

YACHTING CLUB CERN

ANNUAL REPORT 2014



**The "patron saint" of YCC,
Étienne-François, Duc de Choiseul (1719 –1785)**

Wishing to counteract the pernicious influence of the Protestant Republic (not yet a Canton) of Geneva and its wealthy and successful commerce, the Catholic king of France and Voltaire, Count of Ferney, decided to create an equivalent - rival - port, just outside the Geneva boundaries into France, which Versoix was at that time. The new port was sited a short distance north of Versoix and named Port Choiseul after its instigator, in 1767. A while later, the YCC elected home at this same port and is most grateful to our patron...

Report of the Chairman on YCC activities in 2014

(Luca Canali)

2014 has brought exciting novelties to the YCC: a brand new boat, the J/80, has entered our fleet following last year's scouting activities and has already been a hit among our keelboat sailors. In 2014 we have also organized the first edition of the CERN Cup, a regatta that was launched to celebrate the CERN 60th birthday.

It has also been a pleasure seeing our many club activities run steadily for another season animated by the passion and enthusiasm of the club sailors, both experts and beginners to sailing. All this has only been possible thanks to the many volunteers who give their time and energy to keep our club alive. Therefore many thanks go to the committee members, teachers, Q-boat drivers, maintenance volunteers, regatta organizers.

The 2014 club committee numbered 25 people. Tasks and functions are split among the committee members who each have their defined area of responsibility. In some cases responsibilities are shared among two club members to balance the load and handle the absences. Moreover I find important that the committee represents all our membership in their diversity: sailing experience, sailing boats and goals (dinghy, keelboat, racing, cruising), age, gender, etc. I believe that this concept of 'large committee' has worked well in 2014 and the year before too, therefore it is worth continuing along this route.

Q-boat driving is part of our core club activities, as many of the events we organize depend on the availability of surveillance. In 2013 we reported some notable difficulties in finding Q-boat drivers. In 2014 this problem has been considerably reduced and overall surveillance coverage has been quite smooth. I would like to thank the Q-boat skippers who volunteered to make this possible. Many thanks also go to a motivated team of teachers coordinated by Jean-Marc Leiser who have organized motor boat training activities in 2014. Another special thank-you goes to the Q-boat drivers and organizers of our internal regattas and dinghy days.

The CERN Cup regatta has been a new effort for the club and has required the work of many to get started. I would in particular like to thank Sergio Bertolucci for joining us for the event and the prize-giving, Gijs de Rijk and Patrick Diday for organizing the event, Sascha Schmeling for helping in organizing this event in the context of CERN 60th anniversary.

The J/80 has been a great new addition to the fleet, and has already received very positive comments at the club. This has been made possible thanks to the work of a group of dedicated and skilled volunteers. Special thanks go also to David Porret for the many hours he spent getting the J/80 ready at the beginning of the season.

One of the challenges for next year will be getting a mooring place for the J/80, ideally close to the Surprises. Mooring places in Port Choiseul are rare,

we have already established contacts with the Capitanerie Cantonal to file our request for a new place and discuss our objectives.

Another important aspect of the life in port Choiseul is the relationship with our neighbours. We are very lucky to have the CNV on one side, which helped us with dinghy training among others, and the buvette on the other side which provides us with the well-deserved refreshments and a friendly smile after our club outings. We also aim at keeping good relationships with the other users of the harbour. One of the challenges there is about accidents with other boats in the harbour. Those events, although rare, do happen. It is very important that each of us does their best to minimize the impact on the club: all occurrences of accidents must be promptly reported. Training is also crucial for sailing safety. Learning from the more experienced sailors and then passing the knowledge to others is one of the club's pillars! The document on the rules for sailing on YCC boats is also available on our website with additional information.

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 all the volunteers who have made them possible.

Best wishes for a great winter,

Luca

2014 Committee

Chick Nichols	Honorary President
Luca Canali	Chairman
Gijs De Rijk	Vice-president, Versoix matters, TSO BA5
Elena Gianolio	Secretary
Chiara Casella	Treasurer
Marcel Arditi	Assistant Treasurer
Luigi Gallerani	Co-responsibility for: maintenance coordination
Yann Leclercq	Co-responsibility for: maintenance coordination
Tim Hancox	Publications
Michal Kwiatek	External regattas, back-office software
Julie Lefebvre	Co-responsibility for: club racing coordination
Pietro Govoni	Co-responsibility for: club racing coordination
David Porret	Boats access system
Rob Veenhof	Swiss Sailing liaison, and more
Helen Morris	Social activities and shop
Haude Morel	Insurances, vice-coordinator for social activities
Vince Cobham	Co-responsibility for dinghy courses and training, 2014 revision of YCC Rules
Tim Huckstep	Co-responsibility for dinghy courses and training
Gonzalo Fernandez Penacoba	Catamaran courses and training
Rachid Mazini	Yngling courses and training, IT maintenance
Michel Chevallier	General coordination of sailing courses and tests
Jean-Marc Leiser	Q-boat maintenance and Q-boat drivers training
Sascha Schmeling	Surveillance
Kirill Prokofiev	Co-responsibility for cruises
Manfred Willenbrock	Co-responsibility for cruises

2014 Prizes

President's Cup goes to: Dirk Geppert

Nichols' Cup goes to: Tim Foster and Patrick Diday



Photo Gijs de Rijk: Well, they haven't lost the paddle and look fairly relaxed – perhaps because that is ResQ II's rail we see in the foreground. And Nationale Suisse would be proud of their sponsorship!

