

# YACHTING CLUB CERN

## ANNUAL REPORT 2012



*How wise of your Committee to decree the Fleet would be taken to BA5 on 20 October; this photo near the Perle du Lac was taken a scant week later, the day it snowed in Geneva*

## **I love to travel, but hate to leave**

*YCC is a peculiar yachting club: we own and share our boats. Without the help and contribution of each of us, the attention and care that we owe to our boats, and the friendliness that permeates the YCC, our club would soon perish.*

*There is one simple reason why we own so many boats: a good fraction of our membership is made of people who cannot practically own a boat on lac leman, since they are based in Geneva only for a limited amount of time.*

*As many of you know, I am one of them, and now it's time for me to leave. Hopefully not for long, but enough to require that a new President (or Chair of the Committee, if you prefer) is found.*

*Even if I write this message before the General Assembly vote, I am sure that most of you know and appreciate Luca's contribution to the Club, and will have no difficulty in considering him a good potential President. Luca was in the YCC when I first joined, already committed to the Club. With the years he became a good friend to me, many of you and the Club.*

*I have no doubt that he will helm with the same scrupulous professional attitude that he has proven in the workplace, and as member of the committee for many years.*

*I hope he will get as much support from you as he has from me. He will need all of your help, so please be generous: social life, courses, competitions and especially boat maintenance will not be possible without even more help from all of you!*

*As I leave, I would like to thank all the Friends who have helped with the coordination of the club activities, and all those who – often without much recognition – take care of so many needs of the club. I hope to see you all next season in Versoix, again as YCC members.*

*Fair  
winds!  
Alex*

2012 Committee	
<i>Chick Nichols</i>	Honorary President
<i>Alessandro Cerri</i>	President
<i>Gijs De Rijk</i>	Vice-President, Versoix matters, TSO BA5
<i>Patrizia Azzi</i>	Social Activities and Shop
<i>Jean-Marc Leiser</i>	Q-boat
<i>Luca Canali</i>	Courses coordinator
<i>Sanja Damjanovic</i>	Internal Regattas
<i>Elena Gianolio</i>	Secretary and administration
<i>Jan Fiete Grosse-Oetringhaus</i>	Dinghy and Catamaran courses coordinator
<i>Sascha Schmeling</i>	Treasurer and Surveillance
<i>Tim Hancox</i>	Publications
<i>Michał Kwiatek</i>	External regattas, Back-office software
<i>Andrea Messina</i>	High wind issues and keel boat maintenance
<i>Haude Morel</i>	Insurance
<i>Jenny MacGregor</i>	Dinghy and ED teaching
<i>Gonzalo Fernandez Penacoba</i>	Catamarans
<i>Kirill Prokofiev</i>	Sea Cruises and boat maintenance
<i>Rob Veenhof</i>	Lectures, Winter Activities, Swiss Sailing, ACVL

## 2012 YCC Internal Regatta Championship

Best Skipper

*Sanja Damjanovic*

Second Best Skipper

*Thierry Boileau*



## Translémanique

(Michał Kwiatek)

Following the steps of Andrea and Thierry (in 2010 and 2011 respectively), this year I asked the YCC Committee for permission to use MicMac to take part in the Translémanique en Solitaire, which is a single-handed race on the Geneva lake - from Geneva to Lausanne and back. It is challenging, because you normally sail this boat in a crew of 4 people. There is no autopilot, but you can block the rudder with a piece of rope. Needless to say, you want to use all the sails (including the spi). So it is a quite different from your daily sailing experience.

The committee accepted my request, but as for Andrea and Thierry, the condition was that I involve YCC members in the trainings and keep a blog documenting the preparations. The preparations took 36 days and the blog is available at <http://66nm.blogspot.ch/>. It discusses various technical aspects and it also includes video footage from the actual regatta (which I took with a camera attached to the boat). Here is summary of the regatta taken from the final blog entry.

*Throughout my preparations, I had flat water and 4 Beaufort maximum. Now, the forecast for the actual regatta was saying 6-7 Beaufort. As I woke up on Saturday morning, I had butterflies in my stomach. But at 9h00 there was rain and hardly any wind. So we all started under full sails – I had even pre-rigged the big spi. By the time we reached Versoix, it was a solid force 5 and getting stronger. As we reached le Grand Lac, we had gusts of 30 knots. By then, most of us reefed – or abandoned.*



*In total, out of 92 boats on the starting line, 52 abandoned. MicMac finished 12th out of 24 Surprises that started. Interestingly, I could see 8 more Surprises registered for the race – I wonder if they decided not to come because of the forecast.*

*Finishing as the 12th Surprise was way above my original expectations, but now of course I wish I had come higher among those who actually finished. A couple of places better was within my reach: already one place I lost because hoisting the spi too early on the way back – and being overtaken as I was struggling with it. I will not go through the whole race now (you can – if you want - by replaying MicMac's GPS track in Google Earth), but here are my personal highlight moments:*

- Working on the foredeck to change the head sail;
- Seeing 14 knots of speed on the GPS while surfing under spinnaker on the way back.

