3	70
Test passed	10	12	4	1	11	4	0	42
Fraction 2007	0.59	0.75	0.44	0.25	0.65	0.75	0	0.60
Fraction 2006	0.39	0.5	0.33	0	0.53	0.25	0	0.36
Fraction 2005	0.11	0.26	–	0.37	0.60	0.50	0.37	0.34

There has also been an impressive increase in the total number of licences attributed this year with respect to the past seasons. This is partly explained by the introduction of the GS licence for the GibSea: essentially all of these 18 licences were attributed via a fast-track mechanism to people who already held the CK licence plus had quite some experience with keelboat sailing. Nonetheless 2007 also saw a marked increase in the number of D, ED, Y and M licences. The positive trend for the W and EW licences observed last year, due to the new lottery scheme, was maintained. On the other hand, one observes a slightly drop in the number of SU licences (but with a 100% success rate for the students!). This drop may be explained partially by the fact that many applicants applied too late in the season, underestimating the number of outings it takes to pass the test (which is much tougher than the one for the Yngling). The phasing-out of the CK licence is also evident.

As usual, the success of the courses owes a lot to the dedication of Sascha Schmeling and of the Q-boat key holders who ensured the necessary surveillance, particularly important for the W, D, ED and C classes. The Q-boat teams ran a total of 105 surveillance shifts throughout the season: 55 for the courses, 19 for the Thursday practices, 23 for the internal regattas and 8 for the dinghy training sessions. The people responsible for maintenance of the boats also deserve a big thank-you, as this task is fundamental to smooth running of the courses: Stefano Fratianni for windsurf, Reiner Geyer for the dinghies, Gennaro Ruggiero for the catamarans, Gijs de Rijk for the Ynglings, Allain Gonidec and Rob Veenhof for the Surprises. Small repair work on the First 25 was also carried out by Allain.

Last but not least: no course could have taken place without the organisational effort of the course coordinators and the several teachers who dedicated many hours to the outings and very often also acted as examiners (but never for their own students!). Course and test coordinators, teachers and examiners are listed in the table below. The theory classes were given by Enrico Bravin, Michel Cornevin, Stefano Fratianni, Reiner Geyer, Sebastian Lopienski and Gennaro Ruggiero. Nick Ziogas gave a well-received hands-on session on outboard engine in Port Choiseul in mid-summer. Tim Hancox deserves a special mention for the many hours he spent in taking CK licence holders on familiarisation outings with the GibSea.

Course	Course coordinator	Test coordinator	Teachers	Examiners
Windsurfing (W) and Advanced windsurfing (EW)	S. Fratianni	S. Fratianni	O. Aberle, N. Amapane, T. Boileau, G. Cervelli, F. Corsanego, M. Eller, S. Fratianni, A. Meregaglia, J. Moscicki, W. Pokorski, S. Roiser	T. Boileau, G. Cervelli, F. Corsanego, M. Eller, S. Fratianni, W. Pokorski
Dinghies (D)	R. Geyer	M. Campanelli R. Geyer	T. Boileau, L. Cassani, R. Geyer, J.F. Grosse-Oetringhaus, N. Lelouerec, C. Mester, H. Morel, P. Smith	M. Campanelli, R. Geyer
Advanced dinghies (ED)			M. Campanelli, R. Geyer, A. Werthenbach	M. Campanelli, R. Geyer
Catamarans (C)	G. Ruggiero	G. Ruggiero	M. van Nes, G. Ruggiero	G. Ruggiero
Yngling (Y)	R. Veenhof	R. Veenhof	P. Aspell, M. Comevin, T. Hancox, S. Maurin, D. Moraes, Y. Rogers, R. Veenhof	P. Aspell, M. Comevin, T. Hancox, S. Maurin, D. Moraes, Y. Rogers, M. Silari, R. Veenhof
Surprise (SU)	T. Layda	T. Layda	T. Layda, N. Ziogas	T. Layda, R. Veenhof
Cabin-keel (CK)	S. Schmeling	S. Schmeling	G. de Rijk, S. Schmeling	M. Cornavin, T. Hancox, S. Schmeling
Gib Sea (GS)	S. Schmeling	S. Schmeling	G. de Rijk, S. Schmeling	G. de Rijk, T. Hancox, S. Schmeling, S. Vascotto
Q-boat (M)	S. Schmeling	S. Schmeling		T. Hancox, S. Schmeling

Reservation and key systems

(Enrico Bravin)

This is the third year of operation of the electronic key distribution system in Port Choiseul. There are no problems worth mentioning this year as the computer worked very reliably during the season.