The new J/80

(David Porret)

Buying a new keelboat for the club has been in the air for a couple of years, and in 2013 a group of members was put in charge of finding the perfect candidate. Their recommendation was to buy a small cruiser usable by the Surprise skippers and the J/80 from J-Boats was proposed to the committee. After the approval by the members at the last club AGM, it was now time to buy it and take delivery as early as possible. This was accentuated because one of our Surprises was suffering of a kind of chicken-pox on her hull and had to stay on the land for at least half of the season.

Even for a popular one-design boat like the J/80, the J-Boats factory for the European market located in France doesn't have much stock and the delivery can take a few months. By chance the J-Boats dealer in Switzerland informed us that one hull was available at the shipyard and since he had another boat to import into Switzerland it would reduce the transport cost slightly. At the end of March the order was signed and the delivery expected mid-May; one could think that the job was done after this but at this time the club had just a bare boat with a trailer.

In the coming weeks, we purchased the outboard engine, all the required safety equipment and the sails, which are probably the most difficult things to buy on a boat as sail-makers offer an infinite numbers of options and designs. As the class jib and mainsail of a J/80 give the same upwind performance as a Surprise, we chose also to buy a custom-designed Genoa for the light winds of the lake. The spinnaker is also slightly improved compared to the class legal and the main-sail is reinforced for club usage.

Ten days before the delivery was the rush for all the necessary insurance and registration paperwork needed to transport the boat and put her in the water. On May 28th the boat arrived in Port Choiseul, a local shipbuilder was doing the rigging and in the meantime Kirill was in Geneva registration office to grab all the registration papers: everything was under control!



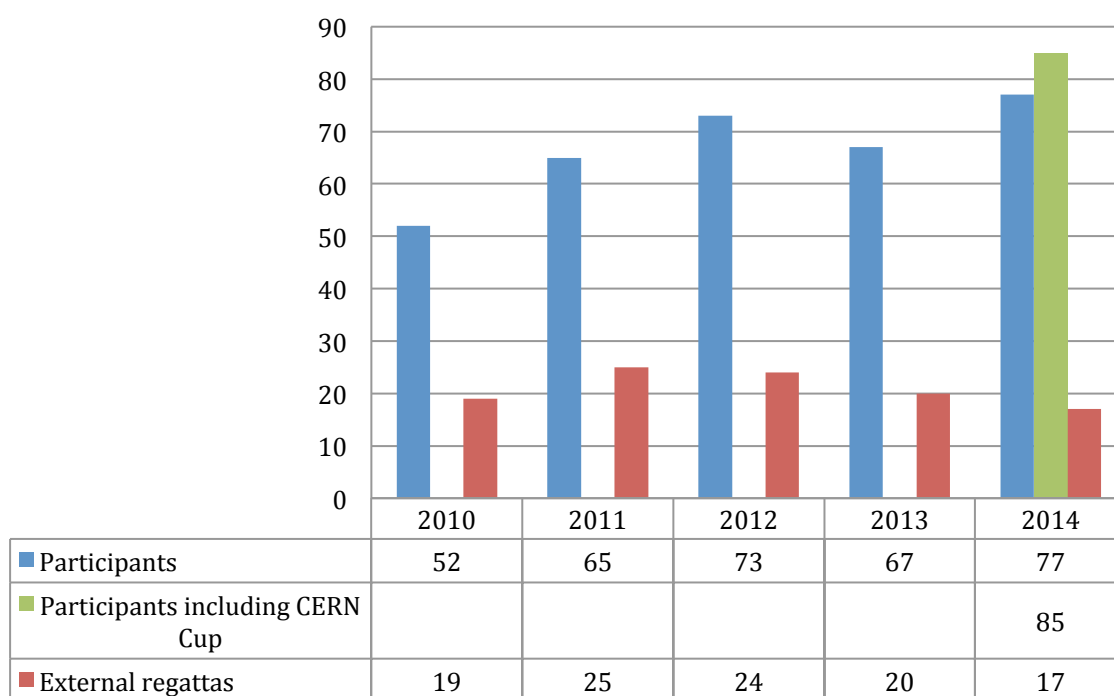
Photo Pietro Govoni, on-board the J/80

External regattas

(Michał Kwiatek)

This year has been another record year for our participation in external regattas: 77 YCC members took part in at least one external regatta - not including the CERN Cup! This is the all-time record and if we include the CERN Cup, the number goes up to 88!

YCC members in external regattas per year



We managed to have this level of participation despite the fact that the “regular old” YCC regatta skippers had less time for the YCC this year. New skippers took the relay and it is thanks to them that so many of YCC members could have a go at racing. Remember, a regatta novice can only join in if someone more experienced agrees to take them along! To put this sentence in perspective, I am listing below those regatta skippers who this year enabled to race 3 or more YCC members.

Name	Regattas	Total distinct crew	Total crew	Skipper days
Timothy FOSTER	10	23	31	12
Helen MORRIS	3	10	14	7
Patrick DIDAY	2	9	10	2
Rachid MAZINI	2	7	7	2
Alexander KASTERINE	2	7	7	3
David PORRET	3	7	7	3
Thierry BOILEAU	2	6	6	2
Luigi SERIO	1	4	4	2
Michal KWIA TEK	1	4	4	1
Detlef SWOBODA	2	4	8	2
Bartłomiej PAWŁOWSKI	1	4	4	1
Michel CORNEVIN	1	3	3	1
Jenny MACGREGOR	4	3	4	4

And here is the list of external regattas in which YCC boats were present:

The Hivernals, Ouverture CNC, Coupe du Petit Lac, Genève-Rolle-Genève, Bol d'Or, Semaine du Soir de Versoix , CERN Cup, 6 heures de Nernier, Régate des Chateaux, Semaine du soir de Founex, La Belle Etoile, Critérium Surprise de Versoix, La Double, Les Pirates.