*On the other hand, the worst moment was an uncontrolled gybe as a result of getting the spi wrapped around the forestay at night – this one is really not to be repeated.*

*Overall, feeling in control of the boat in 30 knots of wind and alone was a great experience. With all that I have learnt, I think I am now finally ready for this Translemanique race - sometime in the future, maybe? Even though it will not be easy to repeat this year's result...*

### **YCC Internal Regattas**

*(Sanja Damjanovic)*

For 2012, we had planned eleven regattas and succeeded in running nine. Two regattas, Monthly III and the Versoix-Founex Race, were cancelled. Although the wind conditions would have been good for the Monthly III regatta, it had to be cancelled due to a problem with the Q-boat. As for the Versoix-Founex regatta, the cancellation was due to lack of wind and lack of the number of participating boats (only one YCC boat appeared during the registration time).

Last year we have been able to organize for the first time the Versoix-Founex regatta on our own, without any contribution from the CCS. However, only two YCC boats participated in that event. This year we have tried to better advertise the event by publishing the Versoix-Founex race in the official ACVL calendar. Not having any expectation on how many boats will register and participate, the YCC organizing team, consisting of Kai Baron, Jose Broto, Luca Canali, Tim Foster, Laurent Gouesclou, Sandrine Magnes, Tim Nguyen, Lorenzo Palestini and Michael Robert Trott, professionally prepared the course. Unfortunately, the marks had then to be removed w/o the event taking place. It is not clear whether the reason for the cancellation was a lack of wind or still insufficient advertising of this event.

The official French Yardstick system, which replaced in the middle of the 2011 season the YCC Yardstick numbers (based on accumulated YCC statistics), was used throughout in 2012. It appeared to be very good decision to accept the official system used also by the other neighboring clubs (like CNV).

## Match Races

Match Racing is a competition between pairs of boats – at any given moment, only two teams of the same class compete against each other. It involves sailing rule-playing and many tactical decisions beside the typical boat handling skills. Cynics say the objective is not to win, it is to cause the other competitor to lose. From the pre-start the two boats engage in a dance around each other, playing the sailing rules to their benefit and trying to pile up penalty turns to their opponent, and therefore gain advantage and control. This makes it spectacular to watch and great fun to take part in! Given the choice of boats we have in our fleet, there are three classes for Match Racing in the YCC: Surprise, Dinghy (Laser, Laser II or RS500) and Yngling.

This year we had four teams in the Dinghy class, four teams in the Yngling class and four teams in the Surprise class. As for the dinghy class, the two RS500 were used.

Dinghy and Yngling Match Races were held on the weekend August 25<sup>th</sup> and 26<sup>th</sup>. It was an intense two days of racing with four teams of two people per class, very high competition, each team was urged to win. We had ties to break; interpretation and study of the Appendix C was required. The umpiring and organization was extremely professional. Great thanks go to Patrick Diday, Christian Mester and Jenny Macgregor who organized the Dinghy&Yngling Match Racing.

The Surprise Match Race originally planned for the start of the season finally was scheduled for the weekend October 13<sup>th</sup>-14<sup>th</sup>. The wind in the morning was continuously shifting such that Rob had to repeatedly move the marks. Once a good stable wind arrived the 'battles' on the water started, often penalty flags had to be hoisted. One race after the other, high competition, excitement on some boats, and finally very interesting results. Round robin of four, the final best-of-3 series and the 3<sup>rd</sup> place were all completed in one day.

Great thanks to Rob Veenhof for the professional umpiring and organization of the Surprise Match Race.

## Organization

As usual, regattas, as any other club activity, were organised by volunteers. Thanks to all the help and dedication of our individual regatta organisers, co-organisers and additional helpers as well as motorboat drivers and crew members, all the regattas were a great success. It would however be desirable if still more participants would help in the future to stow away the regatta equipment after the races. Please remember that the organisers and Q boat people spend all their day just to give you an opportunity to race, without being able to sail themselves!

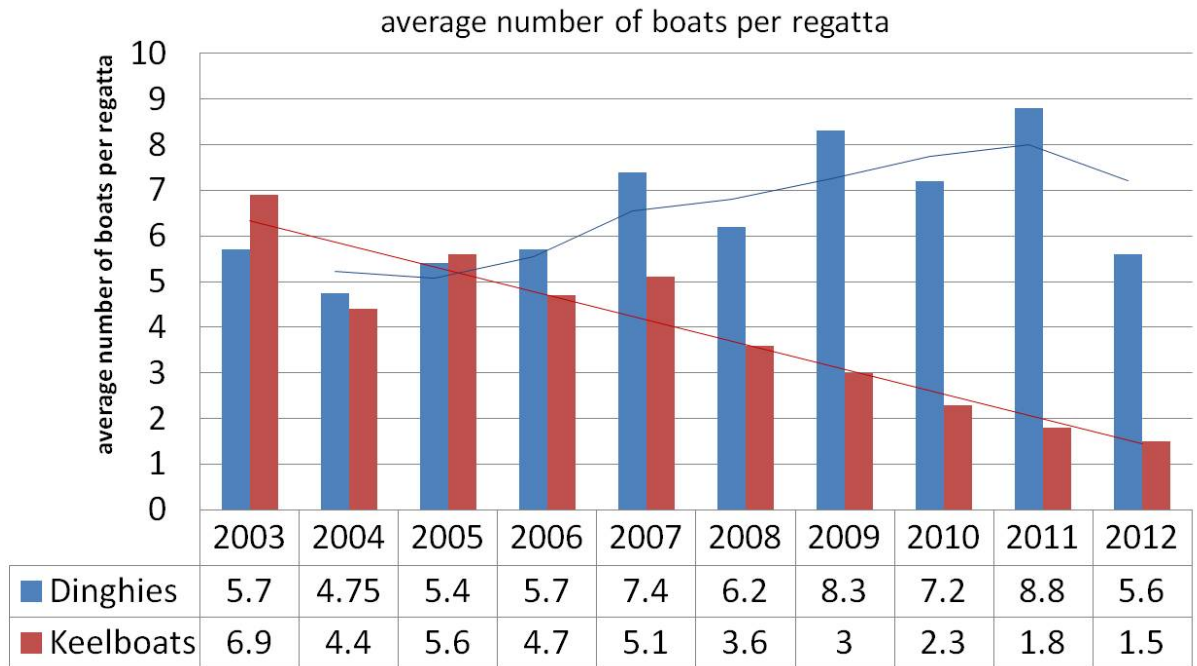
Special thanks go to Kai Baron, Riccardo Maria Bianchi, Thierry Boileau, Tom Brackenbury, José Broto, Luca Canali, Patrick Diday, Jonathan Duplissy, Tim Foster, Ricardo Goncalo, Laurent Gouesclou, Peter Kostka, Ivo Lobmaier, Jenny MacGregor, Christian Mester, Sandrine Magnes, Tim Nguyen, Lorenzo Palestini, Sandra Tavares, Michael Robert Trott, Ursula Vogel, Tom Wilkins for providing assistance and to Rob Veenhof (three times!), Patrick Diday (three times!), Guy Bezou, Peter Bianchi, Vincent Lee Cobham, Giovanni Dadaglio, Eduard Dorenbos and Tim Hancox for skippering the Q boat.