Apart from regulating the distribution of the keys, the electronic system allows to make statistics of the usage of the boats. In the following tables and plots you will find some statistics of the reservations system and also of boats usage, it is not always possible to identify the real nature of the records so the presented numbers contain errors.

Reservations in 2007

(From the data in the database)

Reservations usage

*Number of times a reservation existed and a boat has been taken by that person (+/- 3 hours from the time of the reservation)

Reserved boat	508
Other than reserved boat	34
Did not sail	343

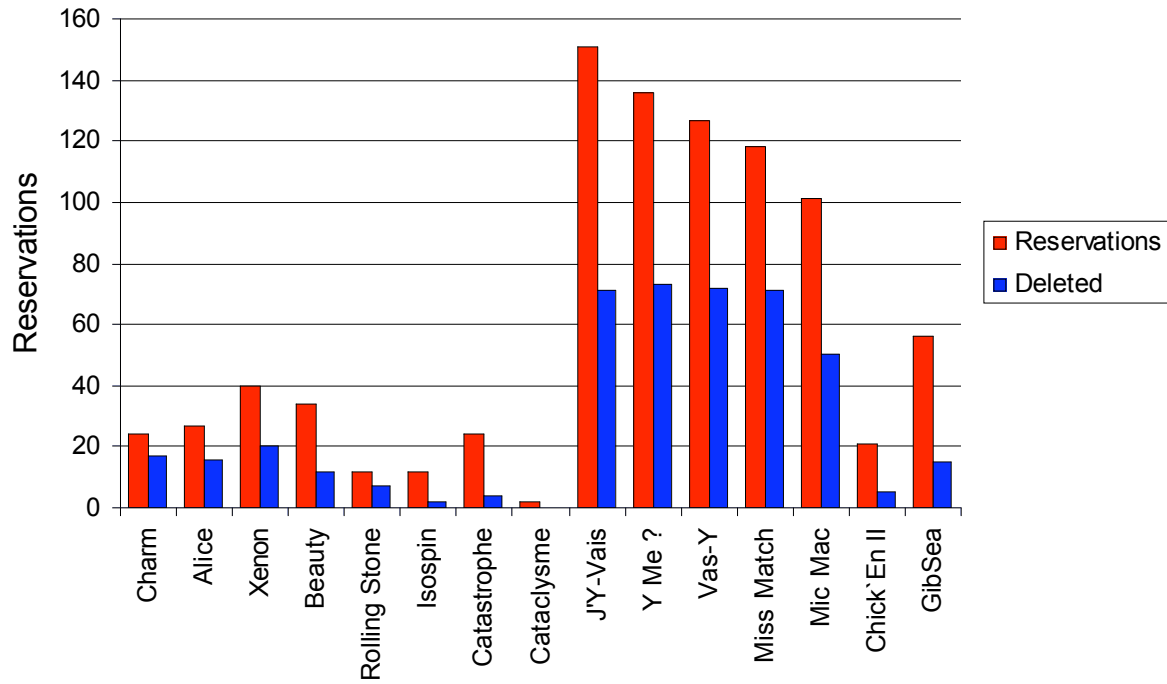
Reservations by Period

Period	Reservations	Deleted
8:12	38	19
12:15	153	67
15:18	305	109
18:20	389	240

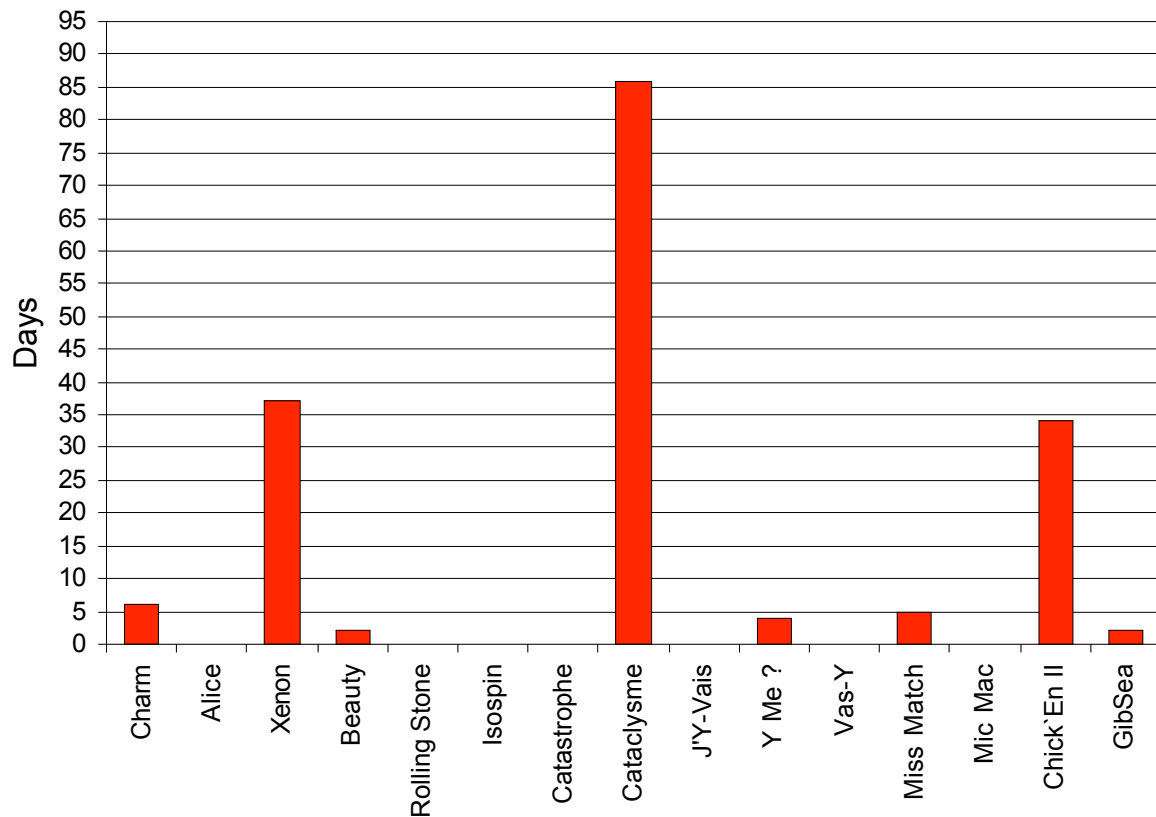
Reservations by Boat

	Reservations	Deleted	Administrator	Administrator Deleted	Out of Service (days)
Charm	24	17	98	14	6
Alice	27	16	92	14	0
Xenon	40	20	62	20	37
Beauty	34	12	98	17	2
Rolling Stone	12	7	97	20	0
Isospin	12	2	77	18	0
Catastrophe	24	4	58	14	0
Cataclysme	2	0	123	7	86
J'Y-Vais	151	71	89	15	0
Y Me ?	136	73	75	17	4
Vas-Y	127	72	93	10	0
Miss Match	118	71	100	11	5
Mic Mac	101	50	114	74	0
Chick`En II	21	5	48	18	34
GibSea	56	15	24	2	2