In the photo below, skipper Helen and crew under gennaker in the Semaine du Soir de Founex.

External regattas - a personal view

(Helen Morris)

Semaine du Soir – Laid-back regatta in the party capital of Switzerland

If you want to participate in external regattas but the Bol d'Or seems too long (and it usually is) or the Critériums too competitive, the friendly Semaine du Soir regattas on the lake offer a chance to refine your skills and compete in a somewhat more relaxed atmosphere. The Semaine du Soir is a week of evening regattas, and of the several clubs on the lake sponsoring Semaine du Soir, YCC participated in the Club Nautique de Versoix and Club Nautique de Founex.

For Founex we had the pleasure of racing with the J/80 for the first time, and a week of sailing similar courses with the same boats really is like a sailing course, and gave us a chance to really get to know the J/80, and experiment with different ways of hoisting and dropping the spi, and of course harbor manoeuvres. It can be difficult to explain at work that for an entire week you simply must leave early, so we had rotating crews – Helen, Luca, Axel, Florence, Jean-Marc, Marc, Paulo and Victoria. Several other club members participated on what came to be called “big fancy boats.” Most evenings there was some wind, but usually it died leading to the course being shortened. We had a lovely sail the evening that the regatta was cancelled as the wind was picking up! And here's the J/80 flying the spi.



And for that week, the sleepy little port of Founex takes partying seriously – there is live music, prizes from the tombola, tasting of local wines and a wide variety of food. The crowds get bigger every evening so Friday is the grand finale.

A J/80 Outing (Vince Cobham)

[Edit – a commissioned article to highlight our newest acquisition]

Chatting over a beer at the Buvette the Thursday before, it was decided, although the official Thursday Practice session would be cancelled the following week due to Jeûne Genevois, a number of us were remaining in the area and were very enthusiastic about going sailing.

So, the club's brand new J/80 was booked and those that managed to meet at the Buvette were Anest, Caroline, Pietro, Vince and Yvette.

Only a few other YCC boats had been out that day, and we were the only YCC boat preparing to leave that evening which was slightly surprising, given the wonderful conditions. However it seemed to be a trend followed by most, as the lake was looking very sparse as we left the harbour. The wind was a steady Beaufort Force 3 from Lausanne and small wavelets had built up running towards Geneva.

We hoisted the main and unfurled the jib and made a beeline for Hermance. Although this was a J/80 baptism for a number of the crew, the boat behaved



Photo: Pietro Govoni, our J/80

so well that within a short time we decided to bear away and hoist the spinnaker. The boat went hoofing off towards Corsier but felt very settled. Although not beating the then unofficial club record, we were still maintaining a steady 6.5kts whilst constantly hitting speeds in excess of 8kts. We put in a well-executed gybe, swapped helm and headed back across the lake towards Genthod, continuing to appreciate the masses of space. Motivated by all the local sailors we tried to improve on the “all-out evening speed record”, achieving 8.5kts before accepting that even when you are on a

starboard tack, the coastline doesn't yield. We gybed and aimed for La Belotte before putting in the final gybe of the evening and heading towards Jardin Botanique, continuing to swap the helm after each gybe. It was now 19:15 and it seemed a good time to drop the spinnaker and start on the upwind leg!

As we passed 'the Mermaid' the wind speed increased to a Beaufort Force 4 with a few squalls, but generally constant. With the light fading fast, we furled the jib and took a reef to make the boat more manageable and carried on having donned lifejackets and switched the nav lights on, still comfortably making 6kts with everyone sat out on the side getting sprayed as the bow disappeared a few times into the oncoming waves. After 90 minutes of beating and tacking and with a wet crew still in good spirits, we approached the Yellow buoy off Versoix having spent over an hour sailing in the dark. Happy with our evening which was an evening of firsts for some of the crew, and fun for all, we dropped the sails and motored in.

To quote a crew member "...it was the most exciting sailing I had ever done...I'm sure there are many club members who, like me, limited by time and family constraints, don't often get to choose to go out in good wind so the J/80 experience was fantastic - would love to go again!"



Photo: Anest Allaway, on-board the J/80 and using Jeûne Genevois properly

A rudderless boat

(Vince Cobham)

Chatting about the episode during a Dinghy Day when an experienced sailor suddenly found he was rudderless (Laser: spring-pin detached and AWOL) in high waves and increasing wind - and towards the end of the day to boot, it became apparent that a few CERN Scuba Club (CSC) members would be very willing to help the YCC recover the rudder. Four enthusiastic and available divers were identified and descended on Versoix to search for the rudder: Mike Hourican (CSC President), Daniel Coze, Vince Cobham and Danuta Sosnowska. YCC member Valentina Venturi volunteered to pilot the YAM, dropping the divers off, two at a time. And a final CSC diver, Michal Krupka proved shore support, helping equip and assist the divers. Although not excessively deep, the area is mainly 4M deep, descending to 5M at the deepest point; the visibility was terrible, averaging 1M but extending to 2M in places, made even worse by the thick vegetation in places. Concentric circular search patterns were carried out, to try to cover the greatest amount of ground as quickly as possible, using a 30m spooled line and the dive buoy as a reference. Once the divers arrived at the end of the 30M line, the dive buoy was moved and another search would begin. Despite the efforts of the divers after 90 minutes, the natural light was fading, which made the search even more difficult. Finally it was decided to continue so close to the harbour was unsafe, so the attempt was abandoned, and the YAM towed the divers in two at a time! The divers haven't given up hope of finding the rudder, but the next search will have to wait until the visibility improves.