Congratulations finally to all the regatta participants! As in past years, only the best 3 of your regattas are counted for the YCC Championship, so don't get discouraged if one regatta went badly or you couldn't come.

### Participation statistics in 2012:

Regatta	Keelboat	Dinghy	Total
Monthly I (Opening)	3	6	9
Monthly II	1	3	4
Traversée du Lac	-	6	6
Monthly III	Cancelled		
Monthly IV	4	4	8
Versoix-Founex Race	Cancelled		
Monthly V	-	8 (4 YCC)	8 ( 4 YCC)
Monthly VI	1	7	8
Monthly VII (Closing)	-	5	5

### Regatta Participation since 2003:



The average number of keelboats per regatta has reached the lowest level ever continuing the trend noticeable since 2003.



## External Regattas 2012

*(Michał Kwiatek)*

Considering YCC participation in external regattas, the year 2011 had already been a record year. In 2012 we have again beaten that record: 73 members took our boats to 24 external regattas. We have done all the Geneva lake keelboat classics, Semaine du Soir (SdS) in Versoix and Founex as well as two 4-day Surprise championships. On the dinghy side, we have seen a serious new passion: racing Lasers on the national level – including the Swiss Championship and several regattas of the Championnat Suisse Par Point (CSP) series.



*YCC Lasers ready for the Coupe de Neuchatel. Photo credits: Andrea*

The preparations started in April, when one evening we got together to discuss the year ahead. It proved useful; apart from welcoming some motivated newcomers and planning for the coming events, it allowed us to review our expectations. While YCC skippers don't expect their crew to be expert racers, they do expect them to be reliable, punctual and eager to help preparing the boat for racing. YCC crew expect their skippers to treat them with respect, create a good atmosphere on board and ensure that everybody has a role and contributes. While this in itself is not surprising, it is important and revealing: external regattas are seen as another pleasant activity in a club

generally more focused on social interaction around the theme of sailing than intense competition – even if competition is clearly part of the game. The external regatta activity in 2012 followed these lines.

In June, we organized a series of 6 trainings dedicated to racing, which proved highly popular. Initially meant for the Surprises, they were immediately extended to dinghies and Ynglings because of the interest among the club members. These trainings built up a wave of interest that enabled creating teams for the Surprise Swiss Championship, Europa Cup and the two SdS series. We have surfed on this wave practically until the end of the season. From the didactic point of view, the formula of these trainings (6 outings with big differences in skill level and crew composition changing every time because of varying personal availability) enabled us to get started in several areas, but clearly much more work is needed if we want to see a consistent improvement in our results. This can easily be organized by individual skippers and we have seen in on a couple of occasions this year with great success. The only limit is our own level of availability and commitment.

Speaking about the results, the year started with a YCC newcomer – Sławosz – taking the third place in the “Championnat Suisse Par Point” in Versoix. This success has been followed up on when Sławosz, Sanja and Sandrine took the whole dinghy podium in the “Semaine du Soir” de Versoix. Later in the season, Sławosz finished 13<sup>th</sup> in the actual “Championnat Suisse Laser” in Estavayer. In the Surprise class, skipper Bartek won the first race of the Coupe du Petit Lac, which put us on the right track for “Championnat du Petit Lac” (a series of 11 races throughout the season, see: <http://www.cdpl.ch/>), in which Mamma Mia finally won the 3<sup>rd</sup> place mainly due to the commitment – and consistent results – of skipper Thierry.





