

YACHTING CLUB CERN

ANNUAL REPORT 2013



The best sunshade on the lake (Photo: Haude Morel)

NOTE: all photos in this Report are Haude's, unless otherwise credited)

Report of the Chairman on YCC activities in 2013

(Luca Canali)

It's always a great pleasure to take part in YCC club activities and witnesses the amount of energy, passion and club spirit that animates them. This year is no exception and I am happy to report on a smooth running of the club. This is mainly thanks to the volunteers who give life to the club: committee members, teachers, Q-boat drivers, maintenance volunteers, regatta organizers, the club could not exist without your help, many thanks!

The committee this year is probably one of the largest the club has ever had. We have been experimenting with the concept of having several club functions covered by more than one person. This is to share the load and make committee activities more fun and overall a learning experience for all those involved. I believe this has worked well and we are in a direction worth continuing and further exploring.

Courses and training are one of the cornerstones of our club. Unfortunately only about 30% of the 209 applicants to the course lottery could get a place in a YCC course. We are limited in the number of teachers, their availability and also on our fleet size. For a few years we have been collaborating with the CNV (Club Nautique de Versoix) to overflow part of the dinghy courses to be run by their instructors and on their boats. We have found the collaboration very fruitful and this year this activity has been increased: 19 places have been offered as CNV+YCC courses (in addition the 'normal' YCC courses).

Another and notable activity in the area of improving our courses has been the introduction of training for the teachers. Two evening lectures with professional instructors from the CNV have been organized during the winter thanks to the initiative of the course coordinators. This event has been very well received and it is definitely an activity to further explore.

New club members always provide fresh ideas and enthusiasm to the club that is very much appreciated by the old timers too. In 2013 we opened the Newcomers' drinks to all the courses, students and teacher. An event that was very well attended. A new series of 'spontaneous BBQs' after sailing have been organized by a group of enthusiastic sailors. The turnout and feedback on the BBQs have been very good. Among others, many thanks to Pietro, Julie and Chiara for the initiative.

I would also like to thank Ricardo for the highly appreciated initiative of organizing a lake cruise in July. Many thanks go also to Paola for organizing the well-attended presentation of the 'Pigafetta 500' project at CERN in March.

External regattas this year have started with the announcement of a YCC team winning the 'Championnat Hivernal'. I wish to congratulate all the participants. Many other regattas have followed showing the high level of

enthusiasm for race sailing in the club. Our two Surprises confirm to be very popular boats at the club. I also am very happy to remark that Laser sailing is also very popular among the regatta sailors at the club, with several members participating in laser regattas and trainings.

Finding Q-boat drivers has been particularly challenging this year. Surely the bad weather that we have had in the spring has contributed to lower the motivations of motor drivers. The situation has definitely become more stable later on during the season. I would like to pass the message that Q-boat driving is part of our core club activities and we encourage all members to take part in it. Another activity where I would like to encourage more volunteers to step up is the organization of club regattas. There is much to learn in doing such activities and they can be fun too.

The level of participation to regattas and Surprise courses show that an additional racing-type keelboat would be a welcome addition to our fleet. In 2013 a boat-scouting sub-committee was formed and led by *Michał*. The sub-committee was open to all the interested club members and have generated a list of recommendations for the types of boats the club should buy. We know that finding a place in the harbour is currently quite difficult, however this is worth trying!

Many other activities have taken place in the club this year, I invite you to read the details in the rest of this Annual Report. Let me thank once more the committee members and volunteers who have made them possible.

Finally I would like to thank the two previous YCC presidents, Alex and Tomasz, for their much appreciated support and advice.

Best wishes for a great winter,

Luca

2013 Committee

Luca CANALI	President
Gijsbert DE RIJK	Vice-president, Versoix matters, TSO BA5
Elena GIANOLIO	Secretariat
Caroline DUFLOT	Treasurer
Luigi GALLERANI	Co-responsibility for fleet maintenance
Maarten SCHOKKER	Co-responsibility for fleet maintenance, assistant treasurer
Gonzalo FERNANDEZ PENACOB	Catamaran course coordination
Tim HANCOX	Publications, vice-coordinator internal regattas
Timothy FOSTER	Internal regattas
Michal KWIA TEK	External regattas, Back-office software
Rachid MAZINI	Website, IT maintenance and new software projects
David PORRET	Boats access system
Helen MORRIS	Social activities and shop
Haude MOREL	Insurances, vice-coordinator for social activities
Jenny MACGREGOR	Co-responsibility for dinghy courses and training
Rob VEENHOF	Many things...
Tim HUCKSTEP	Co-responsibility for dinghy courses and training
Michel CHEVALLIER	General coordination of sailing courses
Andrea MESSINA	High-wind issue, vice- coordinator courses
Jean-Marc LEISER	Q-boat
Sascha SCHMELING	Surveillance
Kirill PROKOFIEV	Cruises, vice-coordinator internal regattas
Manfred WILLENBROCK	Cruises

2013 Prizes

Internal regattas winning skipper: Sanja Damjanovic

President's Cup goes to: Dan Savu and Diana Ritchie
(see Man OverBoard Report)



Internal regattas (notice buoy) have been popular but a challenge to organise this season: format to be reviewed by the next Committee



Probably just a routine training day



We're guessing the (male) skipper is pretending to walk on water, while his (female) crew member does something useful with the spinnaker sheets?