Reservations by Boat



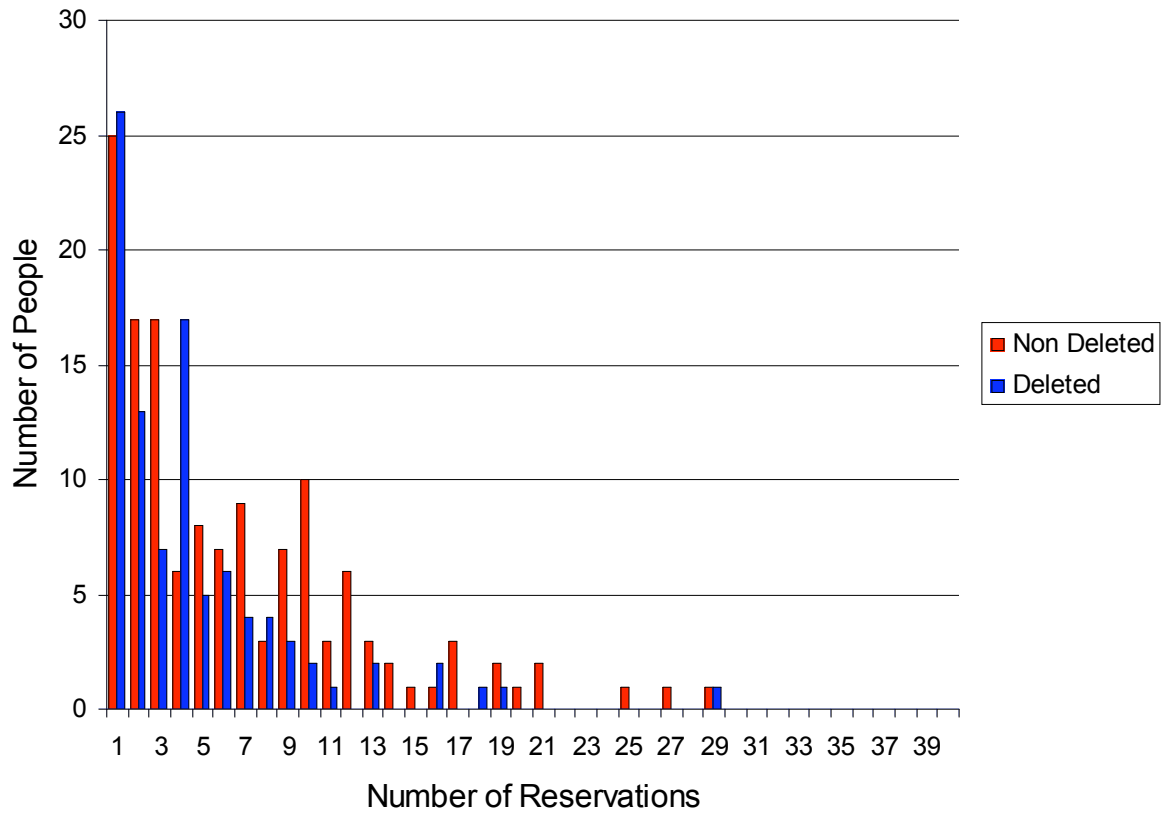
Out of Service



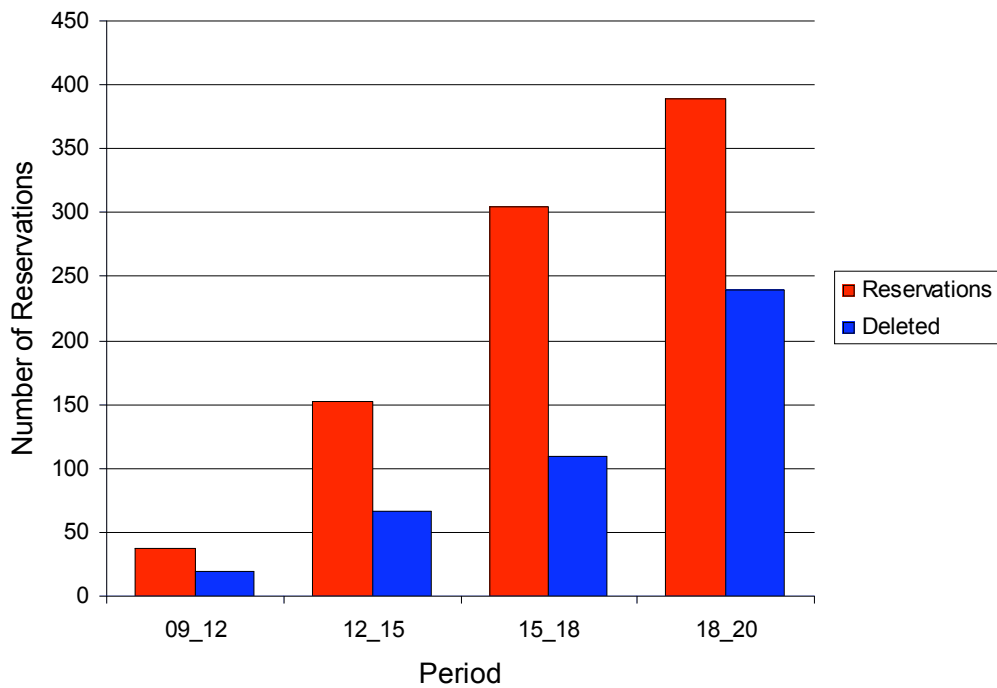
Remark: the Xenon was only bought and registered in June, data was gathered from April (for the decommissioned 470).