*Skipper Bartek on the finishing line of the Coupe du Petit Lac, in front of a competitive fleet. Photo: Ricardo.*

The complete list of regattas in which YCC boats took part this year: the Hivernals, CSP Laser CNV, Ouverture CNC, Coupe du Petit Lac, Lake Zurich Spring Challenge-Cup, Geneve-Rolle-Geneve, Bol d'Or Mirabaud, Semaine du Soir de Versoix, La Salmanowitz, Championnat Suisse Surprise, Coupe d'Europe de Surprise, Coupe de Neuchatel des Laser, Regate des chateaux, Semaine du soir de Founex, La Belle-Etoile, Rumfass du lac de Morat, Translemanique en Solitaire, Championnat Suisse Centralise (Laser), La Double, Criterium Surprise/ Trophée Mirabaud, Regate des Pirates.

## Our Boats

### Dinghies & Catamarans

*(Jan Fiete Grosse-Oetringhaus)*



*YCC-ers practicing with Hobie Tiger in warm waters*

The grown Dinghy and Catamaran fleet (three Laser I, two Laser II, a Xenon, two RS500, a RS400, an ISO, a SL16 and a Hobie Tiger) was actively sailed in 2012.

For a total of 24 candidates, from May to July, the Dinghy courses took place on the Lasers and the Xenon during four evenings per week as well as on the RS400 and the ISO during two evenings per week. For the first time training was provided also on the newly acquired Laser Is. In many courses the RIB was used.

Six students were taught in the Catamaran courses using mostly the Hobie Tiger but also the SL16. The remaining boats were mostly booked for private outings during the evenings, resulting in quite some YCC Dinghy activity on the lake.

Early July, the Tuesday practice evenings started, where surveillance

is provided allowing sailors to gain experience under supervision. A slot needs to be booked using the YCC web site, and those were always quickly booked out.

Four dinghy training days took place this year. They were open to all members especially those on courses to get more practice on the club dinghies. Each training had about 20 participants with a team of helpers available to help with rigging, surveillance, advice and encouragement. Sailors followed a specific course around some buoys to practice manoeuvres like gybing, tacking and using the spinnaker. Small regattas rounded off these fun events. Thanks to all the Q-boat drivers and helpers to allow the smooth and safe running of these days.

Last but not least: the Dinghies are hibernating now in BA5, but many of them require some repairs and maintenance. Here we need your help! Please contact the committee and learn about how you can contribute during the winter season so that all boats are available in a good shape for sailing in 2013!

Thanks to all the people who helped during the Dinghy days: Haude, Jenny, Vince, Claus, Alessandro, Maarten, Marco, Rob Veenhof, Rob Maclaren, Luca for all help with the smooth and safe running of these days.

## Maintenance

*(Jenny MacGregor)*

As always, Maintenance has been an integral part of the club this year. With the boats being used nearly every day, by different users every day, our boats suffer a lot more wear and tear than the average.

The maintenance started off in February with repair work on the hulls of the dinghies, the main focus here was on Beauty (Laser 2) and the ISO who were both looking in a fairly sorry state after a few knocks too many. After many cold days/evenings spent in BA5 scraping, filling, buffing & polishing however they were both looking brand new again. Special recognition here has to go to Jan Kovermann who led this effort and spent many evenings doing this vital work himself.

Throughout the year there has been the normal repair/replacement of parts on the boats: New Sails (Jibs for the laser 2's, full set for the RS400 & 500), centreboard/rudder repairs on most dinghies, trolley repairs, halyard replacements, and without a doubt numerous shackle/bung replacements.

The next big maintenance job will be done on Mic Mac over the winter, full antifouling will be done professionally by Phil Durr.

A big thank you has to go to all members who helped with maintenance this year (far too many to name). Maintenance is not just the big repairs but is simple actions such as replacing a bung on one of the dinghies (even if it wasn't you who lost it) that allows the next user to go and enjoy their sail, without every single club member treating the boats as their own and helping out with these small actions the club couldn't run as it does.





*A photo originally posted to indicate a defect, more clearly than words - questions now: which class of boat is this, can you see what the defect was, and what prevents her being sailed optimally thus rigged?*

## Croisiere dans l'archipel des Iles Pontines

(Manfred Willenbrock et Luca Canali)



*South Italy has been the sailing destination for the 2012 YCC cruise.*

### 8 Septembre 2012 a bord du Galliup

Depuis hier notre voilier et ses 6 passagers se préparent à partir. Nous sommes arrivés depuis Naples à Pozzuello en bus privé. A Pozzuello nous avons embarqués dans le ferry pour Procida où nous avons pris possession de notre voilier et dégustés nos premières glaces.

### le village de Procida, notre premier ile

Un ancien village de pêcheurs, qui garde, malgré le tourisme, un charmant côté "Provence italienne" et une saveur de vivre qui se palpe dans les rues des linges séchent dans les balcons et des vieux contemplent les passants....il fait agréablement chaud.

### 13 septembre d Ponza - Ventotene

La nuit été très mouvementée d cause d'un violent orage .... Manfred, notre skipper , n'a presque pas dormi. Au port nous avons eu soin de garder les distances de sécurité avec les autres bateaux ...mais un mouillage à l'ancre sur seuil rocheux semble n'est jamais trop sûre et....mise à part notre équipe super cool ! , les marins de voisinage éteint un point trop nerveux.... Petit déjeuner sur le pont du bateau et départ pour Ventotene . En fin de soirée nous avons encore une fois mouillé dans ce beau et original port de Ventotene, nous avons aussi encore soupé dans le même petit restaurant proche de la mer ....