Swiss Sailing

(Rob Veenhof)

Rob noted in 2011 that "at the age of 42, the YCC at last joins the Swiss national sailing Federation, itself founded in 1939, the same year as the first edition of the Bol d'Or took place.

"Originally called "Union Suisse du Yachting", the federation has since 1994 been called "Schweizerischer Segelverband", "Fédération Suisse de Voile", "Federazione Svizzera de Vela", "Federaziun Svizra da Vela", "Swiss Sailing Federation", in short "Swiss Sailing".

"Swiss Sailing is one of the around 130 "Member National Authorities" that are full members of the "International Sailing Federation", or ISAF.

Rob will be attending the General Assembly on our behalf and will report back.

Bol d'Or

(Alex Kasterine)

Some say that the Bol d'Or is a lottery. It is tempting to agree when you consider what a big difference it can make selecting one side of the lake over the other. But then why is it the same top boats have top 20 finishes every year. The same goes for poker. Many people (along with US legislators) think that poker is a game of chance, but many of the same players make it to the final table of the World Series in Las Vegas each year.



This year YCC competed with two boats. I skippered *Mamma Mia* with Ricardo, Julie and Tom B. We finished 64th place (out of 100). In compensated time (i.e. with a handicap for the fleet) we finished 213 out of 499 starters. Congratulations to Helen and her crew who finished a few minutes ahead of us in 59th place (and 204th in compensated time)...

In the SU category (out of 100 SUs):

- *Mic Mac*, 59th (28 hours and 50 secs)
- *Mamma Mia*, 64th (29 hours and 3 secs)

In compensated time (out of 499 boats that departed):

- *Mic Mac* 204th
- *Mamma Mia* 213th

See rest of Blog on: <http://loupdumer.wordpress.com/2013/06/18/bol-dor-with-mamma-mia/>



Is that spinnaker practice – presumably? – on board Gipsy

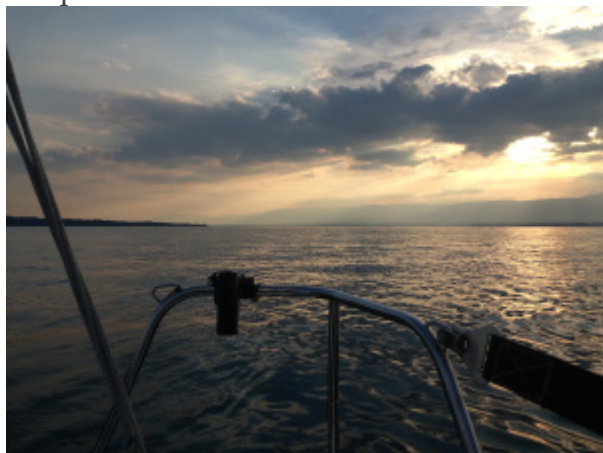
Translémanique

(Alex Kasterine)

Many members will remember that the Club Committee took a "one-off" decision during 2010, to allow Andrea Messina use of *Mic Mac*, solo, to undertake the annual *Translémanique en solitaire*. It was a very rewarding experience, both for himself, for those who helped him prepare (and learned from him) and for the Club as a whole. For these reasons, the Committee decided to take a second "one-off" decision and allow Thierry Boileau the same experience. The third "one-off" concerned Alex, who also wrote a Blog (a Committee request) as follows (and see excerpts below).

<http://loupdumer.wordpress.com/2013/09/01/report-on-translemanique-race/>

The Translemanique race took place this weekend. It was a test of endurance as there was very little wind until Saturday evening. Most boats finished around 20-24 hours after the start. As it is a single-handed race this meant no sleep.



Calm before the storm: looking back to the Petit Lac (Alex Kasterine)

I abandoned the race 24 hours after starting. Although I was close to the finish line physically (Port Choiseul), I knew that it might take another 2-3 hours to get to Geneva (and an hour or so to get back) and the temperatures were reaching 30 degrees. 15 or so other boats abandoned.

After the start, most boats raced together as far as Nernier. After that the field spread out with the leading pack taking the northerly route to catch the thermal evening breezes on the coast. Along with 15 or so boats I was stuck in Yvoire for a long period. A nice breeze then took me as far as Evian. At around 7 pm a Bft 5 gale came out of nowhere and took me most of the way to Lausanne. At one point I starting to change the Genoa but decided against it as I preferred to see out the gale and not to have to change the sail and sheets again.

Thundering along by myself with the black sky overhead, I felt this would be a key memory of the race. The other was sailing along in a sweet breeze at 2 am after St Prex with a clear starry sky and yellow quarter moon rising. As the dawn rose, the wind dropped again and I had trouble staying awake. By Versoix I weighed up the pros (afternoon at home) and cons (missing out on a recorded finish) to abandon and decided to head into port.

The main concerns I had before the race were not an issue. With night vision and lights on boats it is easy to see other boats, although the wind was very light. However I would have benefited from:

- Taking a proper reading to navigate from Nernier to Lutry (60 degrees) and Lutry to St Prex so I could have sailed more directly in the dark,
- Taking music and a swimming ladder to cool off.

Thanks again to the Committee and individuals who I mentioned in my last blog for giving me the chance to do this challenge.