Photo: Michal Krupka; it's a large expanse for one rudder!

Régates internes YCC, Saison 2014

(Pietro Govoni – Julie Lefebvre)

Neuf régates internes étaient programmées pour cette saison:

- 5 Monthly regattas
- Traversée du lac
- CERN Cup
- 3 heures de Versoix
- Match Races

Deux régates ont été annulées (Open régata et la Traversée du lac) pour des questions de sécurité à cause d'une bise trop forte. Une autre régate, le Match Race, a été annulée car une semaine avant il n'y avait pas assez de participants inscrits. Elle a donc été remplacée par une régate «normale».



Photo Chiara Casella: Départ d'une régate

Les régates internes ont plusieurs objectifs :

- initier les nouveaux navigateurs à la régate
- comprendre / apprendre les règles
- pratiquer / se perfectionner pour faire ensuite des régates externes
- prendre du plaisir sur le lac et naviguer avec les autres membres du club

Cette année, nous avons mis en place un système d'inscription en ligne. Ceci pour encourager entre autre les nouveaux membres du club à venir

participer. Cela a permis aussi aux organisateurs de savoir combien de personnes allaient venir.

Le comité d'organisation a été différent à chaque régate, merci à Rob Veenof, Vince Cobham, Jenny McGregor, Marco Benvenuti, Tim Foster, Helen Morris, Roland Jansky, François Enzler et Antonio D'Acierno qui ont rempli leur tâche avec professionnalisme ! Merci aussi à tous ceux qui ont aidé à la surveillance sur le Q-boat.

Les régates se sont déroulées sans incidents, chacun a pris du plaisir à naviguer et à comprendre les subtilités des bateaux et du « vent changeant » du lac.

Les résultats ont été publiés sur le site du club, sur la page des régates internes.



Photo Chiara Casella

CERN CUP

Pour les 60 ans du CERN, la CERN Cup a été créée : une régate ouverte à tous les bateaux du club et aux bateaux externes, avec un parcours «spécial». Merci à Rob Veenhof, Gijs De Rijk, Patrick Diday, Michel Chevalier et tous les autres qui ont contribué au bon déroulement de l'événement. Nous avons battu le record de participation des régates internes avec 33 participants (10 bateaux). Malgré la météo difficile, la régate s'est déroulée dans la bonne humeur, et les heureux gagnants ont reçu un beau trophée !



Photo Mariusz Sapinski Cern CUP



Photo Mariusz Sapinski: L'équipe gagnante de la CERN CUP,

Participation 2014

Regatta	Keelboat	Dinghy+Catamaran	Total Boats	Total Persons
Monthly regatta 1 (opening)	Cancelled	-	-	-
Monthly regatta 2	4	4	8	19
Traversée du lac	Cancelled	-	-	-
CERN Cup	6	4	10	33
Monthly regatta 3	?	?	?	?
3 h de Versoix	2	4	6	14
Monthly regatta 4	3	5	8	17
Monthly regatta 5	3	7	10	21
Monthly regatta 6 (closing)	1	2	3	7

CERN Cup*(Patrick Diday)*

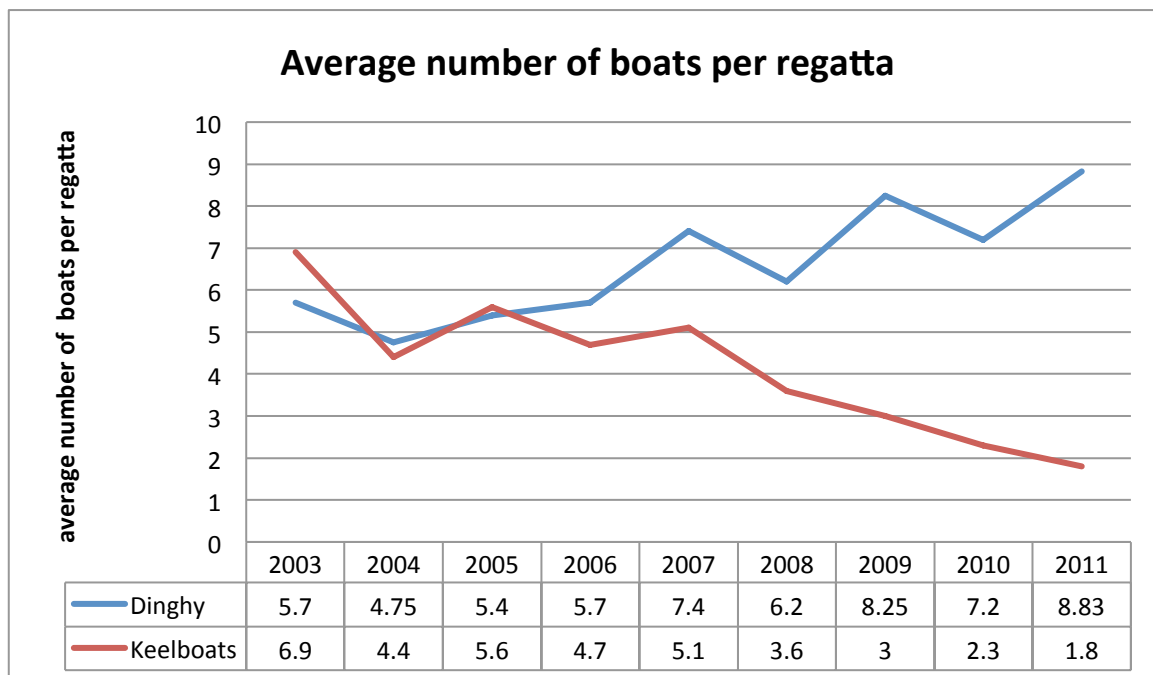
La première édition de la CERN Cup s'est déroulée avec succès, jointe à la commémoration du 60^{ème} anniversaire du CERN elle fut honorée par la présence de son vice-directeur M Sergio Bertolucci qui participa à la régate composé de 10 bateaux.