**15 septembre Procida - Naples**

Nuit à Ventotene et départ pour Procida . Quittant le port, des nuages et un peu de vent. En cours de navigation les nuages sont devenues de plus en plus denses ....et magnifiques!! Le vent a commence à souffler de plus en plus fort, la pluie et la tempête nous ont rattrapé. En début de l'après midi nous sommes arrivés ; heureux, bronzés , et en pleine forme à notre port de départ. Formalités, les bagages, un dernier au revoir à notre Gallipoli et à bord, cette fois-ci de deux taxis nous sommes arrivés à notre hôtel à Naples. Nous avons dormis dans un confortable hôtel , un peu vieillissant , mal entretenu mais avec des grandes chambres. Il était situé proche du centre historique et que par une raison , reste toujours mystérieuse toujours 4 étoiles .....

Margot , Dennis, Hans et Yolanda ont visité la vieille ville et Manfred et Marianne ont pris le train pour visiter les ruines de Pompei

**18 Septembre : retour à Genève**

et fin d'une très belle croisière en magnifique compagnie !!!!!!!

Votre journaliste de l'extrême :Yolanda

Son secrétaire dévoué : Hans

**10 septembre. Ventotene**

Nous sommes arrivés dans la soirée, le port était illuminé et , même si l'église et la place du château arborent des décorations lumineuses de goût douteux, l'ambiance était à la fête : Une fanfare, des enfants, un bon repas et la bonne compagnie de nos camarades de voyage. Avant d'arriver au port nous avons observé les imposantes parois de sable et roches qui s'élèvent sur plus d'une centaine de mètres par endroits. Autour du port les cavernes creusées par les romains il y a 2000 ans pour donner refuge à leurs galères sont encore utiles. Dans l'après-midi, après notre frugal déjeuner nous avons sorti nos masques et nos palmes pour goûter, au pied de " la muraille rocheuse" d'un bain dans la mer à 26 °C ?

**11 septembre Ponza**

Ce matin nous avons repris la navigation vers Ponza. Le temps et les vents étaient favorables: nous avons navigué au près serré à 6 noeuds. Plusieurs îles à dimensions différents , mais toujours d'une grande beauté marquent l'entrée du port de Ponza . Nous avons passé la nuit à l'ancre dans la baie après un joyeux, romantique et... cher repas au port.

**12 septembre Parmarola**

La journée était chaude, ensoleillée propice aux bains de mer. D'ailleurs c'est avec une plongée dans le port que cela a commencé pour moi.....ma plongée a été précédée par celle de Hans: plus longue , plus au large ....faite avec ses



palmes , masque et tout et tout..ma fois...il faut c'est qu'il faut pour voir les fonds poissonneux rocheux et très beaux autour de ces îles. Une merveilleuse île avec des coulées multicolores de pierres. L'équipe a plongé dans ces eaux merveilleuses , moi, quant finalement j'étais sur le point de les suivre, des méduses ont fait surface et mon courage est parti. Avec un vent soutenu et au rythme de la musique sudaméricaine nous avons en fin de soirée mouillé à Ponza. Une descente dans le village de Ponza pour nous réapprovisionner en nourriture, cartes postales et passer la nuit dans la baie de Ponza.

## Courses

(Luca Canali)

We are pleased to see that in 2012 the demand for YCC sailing course has been again very high both from our current members and from potential new members who are planning to join the club. The selection of students has been done by a lottery system, as per YCC tradition. The lottery itself was done on March 22<sup>nd</sup>. The table below reports some significant numbers regarding the 2012 YCC lottery

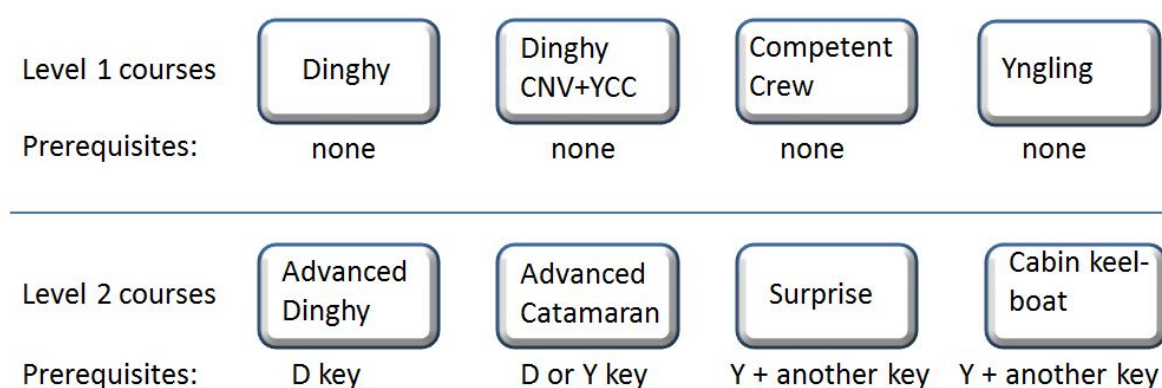
<i>Course</i>	<i>Prerequisite</i>	<i>1<sup>st</sup> choice applicants</i>	<i>2<sup>nd</sup> choice applicants</i>	<i>Places available</i>
<b><i>Dinghy (D)</i></b>	<b><i>None</i></b>	<b><i>73</i></b>	<b><i>43</i></b>	<b><i>18</i></b>
<b><i>Dinghy CNV+YCC (CN)</i></b>	<b><i>None</i></b>	<b><i>9</i></b>	<b><i>14</i></b>	<b><i>8</i></b>
<b><i>Yngling (Y)</i></b>	<b><i>None</i></b>	<b><i>59</i></b>	<b><i>66</i></b>	<b><i>18</i></b>
<b><i>Competent Crew (CC)</i></b>	<b><i>None</i></b>	<b><i>28</i></b>	<b><i>25</i></b>	<b><i>8</i></b>
<b><i>Advanced dinghy (ED)</i></b>	<b><i>D</i></b>	<b><i>10</i></b>	<b><i>6</i></b>	<b><i>6</i></b>
<b><i>Advanced Catamaran (EC)</i></b>	<b><i>D or Y</i></b>	<b><i>10</i></b>	<b><i>17</i></b>	<b><i>6</i></b>
<b><i>Surprise (SU)</i></b>	<b><i>Y + any other</i></b>	<b><i>14</i></b>	<b><i>6</i></b>	<b><i>9</i></b>
<b><i>Cabin keel-boat (GS)</i></b>	<b><i>Y + any other</i></b>	<b><i>10</i></b>	<b><i>9</i></b>	<b><i>5</i></b>
<b><i>Total</i></b>	<b><i>-</i></b>	<b><i>213</i></b>	<b><i>186</i></b>	<b><i>78</i></b>