For the results, see:

http://www.translemanique.ch/translem/ch/fr-ch/index.cfm?page=/translem/home/suivi_de_course/classement_final

Acquisition of a new YCC boat

(Michał Kwiatek and Tim Hancox)



Talk of a new boat purchase

Much deserves to be said at the Annual General Assembly (and no doubt will be said...) about the purchase of a new boat for the Club, of a size bigger than the new dinghies we have bought most recently. It has been talked about for years, and it is nice to pay tribute to Michał Kwiatek and his volunteer

subcommittee who have spent much time, not merely talking about requirements but actually going to visit and test various candidate boats. The Study Group consisted of Michał Kwiatek, Tim Foster, Helen Morris, David Porret, Tim Huckstep, Kirill Prokofiev, Patrick Diday, Vince Cobham, Ricardo Gonçalo, and Bartek Pawlowski. From Michał's slides, we have extracted the following information to whet your appetite.

They started from the position that the boat might be "next stage on from the current Surprises" – although another Surprise was not ruled out. We will be reporting fully both at the GA and as things develop, but meanwhile, it is not a secret that the J80 boat is well in the running, so we cannot refrain from offering a couple of J80 photos.





New boat selection team hard at work with a J80 (Photos: David Porret)

YCC Internal Regattas

(Tim Foster)

Nine internal regattas were planned for the season

- 1 x Drag race
- 1 x Traversée du Lac
- 2 x Match race regattas
- 5 x “Regular” regattas

Dates were discussed and agreed with the Committee to avoid so far as possible other sailing events or indeed CERN open days!

Three regattas unfortunately had to be cancelled (one cancelled due to want of a Q-boat driver, the first Match race due to lack of teams applying to take part and the second Match race for a variety of reasons) but fun was had by all during the remaining six regattas, and it was especially encouraging to see skippers and crew who were trying their hand at racing for the first time – and in one instance at least winning in their debut regatta!

A big thank you is due to all those members who volunteered to organise and run the regattas. Hopefully I have managed to record all your names on the internal regatta web page, but if not, it is never too late for me to amend the

page. A big thank-you also to Sascha Schmeling for all his tireless efforts to organise Q-boat crews for the internal regattas among all the other Club events.

From the committee side the internal regattas were organised by Tim Foster with the support of Tim Hancox and Kirill Prokofiev; Tim F. however had to step down mid-August for personal reasons. The priorities for the organising committee were, in order of priority:

- Security of volunteers and participants
- Introducing members to the fun of racing
- Introducing members to the racing rules!

Results

Each regatta is probably a story by itself and it is quite difficult to consolidate the results between different events and boats. However we have a clear winner of the 2013 internal regatta series: Sanja Damjanovic who has won all 4 events in which she has participated with her laser, suitably named '*follow me*'. Details of the results are available at:

<http://www.timfoster.org/YCC%20internal%20regattas/2013.html>

Challenges going forward

The following points are put forward for discussion to make next year's regattas an even greater success.

Many members volunteered to help organise and run the regattas but understandably there is a reluctance to commit well in advance, and often it was difficult to identify members who had the necessary experience/key to be the race officer/Q-boat driver. It would be useful to discuss alternatives to repeated email calls for volunteers or indeed arm twisting such as:

- Creating a sign-up system for regatta helpers on the web site (possibly combined with other sign-up systems)
- Discussing whether retaining a key as well as obtaining a key requires a certain number of "tours of duty" each season
- Thinking through how best to allow access to the web site, space to store prizes etc. for organising committee members who are not CERN staff members

Finally members have to make difficult choices, often negotiated with families and employers, about both participating and supporting club activities, and it would be useful for the committee to reflect and agree how many internal regattas we should plan each year within the ever-expanding range of other fantastic club activities.

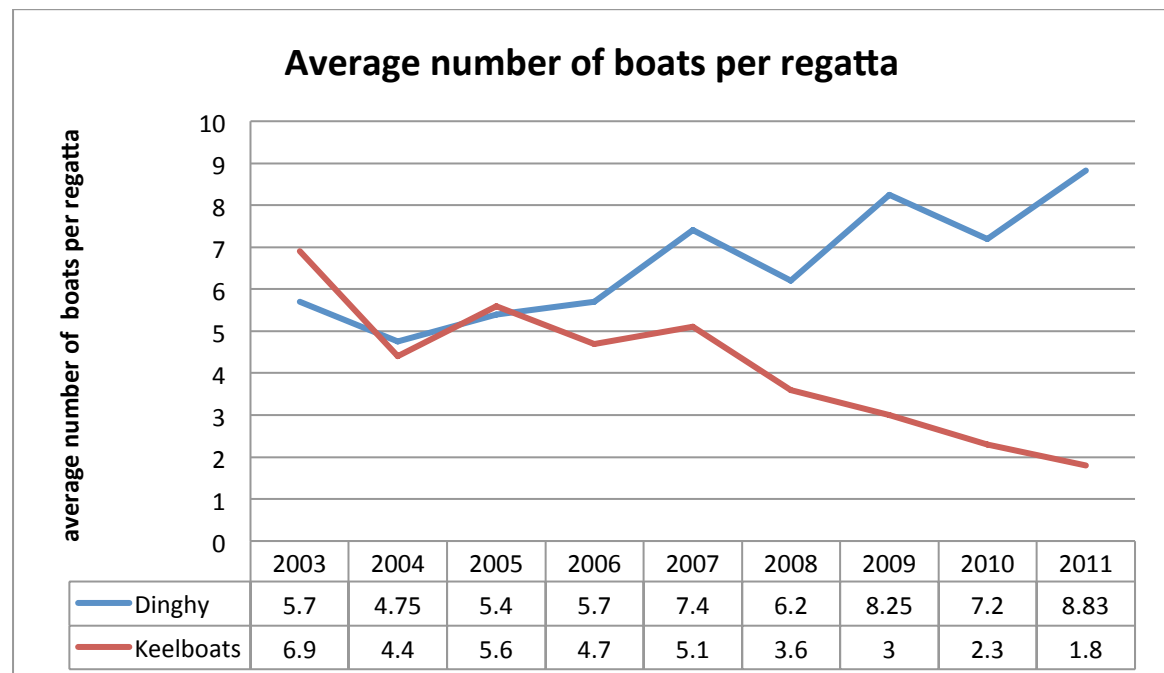
Match Races *Rob Veenhof* reports that the Swiss match racing championship, on which we voted last year, did indeed take place - a set of