Reservations by members

*ex.: 25 members reserved only once during the year, 9 members reserved 7 times etc.



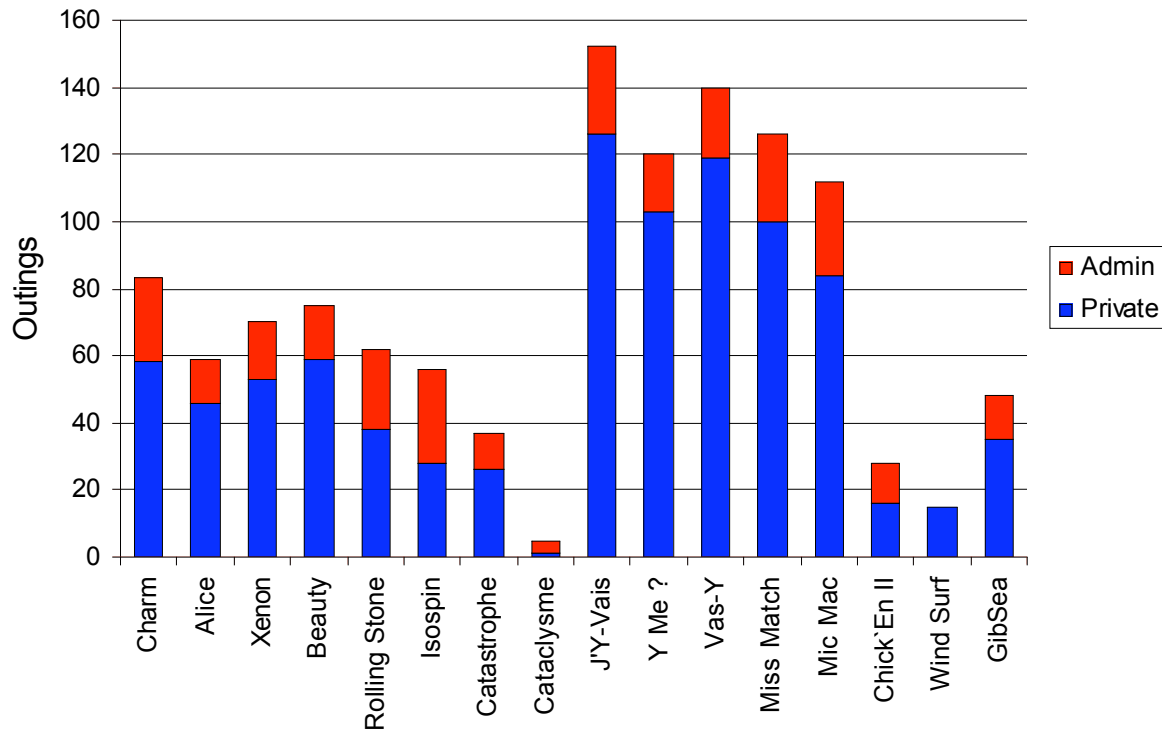
Reservations by time of day



Keys taken between May and November

*only "outings" longer than 30 minutes are considered

	Private	Administrator	
Dinghies			
Charm	58	25	
Alice	46	13	
Xenon (From 13 June)	53	17	
Beauty	59	16	
Rolling Stone	38	24	
Isospin	28	28	
	282	123	405
Catamarans			
Catastrophe	26	11	
Cataclysm	1	4	
	27	15	42
Ynglings			
J'Y-Vais	126	26	
Y Me ?	103	17	
Vas-Y	119	21	
	348	64	412
Surprise			
Miss Match	100	26	
Mic Mac	84	28	
	184	54	238
First 25 / GibSea			
Chick`En II (Decommissioned)	16	12	
GibSea (From 11 July)	35	13	
	51	25	76
Total	892	281	1173
Wind Surf			
Wind Surf	15	0	



YCC SHOP
(Sandra Sequeira Tavares)

This season, the Shop joined the America’s Cup celebration by being present at the transmission of the competition, happening at restaurant 2 at CERN! The event, organized by the manager of Restaurant 2, Jean-Marie Fornerod, himself very found of sailing, provided a nice atmosphere and generous screen to vision the Match Race. Many YCC members came to watch the battle between the yachts and visited the Shop stand, where Danielle and Rob were giving a precious hand!