Le vent fut modéré mais présent pour effectuer le parcours en forme d'accélérateur, le petit et le grand cercle délimité par 6 bouées. Le premier, le J/80 barré par Michal Kwiatek effectua le parcours en 2 h 32' 09, tandis que le dernier le Ynling Vas-Y barré par P. Bortignon boucla le parcours en 4 h 40' 46. La coupe fabriquée avec des parties de l'accélérateur fut remise ainsi que de nombreux autres prix dans une ambiance festive à la buvette de port Choiseul. Ce challenge sera remis en jeu l'année prochaine.



Photo Haude Morel: le côté moins sérieux de navigation – ou un arrêt à la bouée enthousiasmé?

Regatta Participation since 2003:



Dinghy and catamaran maintenance

(Luigi Gallerani)

Season 2014 has been characterized by an unprecedented collaboration of members and students in maintenance and repairs of Dinghies and Catamarans. We started this year, a periodical maintenance campaign to replace almost all the rig of the older boats, getting a new complete rig and sails for the two Laser IIs regatta. D and C fleet has been kept in a very good status for the full year. Members have most of the time spontaneously replaced sails and parts reporting the interventions to me and in the boat logs. Have to admit, the coordination and maintenance task is now easier than before, thanks to your enthusiasm!

A lot of attention has been focused on safety aspects. New waterproof radio are now available, maintenance box has been refurbished with proper tools, hulls and rivets have been properly gelcoated and checked, emergency numbers and procedures are displayed on the key box door. The only issues I still see, is a lack of attention in boat rigging preparation before sailing. We have lost some parts in lake and because of a non-properly rigged boat, we have seen people in trouble in high wind condition maneuvering. A part from this, I am really satisfied and I will be happy to continue for next year to help in this task.



Photo Haude Morel: Don't worry, perspective foreshortens distance from the metal paddle-wheels

The Fireworks outings

(Marcel Arditi)

As every year, a lottery was organized in July to allow key holders for YCC's cabin keelboats, plus *ResQ II* motor-boat, to attend the fireworks show on 9 August in La Rade de Genève (no other YCC boats have the required navigation lights). Finally, crews of *Mic Mac* and the J/80 merged into a single outing (on J/80) due to last-minute cancellations, in addition to *Gipsy* and *ResQ II*. *Mamma Mia* also joined, for her first outing of the year and as her inauguration after a major overhaul by Phil Dürr and preparation of several weeks by club members. At first, the weather seemed uncertain, with probable rain, but in the end it remained dry and it turned out to be a very nice evening.

So four boats prepared in Port Choiseul for leaving (by motor) at around 19h-19h30, counting approximately 45-60 minutes of navigation to approach La Perle du Lac, and leaving about 1h30 (before the show at 22h) for a sumptuous picnic, complete with apéro and ample quantities of liquid substances and desserts.



Photo Marcel Arditi; on the way to the Fireworks

Arriving opposite La Perle du Lac, we were impressed by the great self-discipline of the skippers of hundreds of sail- and motor-boats, anchoring with sufficient separation distance and along well organized lines; we didn't spot any patrol-boat for policing the anchoring, which went very smoothly...

Time went by quickly (as did the liters of beer...) and soon the show started, a first-time sight from the water for most of us. At such short distance, both sight and sound were impressive and, to our surprise, we didn't collect any used or un-used rockets on our heads.

Departure from the premises at 23h30 was quite a bit more hectic than arrival, as every boat got ready to leave at the same time. With boats coming from all directions with varying speed, wake and light, helming back to Versoix required great attention from (sober) skippers, and a firm grip from all crew to avoid forced midnight-swimming, due to rather strong cross-pattern waves.



Photo Marcel Ardit; one's own grandstand after supper

After miraculously finding their respective berths in Port Choiseul, skippers counted damage, injury and sickness to a total of 0, and twinkling eyes and buzzing ears to grand total of... 80.



Members are happy with the lottery for who gets the motorised boats to take to the Fêtes fireworks

Dinghy training

(Vince Cobham)

Extra Dinghy training this year has, as in previous years, been very popular. The Weekly Tuesday nights and Sunday Dinghy days always had a large number of participants and on most occasions every serviceable boat was on the water, even if the wind didn't match their enthusiasm. This year saw the SL16 *Catapult* with EC students on-board being assimilated into the training sessions, and it worked well.

On one Sunday, the 10th August, the conditions changed. The morning session amounted to nothing more than 'normal lake conditions'. Some wind, but not a lot. During the switch between AM and PM sessions, the wind increased, which kept Tim Hancox on the Q-boat very busy indeed as most of the participants were course students who were finding out how much fun dinghy sailing can be! Driven by Paul Smith the YAM managed to manoeuvre in close proximity to, and assist, capsized dinghies. It was during this session that the Laser rudder was lost (see separate article).

Tuesday training sessions followed a similar trend and the majority of participants in the beginning were course students eager to progress. Unfortunately there was a distinct general drop in numbers in August which was maintained until the end of the sessions in September.

My thanks to all who helped run the Sunday dinghy days and Tuesday training sessions, from Q-boat drivers/ crew to the club members who came and helped and offered guidance from the YAM and shore to make these club events successful.