grade 3 events as planned. I attended quite a number of these and other match racing events in the context of my 2nd year of umpire training, but the latter is hardly of interest to the YCC members.

Participation statistics 2013:

Regatta	Keelboat	Dinghy+Catamarans	Total
Monthly I (Opening)	4	9	13
Monthly II	3	9	12
Traversée du Lac	-	11	11
Monthly III	Cancelled		
Monthly IV	2	14	16
Versoix-Founex Race	2	-	2
Monthly V	Cancelled		
Monthly VI	0	4	4
Monthly VII (Closing)	0	6	6

Regatta Participation since 2003:





Members are generally happy with the lottery for who gets the motorised boats (four of them this year) to take to the Fêtes de Genève fireworks

Dinghies



Look at where Port Choiseul is, in the far distance, and tell me all these training people are not beyond Sascha's carefully delineated Thursday zone!



Storm clouds loom as ResQ II chases home a couple of boats

Nanuq

(Rob Veenhof, Peter Gallinelli and Haude Morel)

Members will remember the Club involvement, a couple of years back, in building the Nanuq. We are happy to offer this brief update – and to confirm that your help would again be most welcome!



Nanuq/passive igloo

Done in 2012/13 :

- Thermal insulation of the (aluminium) hull
- Thermal insulation glazing
- Floor, lining of the interior, painting
- Mattresses, sleeping quarters
- Toilet, kitchen and electricity (cable trays, switches)
- And 1001 other things.....

Planned in 2013/14 :

- Chart-table being equipped.
- Autopilot programming
- And 1001 other things to be done.....
- Before launching and first navigation

Practical aspects :

- Many YCC members have worked on the boat and there still is some work left before the boat sails.
- Once the Nanuq is afloat, it will be operated through an association, like the Imram.
- For information: see <http://voyage.sailworks.net/> or contact Peter Gallinelli.



Man OverBoard

(Dan Savu and Diana Ritchie)

NOTE - Two new members (2012 and 2013 respectively) sent the President (as is even in the Club Rules!) a report of an incident on 9 September. Since teachers periodically get comments about the reality of the Man OverBoard manoeuvre using a fender (which we would not deny) and since the outcome was entirely happy and won these two members an internal award, we are happy to record Dan's e-mail wholesale:

Something interesting happened this evening while sailing. Diana and I had to do a real man-over-board rescue that we've never imagined can happen on the Leman lake.

I went out with Diana Ritchie to help her practice for the Yngling test. Weather was great and the wind perfect. We've already done all the exercises when we decided to do one last man-over-board scenario. The figure of eight got us a bit far from the "fender-man" when we passed close to a Gibsea boat that was heading slowly toward the Swiss shore, north of Versoix's harbor. There was no-one on the deck. This was a bit weird since one has to look for not crashing into other boats, but I assumed the skipper is in the cabin looking for something. By that time our "fender-man" was out of sight and I was on the top of the boat looking for it.

That moment we've heard someone screaming and waving from almost the other side of the lake. It was the same "noise" as 20 minutes before, when we mistakenly believed it's someone part of the jetski boat that was playing on the lake making a lot of noise. We realized then how serious this is. The wind really helped us to get there in ~10 minutes. A 40-year old man wearing a safety vest was alone in the water toward the French shore. We got him in the boat and found out his name is Cyril and he has been in the water for around one hour before we've seen him, starting to freeze. He was lucky; we were kind-of the last boat on the lake, almost returning to the harbor and the night was settling.

We were clue-less how he ended up so far from any shore or boat. He showed us the "no-one on the deck" Gibsea we've previously seen, explaining it's his boat and he fell into the water, then the wind pushed the boat towards the Swiss shore while he was drifted easily toward the French one. This happened when he was adjusting the main sail and one of the sheets wheels broke and threw him into the water. We've hurried up to catch his boat before would've crash into something. The wind was again helping us. We got there before his boat reached the shore and he managed to get the control back.



"As idle as a painted ship upon a painted ocean" (Quote: S.T. Coleridge, photo: Haude Morel)



The photographer photographed – and surely a clear need for some new sails too!



Y indeed? But isn't that jib hoisted too tight (see vertical wrinkles)?

Cruise Report

(Manfred Willenbrock)

The destination of our YCC cruise this year was Mallorca/Majorca

Saturday 7th September

Five of us took the flight from Geneva to Palma; the 6th person, Dennis was already in Palma, waiting for us. A reserved minibus took us to Porto Colom where we took over the *Alcor*, our chartered two-year old Sun Odyssey, 44i.