YCC Shop stand during the transmission of America’s Cup at Restaurant 2, CERN.

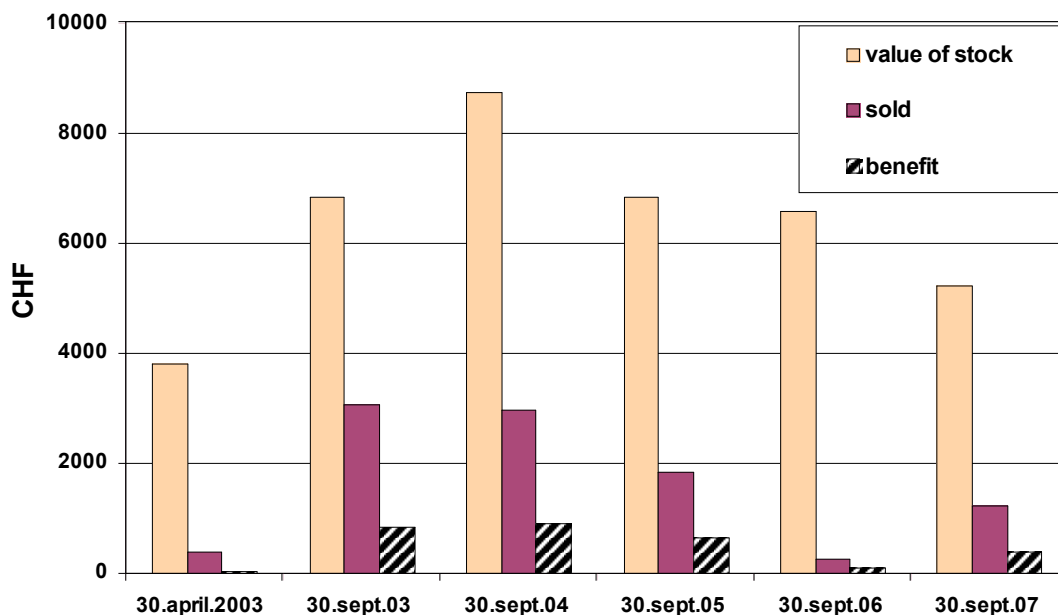
The Shop's life from April 2003 to September 2007 at a glance.

The YCC Shop was born to offer the YCC constituency a wearable statement of the club. There are no records of a start date, but already in the late eighties / early nineties there was a wide choice of t-shirts, sweatshirts and a burgee. In the year of 2000 the variety of items increased, with new t-shirts and sweatshirts joining the stock, together with baseball caps and a best-seller, a fleece with wind-stop, among other items.

At the start of 2003, I was invited to continue the task and introduced a few ladies' items to balance the mainly man-sized articles existing at the time. Also, to pamper the gentlemen, polo-shirts were ordered and these are still one of the most popular items. The stock value of the Shop in April 2003, my official début, was of around 3800 CHF. The Shop was consequently refurbished taking in account the limit advised by the then Treasurer and President, Udo and Gigi, respectively: the stock should never exceed 10,000 CHF at the yearly account closing, due at the end of September.

The Shop was refurbished several times, with its highest stock value at account-closing in 2004, with a value of around 8700 CHF. The following year, 2005, the Shop reduced its stock strongly, by about 2000 CHF, a natural consequence of selling a good number of items. This was a premonitory happening, as the Audit to YCC accounting later that year suggested the Shop stock value to be of 5000 CHF at the yearly account closing. Such is the present status of the Shop, with a stock value of approximately 5200 CHF, shared between items previous to April 2003 (~1250 CHF) and items acquired since (~3900 CHF). The total amount of stock value sold between April 2003 and October 2007 was approximately 9400 CHF, allowing us to raise 2700 CHF for co-financing new boat acquisitions.

Having met the threshold suggested by the Auditors, the Shop is now ready to be refurbished, and most likely to host some novelties, as some items have been sold out!



Summary of YCC Shop accounting from 1st October 2003 to 30th September 2007.

Visit the YCC Shop on-line: <http://yachting.web.cern.ch/yachting/shop/shop.html>

To place orders or send suggestions contact Sandra: Sandra.Sequeira.Tavares@cern.ch