Photo Haude Morel: one's merely capsized, the other has actually sunk? Routine dinghy training

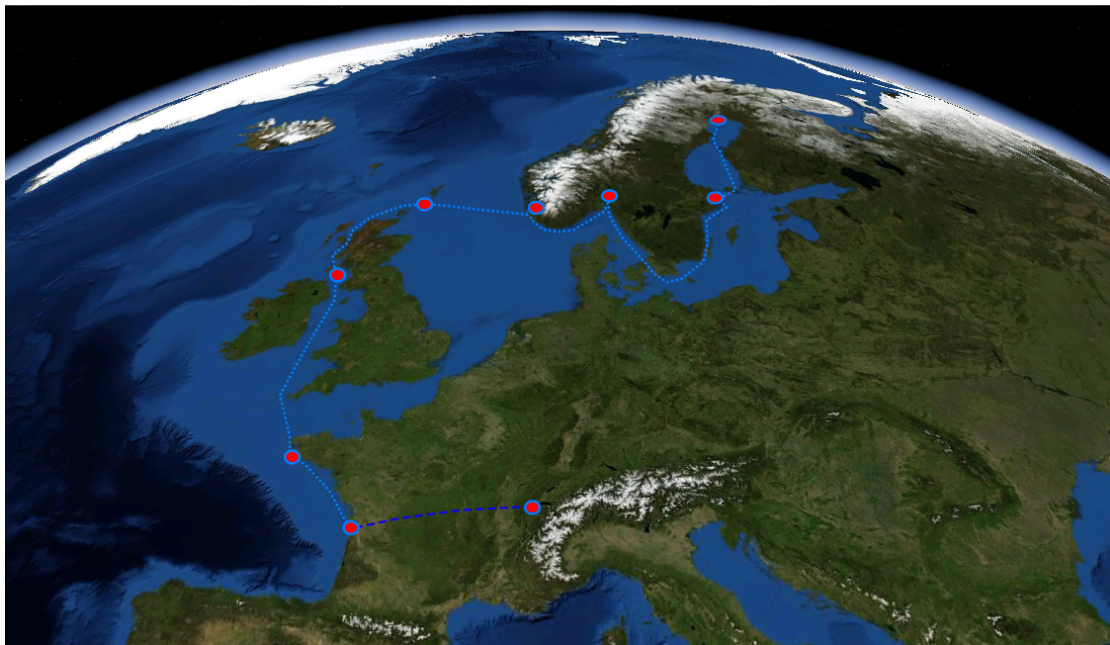
Nanuq 2014: trial before the big adventure

(Peter Gallinelli & Haude Morel)

The project has passed significant milestones:

During the winter 2013-2014 a 5-day-5-crew trial proved that during temperate winters (roughly 0°C) thermal performance and comfort on board are adequate without any need of heating. Monitoring of indoor air quality showed satisfactory results and pointed out the importance of not making use of candles or petroleum lamps on board.

After a 'convoi exceptionnel' from Geneva to La Rochelle and three weeks of intensive last preparations, the boat was finally launched end of June and given a successful 3000 nautical miles trial run from La Rochelle to the Gulf of Bothnia via Scotland, the North Sea and Norway. Nanuq is now waiting to go through an ice test during the Scandinavian winter 2014-2015 where sea ice should form to 1m thickness by the end of February.



Peter Gallinelli: Nanuq's route

First impressions at sea

Technological choices and innovative systems have performed without significant problems. Like her predecessors she has good sailing performance and is very pleasant to manoeuvre despite a sturdy construction capable of withstanding the toughest sea conditions and ice, even for beginners. The boat provides good performance, reaching an average speed of 10 knots with 15 knots peaks ... the absolute record so far is 19 knots. Also the diesel engine proved efficient with an average 2.7 l/h consumption.



Photo: © Mathilde Gallinelli: Nanuq from mast-head, July 2014

With its enhanced thermal insulation, the bright living area is a friendly place, always warm and dry regardless of weather conditions, even without heating. Cohabitation is convenient for a crew of 10 (max 12) during 2-week legs. The big outside cockpit allows the crew to enjoy sunny days and fresh air. The shallow draft (1.45m) allows access to shallow bays, fjords, and other remote spots, sometimes moored against rocks and trees. This opens the door to a world of adventure and discovery of places not yet charted. The rib is easy to use since it is stored inflated in its garage. This vast area also allows storing of kayaks, surfboards and to organize barbecues on board... The experience gained during this season allows us consider sailing to tough and remote places.

Season to come

In spring 2015, Nanuq will sail from the northern Bottenvatn to St. Malo. Starting in June, she will then sail from Europe via Iceland to Greenland, into the NW-passage and Canadian Nunavut. During the summer, sailing and mountain climbing will take place on Greenland West coast, an ideal place for adventure sailing and visiting of remote places. A small crew will stay on board during the following arctic winter expedition. During the 8 months long winter and extreme cold (potentially below -40°C) the 'passive igloo' will serve as a scientific base camp for experiments related to environmental science. In summer 2016, Nanuq will sail back to Europe. YCC members are welcome to join.

Read more... <http://igloo.sailworks.net>



Photo: © Peter Gallinelli - Nanuq at Jura mooring, July 2014

Courses

(Michel Chevallier)

2014 has been a year of consolidation on the course front after the innovations brought in 2013. The number of applicants to the lottery kept growing from 210 in 2013 to 221 this year. It is difficult for us to increase the number of places offered, because the number of boats we can use is stable. In 2014, indeed we offered 3 course-places fewer than in 2013 because of a lack of teachers and because a teacher stopped taking 3 students on his Y course reverting to only 2 for the sake of course quality.