Sunday 8th September

We discovered some problems with the anchor winch and decided to leave Porto Colom for the day, and carry out some anchor manoeuvres by hand in one of this nice bays, swim and snorkel a bit and come back to Porto Colom in the evening, to get the electric winch repaired next Monday morning.

Monday 9th September

Early at 8h o'clock, two specialists came to solve the winch problem and 15 minutes later we were ready to quit Porto Colom again, destination Cabrera, a the protected island a few miles south-east of Mallorca.



Tuesday 10th September:

After a quiet night, attached to a buoy which was reserved for us the day before, we left Cabrera, direction NNE. We sailed along the east coast of Mallorca just as it became time to find shelter for the night.



We decided to spend the night at Porto Christo where we should have the likelihood of finding a restaurant for a good Paella!

Wednesday 11th September

After breakfast in the morning, we left Porto Christo at about 10:00, destination Alcudia. As we reached open water, a strong Mistral hit us, with 2-metre high waves and a wind of 5 to 6 Bf. Some of us had to fight with seasickness but as soon as we arrived in the marina of Alcudia, everybody was fine again.

In our crew we had not only excellent sailors; we also had excellent “chefs de cuisine”: this evening Marcel prepared us a vegetarian moussaka and with the help of everybody, we had very good dinner.

Thursday 12th September

After breakfast with scrambled eggs, English Style, made by Dennis, we left Alcudia in the late morning to begin our way back homewards. We had two days to get back to our final destination and we decided to sail maximum miles this day and be relaxed the next and last day.

This evening we found a good place for the night, well protected from the wind. After anchor manoeuvres and anchor *schlock* (Ed.: come on the next cruise and you will find out!), Dan tried to provide us with a sea-food dinner:



But he was not very successful... So, our cooks had to work again and in a short time they prepared a nice dinner.

Friday 13th September

Today, our last day, the first few hours we had no wind and we were obliged to use the motor. Since this was not very exciting, a few of us found a way to make it more exciting:



At lunch time we stopped in a small bay, a very nice place for swimming and relaxing. But the time crept on and we had to complete the last 10 miles back to Porto Colom where we did arrive on time. We had a nice week, a lot of fun, six different nationalities was never a problem, with a very good atmosphere throughout.

I would like to say thank you to our crew member for this sailing week; it would be a great pleasure to sail again with them.

Courses

(Michel Chevallier)

2013 has been a year of changes and innovation in the YCC course offering and programme structure. The overall responsibility for the YCC sailing courses was split between dinghies on the one hand, and catamarans and keelboats on the other. Michel Chevallier took over from Luca Canali the coordination and the responsibility for cats and keelboats while Jenny Macgregor and Tim Huckstep were in charge of dinghies.

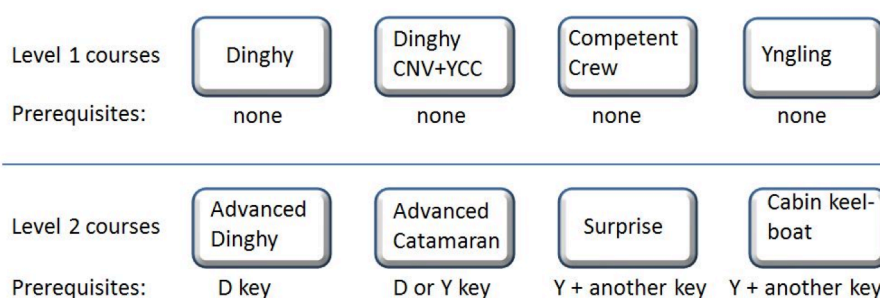
Changes did not stop there. The course lottery has been automated thanks to a routine written by Luca Canali. This enabled the announcement of the winners in a matter of minutes rather than hours. The algorithm was made public on the course page of the YCC web site, in order for everyone to check its fairness.

Another initiative was the two instructor training evenings for those members volunteering to teach. These were given by the two professional coaches from Club Nautique de Versoix (CNV), Benoît Deutsch and Yann Dorset. These were given at CERN and attended by some 30 YCC members.

Course changes included:

- ❖ C course (Catamaran 1st level) disappearing whilst still offering the C test. The EC (advanced catamaran) was retained
- ❖ Introduction of a Laser 1 sub group to the Level 1 Dinghy course for students with some sailing experience managed by Andrea and Slawosz
- ❖ A second CNV+YCC beginner course was added
- ❖ Places were secured for YCC members on the CNV 'beginner' Laser course

Structure of the YCC Sailing Courses



In total, we registered 210 applicants for the lottery, three less than a year earlier, while 96 places were offered, 16 more than in 2012. The splitting of enrolments and offer was as follows:

Course	Prerequisite	No of places 2012	No of places 2013	Applicants 1 st choice	Applicants 2 nd choice
CC	None	8	8	17	34
YCC+CNV	None	8	19	10	14
D	None	18	20	76	43
ED	D key	6	6	5	9
EC	D or Y key	6	6	18	7
GS	Y + another key	5	8	7	11
SU	Y + another key	9	8	19	4
Y	None	18	18	58	51
Total		78	93	210	173

As in previous years, the demand for level 1 course was very high. Dinghy, Competent Crew and Yngling courses in particular were heavily oversubscribed. The D course could accept a greater number of participants thanks to the second YCC + CNV course. This course was taught by a Professional instructor and accordingly has higher course fees than the corresponding YCC D courses.