In total 213 applicants registered for the lottery and 78 places in the courses have been filled. As in previous years the demand for level 1 course was very high. Dinghy and Yngling courses in particular were heavily oversubscribed. In that respect and to help the motivated people who have had an unlucky outcome at the lottery, the club has organized an additional course with 8 participants in collaboration with the neighbouring club of CNV. This course followed our previous positive experiences in the last 3 years and was aimed at sailing beginners and in particular to teaching the basics of sailing on dinghies. The YCC+CNV course is taught by a professional teacher and, as such, has a higher course fee than the corresponding D course at YCC.

As it has been the case in previous years the club has offered several theory courses to complement the lessons on the water. Theory courses were open to everybody.

YCC sailing courses are divided in two levels: Level 1 and Level 2. Level 1 courses do not require any prerequisite YCC keys and hence are suitable for beginners and new comers to the club. Level 2 courses however have minimum requirements in order to be able to register for the course and are aimed at improvers and/or at sailors who already master the fundamentals of sailing. The structure of the courses has remained unchanged from 2011, with one exception, that is the multihull sailing course has been renamed to advanced catamaran (it was simply 'catamaran' in previous years).

## Structure of the YCC Sailing Courses



YCC testing was carried out throughout the season. The table below summarises the status of tests passed this year and compares that result with previous years.

	W	EW	D	ED	C	EC	Y	CC	SU	R	M	GS	Total
2012	-	-	22	1	3	3	27	5	4	4	12	4	85
2011	-	-	32	4	5	5	18	7	11	17	4	6	109
2010	-	-	19	2	11	18	31	7	5	-	3	1	97
2009	1	-	29	9	6	-	28	8	7	-	3	9	99
2008	4	-	18	3	4	-	30	-	6	-	5	7	77
2007	11	2	20	7	3	-	28	-	5	-	8	18	102
2006	12	3	14	3	1	-	20	-	7	-	2	3	65
2005	3	1	16	6	5	-	16	-	8	-	-	6	61

The YCC courses remain the principal motivating factor for new membership within the club and provide the club with a significant source of revenue. This is only possible through the generosity and experience of those club members who volunteer their free time to teach. In addition many thanks go

to the Q-boat drivers who give a fundamental contribution to the surveillance during the course outings.



*We cannot have an Annual Report without a reminder of the invaluable help of our trusty Boston Whaler, with Haude or others at the wheel – tell us if you are interested in becoming a skipper!*

## Sailing at Wildwind in Greece

(Luca Canali)



*YCC-ers practicing with RS500 in sunny weather and warm waters*

Vassiliki bay (GR) and the RYA training centre Wildwind saw once more the arrival of a motivated group of YCC sailors in 2012. Nine YCC-ers joined the outing during the 'Jeune Genevois week' under the excellent organization of Marleen van Nes, former YCC member and catamaran instructor.

Laser and catamaran sailing were the most popular activity during the week, with tuition in the mornings, when the wind has been predictably light/moderate. Afternoon sailing under the strong cross shore thermal wind (which is so popular there that it has even a name 'Eric'), has been highly rewarding for the motivated sailors, blowing from 4 to 6 bf and providing for a lot of wet sailing fun!

Social activities, BBQs and simply chilling out at one of the Greek tavernas in the warm Greek weather have added to keeping the sailors spirits high through the week and definitely were a good occasion to share experience.. and of course to check on who was ahead on the weekly capsized count!



## Mic Mac in Europa Cup, 19-22 July in Versoix

(Alex Kasterine)

*Note: we are repeating an edited text from a Blog Alex wrote with the joint objectives of a) showing you regattas are fun, b) anyone can participate, if not necessarily win... See more, and follow Alex' continuing successes on <http://sailingandotherstuff.blogspot.ch/> .*



*Photo: Heading out to race in Bft 6 (Taken by Frédéric, Moby Dick)*

Over four days from last Thursday through to Sunday, Mic Mac took part in the [Europa Cup](#). The crew was Ariane McCabe, Charlie Mueller and Ursula Vogel all of whom have a lot of experience. I skippered the boat having, recently passed my SU test and came 8th in Semaine du Soir last month, so ready to take on the best of Lake Lemman. Here are some impressions to share with the club from a novice skipper, racing at a high level for the first time.