As in previous years, the demand for level 1 course was very high, which shows that the YCC is for many new members the way to access sailing, more than a chance to practise an established skill. Dinghy (88 1st choice requests for 41 places), Competent Crew (18 1st choice requests for 8 places) and Yngling (64 1st choice requests for 17 places) courses were heavily oversubscribed.

The D course cooperation with the Club Nautique de Versoix started in 2013 and was repeated. These YCC+CNV courses were taught by professional instructors and accordingly command higher fees than the YCC courses.



Photo Haude Morel: No wonder Michel describes the Yngling course as "heavily oversubscribed"

The course organisation was only finalized after the course start because of the (too) many lottery winners' withdrawals: 32 people who were offered a place withdrew. For the first time in my experience, many couples had applied to the lottery hoping both to win the same course. As this did not happen, the happy winner within the couple renounced his/her place, sometimes late into the course preparations.

Regarding the personnel, Tomasz Ladzinski took over the coordination of the CC course from Yvonne Rogers. A French-speaking SU course was introduced. Tim Huckstep continued to organise dinghy courses and Tuesday practices together with Vince Cobham, who took over from Jenny Macgregor. Gonzalo Penacoba coordinated the Cat courses, Sascha Schmeling the GS, Torsten Layda the SU and Rachid Mazini the Y.

After the purchase of the J/80, it was decided that the SU key would also cover the J/80. SU key holders would have to undertake a certifying outing with an SU examiner to be able to benefit from this "key extension", while the members who passed their SU key after the J/80 had arrived got it upfront.

A total of 57 SU key holders got the J/80 extension. Otherwise, 18 D keys, 4 ED, 4 C and one EC, 25 Y, 7 SU, 9 GS, 7 CC, 9 Q-Boat and 6 Rib "keys" were awarded in 2014. Four theory tests were also passed by members. This makes a total of 75 sailing boats keys awarded in 2014, vs. 60 in 2013 and 93 in 2012.

The club also offered its usual theory courses, open to all. Rob Veenhof, Paul Smith and Sebastian Lopienski gave courses in English and Michel Cornevin in French. All were well attended.

Course	Prerequisite	No. of places 2013	No. of places 2014	Applicants 1 st choice	Applicants 2 nd choice
CC	None	8	8	18	25
YCC+CNV	None	19	16	10	16
D	None	20	15	88	46
ED	D key	6	6	3	10
EC	D or Y key	6	6	13	9
GS	Y + another key	8	8	7	13
SU	Y + another key	8	8	18	4
Y	None	18	17	64	59
Total		93	84	221	182

A member draw our attention to an official French circular (see Annex to this Report) that made it compulsory as of 2008 for French residents to have a motorboat license for sailing a boat whose engine power is over 10 HP. This is the case of the GS and of the Q-Boat. Therefore, we must now request our members living in France to have this license. France recognizes licenses from the EU countries, but only after an administrative process that each member has to undergo to have his/her own national licence recognized.

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!

Cruise Report

(Manfred Willenbrock)

Esperanza and her crew left Athens at about 17:45 - one hour after *La Luna*, skippered by Michel Chevallier (see below) - and anchored 4 hours later in a small bay of the island Moni Eginas for the night. The next day, Sunday, we sailed to Poros, where Michel and his crew had already reserved a mooring place for us. In the evening, the two crews had dinner together in a nice restaurant.

Monday: Our destination was Hydra, but the harbor was full when we arrived and we were forced to find another place not too far away, because we wanted to visit this nice town.

Tuesday morning we came back to Hydra for the visit. We expected also to see Michel with his crew but they informed us that they had left for Kithnos. In the afternoon we left Hydra and sailed to Ermioni, a small town on the Peloponnese, where we anchored in a large harbor.

Wednesday: As we were ready to leave, we lifted our anchor, and brought up the chain of another ship. Dennis gave us a lesson how to separate our anchor from this chain. The plan for today was sailing to Spetses, visit of the town and then continue south of the island of Hydra with the possibility of finding a protected place for the night.

Thursday: As we were quite far from our final destination, we had to come closer to Athens. Our route that day: Island of Hydra to Agkistri (distance 41 nm) Anchoring overnight again in a small bay of this island. Fortunately there was a small restaurant for dinner in the evening.

Friday: our last day. The distance from Agkistri to Athens: more than 35 nm. Aeolus, the God of the winds, was not really with us. Sometimes we had less than 3Bf and we were forced to turn on the motor to reach Athens in time. Our itinerary overall was Athens – Moni Eginas – Poros – Hydra – Ermioni – Spetses – Agkistri – Athens. The distance that we covered was 179 nm. The atmosphere on board was very good and I am sure everybody enjoyed this cruise.



Esperanza and her crew

Cruise Report II

(Michel Chevallier)

The 2014 YCC cruise went to Greece, from September 6 to 13. A total of 11 participants shared two boats, *La Luna*, a Cyclades 43.4 and *Esperanza*, which was skippered by Manfred Willenbrock and Dennis Grier, while *La Luna* was skippered by Michel Chevallier and Hansueli Brunner. The western Cyclades was the chosen sailing area.

We left Alimos Marina in Athens Saturday 6, late afternoon, heading towards Aegina island which we reached between 9 and 10 pm. *Esperanza* went to Egina harbour, while *La Luna* headed to Marina bay, where a very very rowdy party went on all night onshore!

The next day, we sailed to beautiful Poros and swam in the sea on our way in a little bay with an islet topped by a very small restaurant, within view of the villa where Lord Byron spent some time in the 1810's. Rain caught us in the night, but was already gone the next day.