Tuesday Dinghy Training was held each week between 2nd July and 24th September. Nearly always oversubscribed, this provided an important additional sailing opportunity for experienced and new sailors alike under careful supervision and Q- Boat cover were occasionally needed.

Five dedicated Dinghy Days were organised by Paul Smith and his team providing course students and others a chance to fine-tune their skills and take their tests. Once again these proved to be very popular despite a general lack of wind and too much rain!

For Ynglings too, special outings were offered on Surprise in order to give students a chance to try another keelboat. These outings were not successful in that they recorded few or no registrations.

Student absences continue to be an issue but we can report that 85% of all notified absences for D and ED courses were advertised and back filled thus minimising lost training hours and instructor's time.

The spring weather was unusually cold and wet leading to the cancellation of a number of outings and extending the course period in some cases well into summer period. This meteorological hindrance is reflected in the number of tests; 60 keys were awarded in 2013, to be compared with 93 in 2012.

The club also offered its usual theory courses, opened to all. Rob Veenhof, Paul Smith and Sebastian Lopienki gave courses in English and Michel Cornevin in French. On average, 22 people attended the English speaking courses, while 12 followed the French speaking class.

For the second year, we conducted an online survey among YCC students. 58 out of the 96 students filled in the questionnaire, a 60% answering rate. Unsurprisingly, learning to sail and getting a key are the main reasons to enrol for a course (45% combined), but learning to sail a given type of boat scores also high on the list (24%).

Courses met the expectation of 67% of the respondents; the even exceeded them for 20% of the respondents. Only 14 of them could attend all lessons, and indicator of how difficult it has become for teachers to deal with frequent absences and irregular attendance.

Despite on occasion some instructors being absent, 88% of respondents found it beneficial to experience another teaching style through the replacements teachers. Another encouraging feature is that 80% of the respondents made time to practice on a Thursday or take part in internal regattas.

Interestingly 50% of the respondents would have liked a few extra lessons before taking the sailing test. The group is however split on this as 46% found the number of lessons adequate.

40% of the respondents who attended the theory classes found it very useful or useful and 19% moderately useful, while 26% have no opinion.

Finally a BIG thank you to all, coordinators, teachers, testers, students and the all-important Q boat drivers without whom official club outings could not take place!

Catamarans

(Gonzalo Penacoba)



There is a rumour – ill-founded, surely – that some members find Meerkat a frightening beast.

- We had three instructors and six students for the courses. This worked out well allowing for some flexibility in adapting course dates to weather conditions.
- However due to very unequal levels of competence and personal schedule constraints to complete the course, we have not had successful key tests this year.
- The usage of the boats by key holders has been moderate but fairly regular.
- The two boats are in good conditions. Each one has two sets of sails including spinnakers. The Hobie Tiger *Meerkat*, which is the most used, has suffered more impacts on the hulls this year and some water leaks in during every outing. It is not dramatic yet but we may consider next year asking a professional for a full gel coat repair. The trampoline will be either repaired or replaced; the lack of a proper cover for the two initial seasons allowed faster degradation due to the sun. Halyards will be replaced at the beginning of next season.
- The maintenance activity has significantly improved under Luigi's management. Tools, guidance and help were easily available. However the

commitment of the majority of the section members was scarce with most of the repair tasks falling on a reduced number of users.

- At the beginning of the season we had the intention of being more active in the high wind activities but there was no chance for this.

For comparison purposes, we also add the Courses table from an earlier Annual Report:

	W	EW	D	ED	C	EC	Y	CC	SU	R	M	GS	Total
2011	-	-	32	4	5(b)	5	18	7	11	17(c)	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(a)	65
2005	3	1	16	6	5	-	16	-	8	-	-	6(a)	61

(a) CK licence was issued before the introduction of the GS licence

(b) C-key test was phased out during 2011

(c) The R key was introduced in 2011 together with the acquisition of the RIB



Mont-Blanc is not the main purpose of these pictures; rather it is one of our most recent purchases, the RIB

2013 YCC Social activities and Shop

(Helen Morris)

Sailing is a very sociable kind of sport, which is just as well as there is a lot of time spent waiting for wind, waiting for the wind to die down a bit (rare scenario on the lake, but it does happen) and of course after sailing, you need to have a drink and discuss the wind, your fantastic start strategy, how you would have been in front if only, not to mention new boats, etc. All new and long-time members are warmly welcomed at the formal and informal events. YCC social activities this year began with the Newcomers' Drinks which was very well attended and gave new members a chance to meet their teachers and other more or less experienced sailors. The opening regatta gave some of those new members a chance to practice their skills on the water and the same evening the opening dinner which was held at Le Green Café, a Peruvian restaurant in Plainpalais, was a chance to catch up with new and old friends. Thursday evening sails were followed by dinners at the *Buvette* on a couple of occasions, and as the season progressed the enthusiastic barbeque committee organized several after sailing bbqs, which were really well-attended, as we continued late into the evening.



A Thursday supper, which now seems – by popular decision – to have migrated to a beach barbecue

The wind graciously agreed to participate in the helpers outing for teachers and other helpers (such as those who did a lot of maintenance) on the *Neptune*, so we sailed from Geneva to the Grand Lac with a gorgeous sunset.

The closing dinner follows our Annual General Meeting and is also the occasion for the top YCC helmsmen to be honoured. In club tradition, the dinner will be held at Le Smash, just opposite CERN.