### Secrets of success

This month's Skipper magazine gives several secrets of success for Surprise racing including a clean hull, avoid heeling more than 10 degrees, have a crew that gets on with one another (as then you can train a lot), follow a good boat, practice starting.

### A clean hull

When I arrived at CNV for the registration on Thursday morning, three boats were lined up waiting to be lifted into the water. One crew member was

polishing his already shining hull. Having finished last in a race on Thursday, Charlie and I took the magazine's (and Rob's) advice and jumped in the lake and cleaned the hull with a new sponge. Not much in the way of algae came off but we enjoyed the swim. The next day we managed a finish 6 places higher, but I think this was due more to working the spi well and getting a good start. Anyway, the satisfaction of having 5 boats behind us was immense.

### **A crew that gets on**

This advice makes sense – there was plenty of banter and laughing and when the time came for racing we focused on that. Many boats were made up of young crews who must have spent a lot of time training together. The winning boat Mirabaud 3 was made up of a 50 year guy (who works with Alinghi) skippering and what looked like his 16 year old kids. In fact, the awards ceremony consisted largely of sunburnt teenagers collecting prizes.

### **Follow a good boat**

This advice seems as useful as telling a sprinter to follow Usain Bolt. I lined up Teo Jacob and Mirabaud 3 a few times at the start but they shot out faster than us, presumably having time timed their speed better, avoided having boats closer to their lee (and other mystery factors which I am still trying to work out).

### **Practice starting (and shout a lot)**

This was not Semaine du Soir. The main feature of the starts was crews shouting at their starboard boats to luff up (“get out of the way” to land lubbers). This started around 1.5 mins before the start and crescendo to near screaming at the gun. Similarly at the upwind buoy, we could hear (from distance) crewing shouting at oneanother. We met a previous European champion on the committee whose advice was never to give way at the buoy. I guess he had a friendly insurance agent. Same story at the downwind buoy – shout “de l’eau!”

Our starts improved a bit over the four days. There is a trade-off between starting at the favoured end and getting clear wind i.e. not having boats within a length lee of you. I aimed for the middle of the line but it was still congested and can’t say I have found a formula yet. My 10 year old son Tom recently won an Optimiste regatta in Versoix, but has not offered advice on starting.

Sailing in a gale on Lake Léman Sunday, the last day of the Championship, we arrived at Port Choiseul and a gale was blowing. The meter in CNV



restaurant read Bft7. Halyards were screaming and flags flapping hard. The lake was choppy, dark brown with white sea- horses everywhere. We agreed to go out and toyed with the idea with taking the motor. Our neighbouring boat Indigo from Cannes said “mais pourquoi? Il y a du vent”. I guess this was a basic Mistral for him. We got away from the moorings, bore away (let the kicker out!), headed downwind for a few seconds towards where the Ynglings are moored, tacked and beat upwind to the entrance, turned about and flew out of the port on a beam reach.

The start was an accelerated version of the last three days – no meandering around, jostling for position, but flying down the start line. The upwind beat meant sailing into waves, bearing away in the trough. Downwind, we took advice not to fly the spi (no point getting an extra two knots at the risk of broaching which a leading boat did). With the main not reefed and flying a jib in place of the genoa, the boat still planed on top of waves at around 10 knots which was exhilarating. Less so, was nearly broaching as we turned the mark. At the end of four days, my concentration had faltered. We got back to port. At the bar, the ex- champion slapped me on the back and said “Bravo, ton baptême!”

Finally thanks to Michal for assigning me a boat as skipper and Rob for coming down to adjust the rake of the mast and providing lots of advice.

## Nanuq - notable events in 2012

**Daggerboards:** The 3.8 m long spars, composites with a balsa core and fiberglass extrusions as skin, were assembled on a long flat table. They were dressed with polystyrene foam shaped into NACA64 series profiles. These structures were laminated with fiberglass and epoxy. In 2013, we'll make the rudders using a similar technique.

**Hull:** Augizeau has transported the aluminum hull from the Desjardin Icofrance shipyard in La Haye-Malherbe (Haute Normandie) to Echenevex. The engine and the 5.5 tones of lead ballast below the fuel tanks were already in place, but items like the water tanks, the windlass, the hatches and the chain plates still needed to be installed.

**Living quarters:** The composite structures making up the living quarters were complete by June and have been transported to Echenevex courtesy Larag. They have meanwhile been inserted in the aluminum hull.

**Current activities:** The last elastic joints between the boat components are being put in place and the cabins are being insulated, with Scissor providing the insulation material (extruded polystyrene). In parallel, the toilet, shower, chart-table and kitchen areas are being equipped. The last portholes and hatches are about to be ordered.