2013 YCC Lake Cruise

(Ricardo Gonalo)



Sadly for the Club, Ricardo (Jose.Goncalo@cern.ch) has now left to take up a post in Portugal, but we are happy to append his Report:

We had a beautiful sunny weekend for the YCC Lake Cruise. We were four people in each of the two Surprises, skippered by Eduard and Helen, with Francesco, Khoi, Matt, Ricardo, Stefan and Zaida as crew, plus Haude who joined us on Sunday. It was a mix of more and less experienced sailors but all eager and happy. On the day, everyone knew what to bring, from food supplies to sunglasses and swimming gear, and we spent about an hour just gathering in the port, loading the boats and getting ready to sail. A gentle breeze started just as we were about to cast off.

With about 2 Bft we made sail across the lake to Nernier. It was very enjoyable and it didn't take long to get there, by around lunch time. Nernier is very pretty, an old village by the lake with beautiful old houses and not crowded with tourists. The first slight difficulties were found upon arrival at a new harbour. We're a bit too much used to our own port... But after looking for empty places and some swift thinking we moored without major problems.

Despite the forecasts, the wind died down after lunch. So instead of sailing on to Morges, as initially planned, we parked ourselves in the middle of the lake and went for a swim around the raft made out of the two boats. After some discussions about the usefulness of a bathing ladder, one was made out of rope. Not fancy, but functional. After swimming to our heart's content (even

Helen!) we decided to resume sailing. Alas the breeze was very weak, so after a trying for a bit, for good form's sake, we just motored to Rolle which was nearby.

As we approached Rolle by the end of the afternoon, the wind decided to pick up. But it was getting late and our minds were set on dinner. Mooring presented a slight problem. The *Mic Mac* crew had cleverly found the phone number of the Capitainerie, and managed to get an unused place. *Mamma Mia* wandered around a while and ended up squatting in an empty spot. It turned out for the best since the owners didn't show up. But for the next time it's probably better to call early, once the destination is known.

We had a nice barbecue on the lakeside. Lighting the disposable barbecue boxes required some skill, but it was well worth it! We found that many people were doing the same as us, sailing around the lake with their friends, and had a nice chat with some of our neighbours who were half way through a week long cruise.

The wind had not died by the next morning. I was a nice 4 Bft, which required a bit more care and attention than the leisurely sailing of the previous day. Our first plan was to use the good wind to have lunch in Morges. But once again the wind died half way, so we turned back towards Geneva instead. After some miscommunication we ended up in crowded Yvoire at lunch time. Finding a berth was harder this time, but by now we were all experience and mooring manoeuvres had become very smooth. After some negotiation for berths with the garde du port and a walk around, we had a light lunch on the grass and finally left for Geneva for a very enjoyable run under spi. The adventure ended with beer and chatting at the Port Choiseul buvette.

With hindsight, it might have been nice to take walkie talkies to ease communication between the boats, and to call in early for a berth once we knew our destination for the night. Maybe also better to avoid Yvoire which gets very crowded. But all in all these were small inconveniences. It was also important to be able to change our destination and adapt to the wind conditions. We had a great time, learned quite a bit together, and it was very nice that we could take the two boats and sail together. If there is such a thing as a perfect weekend, then it must be very close to this! See Ricardo's photos on:

<https://www.dropbox.com/sh/csxm637jayo48k6/nC5sbSy0ew>



Do we need bigger burgees (masthead flags)?

Insurance

(Haude Morel ycc-insurance@cern.ch)

YCC Insurance in 2012/13:

- Renewing 5-years contracts started in 2008 and some in 2009 ("new" Surprise *Mamma Mia*, RS 500, etc.)
- End of windsurf boards insurance contracts as they were transferred to BA5 at the end of 2012
- Signature of sponsoring contract with Nationale Suisse: CHF 4 000 for 2013-14
- Signature of agreement for -20% insurance prices for YCC members with Nationale Suisse
- Accidents and thefts follow-up (*Suivi de sinistres*)
- Marking YCC main sails with the Nationale Suisse logo as defined in the former (2012) sponsorship agreement
- Reimbursement of *Protection de bonus* car insurance to drivers who help towing YCC boats with their car
- In April every year, I ask Nationale Suisse for :
 - A "RC (responsabilité civile) club" (CHF 5 000 000) insurance certificate for the police about organizing internal regattas

- A CASCO insurance certificate for YCC boats participating in external regattas.



He's clearly a beginner, lost his way to the launch slip-way!



Gijs periodically talks about whether we could afford our own Club-House.

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>	<i>2013</i>
Active	219	233	253	255	230	246	250	261	320	302	310	292	315
<i>Active (new)</i>	62	61	71	54	42	65	67	54	93	54	68	58	61
Junior	5	8	10	11	8	9	11	9	13	10	7	14	10
<i>Junior (new)</i>	4	6	6	8	6	3	7	4	8	4	2	10	4
Temporary	2	2	3	2	2	1	0	1	0	2	1	0	0
Honorary	2	2	2	2	2	2	2	2	2	2	2	2	2
Friends	35	32	36	30	42	30	26	24	16	22	12	13	7
Total	263	277	304	300	284	288	289	297	351	338	332	321	334

	<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>	<i>2013</i>
CERN	139	138	140	147	134	129	141	148	171	170	145	149	165
Extra-CERN	92	109	127	122	120	129	119	120	148	142	159	141	147
CERN-related	32	30	37	31	30	30	29	29	32	26	28	31	22

<i>Country of Origin</i>	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
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	9
Belgium (BE)	6	3	2	3	4	2	5	2	6	5	4	3	1
Brazil (BR)	-	-	-	-	1	1	1	2	2	1	1	1	1
Bulgaria (BG)	-	-	-	-	-	1	-	-	2	2	2	-	1
Canada	3	4	3	2	3	5	4	2	1	-	2	3	4
Chile	-	-	-	-	-	-	-	1	-	-	-	-	1
Colombia							1	-	1	-	-	-	
Croatia	-	-	-	-	-	-	1	-	-	-	-	-	
Czech Rep. (CZ)	-	1	-	-	1	-	-	-	-	1	2	2	1
Denmark (DK)	2	3	1	3	2	3	4	4	4	2	3	3	3
Ecuador	-	-	1	1	-	-	-	-	-	-	1	-	
Egypt	-	-	-	1	1	1	1	-	-	-	-	-	
Finland (FI)	-	-	1	2	3	3	3	4	5	5	3	3	4
France (FR)	33	31	35	37	30	36	38	35	40	34	39	39	36
Germany (DE)	47	48	49	45	38	41	33	37	43	51	52	48	52
Greece (GR)	1	3	3	5	3	4	7	3	3	3	4	3	3
Hungary (HU)	1	-	1	1	1	-	1	2	2	3	2	1	1
India	-	-	-	-	-	-	-	-	-	-	-	-	1
Iran	-	-	-	-	-	1	2	1	-	-	-	-	
Ireland (IE)	1	1	2	1	1	-	2	3	3	4	3	2	3
Italy (IT)	45	56	65	57	59	52	46	51	62	61	55	61	68
Japan	1	1	1	2	1	1	-	-	1	-	1	1	2
Korea	-	-	-	-	-	2	-	-	-	-	-	-	
Lithuania	-	-	1	-	-	-	-	-	-	-	-	-	
Luxembourg	-	-	-	-	-	1	-	-	-	-	-	-	
Malaysia (MY)										1	1	-	
Malta	-	-	-	-	1	-	1	1	-	-	-	-	
Maroco (MA)									1	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	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	17
Portugal (PT)	10	3	5	6	7	9	11	9	13	15	9	7	8
Puerto Rico	-	-	-	-	-	-	-	1	-	-	-	-	
Romania (RO)	-	-	-	-	-	-	1	1	1	2	1	3	3
Russia (RU)	1	1	1	1	3	1	2	4	5	2	3	4	5
Serbia Montenegro (ME)									1	2	2	2	2
Slovakia (SK)									1	2	2	-	
Slovenia	-	-	-	-	1	-	-	-	-	-	-	-	
Solomon Islands	-	-	-	-	-	-	-	1	-	-	-	-	
South Africa (SA)	-	1	2	-	-	-	-	-	2	1	-	-	2
Spain (ES)	16	17	14	13	13	12	11	18	25	14	18	12	17
Sweden (SE)	2	3	7	8	4	3	6	4	5	3	2	1	1
Switzerland (CH)	39	37	40	38	34	35	27	24	34	39	33	35	34
Trinidad and Tobago (TT)	-	-	-	-	-	-	-	1	1	1	1	1	1
Turkey	-	-	-	-	-	1	-	-	1	0	-	-	
United Kingdom (UK)	18	23	24	22	23	23	29	28	29	32	37	38	35
USA (US)	5	9	8	8	6	7	5	4	4	6	6	6	6
Ukraine											1	-	
Vietnam													1
Other (not specified)									1	2	-	-	1
<i>Total</i>	<i>263</i>	<i>277</i>	<i>304</i>	<i>300</i>	<i>284</i>	<i>288</i>	<i>289</i>	<i>297</i>	<i>351</i>	<i>338</i>	<i>332</i>	<i>321</i>	<i>334</i>

Key access system*(David Porret)*

David Porret reports that the new hardware has been built with three objectives:

- to have all the boats in the system including Lasers and motor boats;
- to extend the life of the system by changing the critical parts;
- to have a spare in case of breakdowns.

There is no change for the users. Installation in Versoix will be carried out before the end of the year.

Q-boat, ResQ II

(Jean-Marc Leiser)



Sail-boats are all very well, but Q-Boat Res-Q II facilitates an immense number of related activities

Jean-Marc Leiser nous informe que le service du moteur a été effectué au début de saison. Que nous avons subi un vol de l'essence et du câble d'alimentation qui a été réparé par nous-mêmes et à moindre coûts. Que nous avons un bateau TRES SALE en fin de saison et qu'il faudrait à l'avenir rendre les skippers et les équipages attentifs à des nettoyages ponctuels. Nous avons formé de nombreux skippers Q boat qui ont la clé et qui seront actifs en 2014. La saison prochaine nous mettrons en place une formation en anglais et en français avec une équipe de formateurs, pour gérer tous les nouveaux permis moteur.

Il y aura des cours depuis le mois de mars car le bateau sera à l'eau très tôt pour donner un maximum de leçons et faire passer un maximum de clés. Ceci afin d'avoir une équipe la plus grande possible.

Le bateau va être sorti de l'eau bientôt et un service complet avec traitement de la surface extérieure est pressenti.



Sunset on a season – plus, who would like to run the photo competitions next season?