For further information, see <http://voyage.sailworks.net>



## Members Statistics

(Elena Gianolio)

<i>Members</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
<b>Active</b>	<b>219</b>	<b>233</b>	<b>253</b>	<b>255</b>	<b>230</b>	<b>246</b>	<b>250</b>	<b>261</b>	<b>320</b>	<b>302</b>	<b>310</b>	<b>292</b>
<i>Active (new)</i>	62	61	71	54	42	65	67	54	93	54	68	58
<b>Junior</b>	<b>5</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>11</b>	<b>9</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>14</b>
<i>Junior (new)</i>	4	6	6	8	6	3	7	4	8	4	2	10
<b>Temporary</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Honorary</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>Friends</b>	<b>35</b>	<b>32</b>	<b>36</b>	<b>30</b>	<b>42</b>	<b>30</b>	<b>26</b>	<b>24</b>	<b>16</b>	<b>22</b>	<b>12</b>	<b>13</b>
<b>Total</b>	<b>263</b>	<b>277</b>	<b>304</b>	<b>300</b>	<b>284</b>	<b>288</b>	<b>289</b>	<b>297</b>	<b>351</b>	<b>338</b>	<b>332</b>	<b>321</b>

	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
<b>CERN</b>	139	138	140	147	134	129	141	148	171	170	145	149
<b>Outside-CERN</b>	92	109	127	122	120	129	119	120	148	142	159	141
<b>CERN-related</b>	32	30	37	31	30	30	29	29	32	26	28	31
<b>Preferred Language</b>												
English	142	164	180	179	176	179	183	204	246	229	223	223
French	121	113	124	121	108	109	106	93	105	109	109	98
<b>Total</b>	<b>263</b>	<b>277</b>	<b>304</b>	<b>300</b>	<b>284</b>	<b>288</b>	<b>289</b>	<b>297</b>	<b>351</b>	<b>338</b>	<b>332</b>	<b>321</b>

<i>Country of Origin</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Armenia (AM)	-	-	-		-	1	-	-	-	-	-	-
Australia (AU)	1	1	1	2	1	4	1	2	1	1	1	-
Austria (AT)	10	10	10	13	15	12	15	16	17	14	13	12
Belgium (BE)	6	3	2	3	4	2	5	2	6	5	4	3
Brazil (BR)	-	-	-	-	1	1	1	2	2	1	1	1
Bulgaria (BG)	-	-	-	-	-	1	-	-	2	2	2	-
Canada	3	4	3	2	3	5	4	2	1	-	2	3
Chile	-	-	-	-	-	-	-	1	-	-	-	-
Colombia							1	-	1	-	-	-
Croatia	-	-	-	-	-	-	1	-	-	-	-	-
Czech Rep. (CZ)	-	1	-	-	1	-	-	-	-	1	2	2
Denmark (DK)	2	3	1	3	2	3	4	4	4	2	3	3
Ecuador	-	-	1	1	-	-	-	-	-	-	1	-
Egypt	-	-	-	1	1	1	1	-	-	-	-	-
Finland (FI)	-	-	1	2	3	3	3	4	5	5	3	3
France (FR)	33	31	35	37	30	36	38	35	40	34	39	39
Germany (DE)	47	48	49	45	38	41	33	37	43	51	52	48
Greece (GR)	1	3	3	5	3	4	7	3	3	3	4	3
Hungary (HU)	1	-	1	1	1	-	1	2	2	3	2	1
Iran	-	-	-	-	-	1	2	1	-	-	-	-
Ireland (IE)	1	1	2	1	1	-	2	3	3	4	3	2
Italy (IT)	45	56	65	57	59	52	46	51	62	61	55	61
Japan	1	1	1	2	1	1	-	-	1	-	1	1
Korea	-	-	-	-	-	2	-	-	-	-	-	-
Lithuania	-	-	1	-	-	-	-	-	-	-	-	-
Luxembourg	-	-	-	-	-	1	-	-	-	-	-	-
Malaysia (MY)										1	1	-
Malta	-	-	-	-	1	-	1	1	-	-	-	-
Morocco (MA)									1	1	1	1
Mexico (MX)	1	-	1	1	1	-	1	2	2	1	-	-
Netherlands (NL)	13	8	11	11	9	9	13	15	12	9	10	7
Norway	3	3	4	5	4	3	4	-	1	0	1	1
Philippines (PH)									1	1	1	-
Poland (PL)	4	10	11	12	14	14	14	19	18	17	15	20
Portugal (PT)	10	3	5	6	7	9	11	9	13	15	9	7
Puerto Rico	-	-	-	-	-	-	-	1	-	-	-	-
Romania (RO)	-	-	-	-	-	-	1	1	1	2	1	3
Russia (RU)	1	1	1	1	3	1	2	4	5	2	3	4
Serbia Montenegro (ME)									1	2	2	2
Slovakia (SK)									1	2	2	-
Slovenia	-	-	-	-	1	-	-	-	-	-	-	-
Solomon Islands	-	-	-	-	-	-	-	1	-	-	-	-
South Africa (SA)	-	1	2	-	-	-	-	-	2	1	-	-
Spain (ES)	16	17	14	13	13	12	11	18	25	14	18	12
Sweden (SE)	2	3	7	8	4	3	6	4	5	3	2	1
Switzerland (CH)	39	37	40	38	34	35	27	24	34	39	33	35
Trinidad and Tobago (TT)	-	-	-	-	-	-	-	1	1	1	1	1
Turkey	-	-	-	-	-	1	-	-	1	0	-	-
United Kingdom (UK)	18	23	24	22	23	23	29	28	29	32	37	38
USA (US)	5	9	8	8	6	7	5	4	4	6	6	6
Ukraine											1	-
Other (not specified)									1	2	-	-
<b>Total</b>	<b>263</b>	<b>277</b>	<b>304</b>	<b>300</b>	<b>284</b>	<b>288</b>	<b>289</b>	<b>297</b>	<b>351</b>	<b>338</b>	<b>332</b>	<b>321</b>