We parted ways Monday, *Esperanza* going to Spetsai, while *La Luna* went to Idra – not in the tiny Idra harbour, but on the beautiful and calm Nikolos bay on the south of the island. From there, *La Luna* sailed some 60 miles in one day to reach the island of Kithnos. We started with one reef and arrived under engine.

In Kithnos, we decided to moor in Kolona bay, but the anchor winch engine broke down and we had to use the spare anchor on a rope instead. We then headed to Kea island and stopped in the main harbour, Korissia. We had to wait there 36 hours for a repair for the winch engine to arrive by ferry from Athens. We enjoyed the beaches and visited the beautiful city of Ioulis on the first day of school after the summer break: children all over the place in the narrow street where no vehicle can enter, only bicycles or donkeys.

We then left Kea for cape Sunion and its famous Temple of Poseidon dominating the sea from the top a cliff and visible from miles away. We stopped there to visit it and spent the night in the bay at the foot of the Temple, then headed back to Alimos marina.

All in all a superb week, not as windy as was expected given the area and the season. The relative lack of wind was probably the main drawback of this cruise, together with pickpockets who in Athens stole money from some cruise participants.

Catamarans

(Gonzalo Penacoba)

The boats themselves:

The cats are in fairly good state. We have two sets of sails for each catamaran and the sheets that were worn out were replaced at the beginning of the season. The aspect that is worth mentioning is that the hulls of the Tiger (Meerkat) are showing the intensity of use of this boat, in particular during the courses: despite the regular interventions - in particular of Luigi - to repair with gelcoat the many dents and scratches, some leaks are being observed, without being dramatic yet. In terms of what is going to come up, the trampoline of the Tiger will need replacement next season for sure. In the medium term we will have to explore requiring professional help to evaluate the status of the hulls and the possibility of a proper refurbishing, as well as the eventual replacement of the traveller rail in the back (we don't know yet if this implies also replacement of the whole rear beam).



Photo Haude Morel: Last year we highlighted Meerkat but Catapult, featured here, is also popular

The courses:

No incidents were reported during the whole duration of the courses. The system of one instructor and two students on the same boat seems to ensure adequate safety year after year. Of the six students, 5 attended regularly. We have delivered 3 C keys and one EC key. The C key holders have thus benefitted from extra training until the end of the season and at least two of

them are expected to be able to pass the EC test from the start of the 2015 season.

Once again, the lack of sufficient wind in the middle of the summer has prevented more practice in demanding conditions as well as tests with the required EC-key standards. This points to the need in future seasons to take advantage as much as possible of the early weeks in the season, despite often low temperatures, to speed-up the learning curve of the new students. In addition, we could consider adopting as standard practice, to call students of the previous season that have not passed the EC test and integrate them in a lesson whenever one of the students of the current season is not available on the assigned day.

2014 YCC Social activities

(Helen Morris)

Sailing is a 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.



Photo Haude Morel: Must be that new boat which the Committee is talking of buying, to suit members yet better?

YCC social activities this year began with the Newcomers' Drinks which was very well attended with people spilling out of the rotunda to enjoy one of the nicest early evenings of the season 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.

Thursday evenings gave everyone a chance to practice with new and old friends and to enjoy a drink afterwards. The buvette offered BBQs in addition to the normal menu on those few sunny Thursday evenings during the season. Hardcore sailors were often out of luck as the BBQ offerings were devoured by landlubbers. The enthusiastic barbeque committee organized several after-sailing bbqs after dinghy practice on Tuesdays.

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 in early October, the first outing having been postponed due to forecast storms.

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.



Photo Gijs de Rijk: wonder why the gennaker takes precedence over the main – or even the boom for it – must be Fleet Launch Day!

Insurance

(Haude Morel ycc-insurance@cern.ch)

Problem of our recent Surprise Mamma Mia's hull with water bubbles: see if reparation could be covered by insurance.

Sponsoring contract with our insurance company : Nationale Suisse : 4 000 CHF for 2013-14 : follow-up of investments related to this budget :

- marking logo Nationale Suisse on Gibsea's and two Ynglings' main-sails,
 - participation in the purchase of a new inboard engine for the Gibsea
- Swiss Sailing fees for boats participating in regattas with logo Nationale Suisse on main-sails.

Insurance contracts for our new keelboat, the J/80, her trailer and *forfait transport*.

What happened this year?

Sending twice a year all-YCC-members e-mails to promote our insurance company: -20% for YCC members.

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 that has been extended this year for CERN Cup;
 - a CASCO insurance certificate for YCC boats participating in external regattas.
- Accidents and thefts follow-up (*Suivi de sinistres* / police complaint against YCC in June 2014).

To Do list for 2015

A recommendation: Given the accidents we unfortunately had in 2014, new YCC key holders for D and Y boats should be more warned about dangers of going out in high winds.

The direct consequences of too many accidents against keelboats moored in Port-Choiseul are:

- increasing damage to YCC reputation in Port-Choiseul (i.e. the police complaint against YCC in June 2014, we do not get new mooring places and so on);
- aside from this, another major potential problem : potentially being disowned by our insurance company if we have too many accidents under our responsibility.

Negotiating of a new sponsoring budget for 2015-16

What to do in case of accident

YCC members should report every incident/any damage to me as soon as possible (and not only via logbook),
and in general : see General Infos and web page "maintenance, accidents" for more info - contact me if any question : ycc-insurance@cern.ch

We cite an incident below as an indication...

(Anonymous)

I learned how to sail last year with the YCC. I haven't sailed that much since then, but I've really enjoyed this 'game' and my brand new Y key!

I started - as everybody else - going out with more experienced sailing fellows, then gained some confidence, up to the point of enjoying outings with friends who had never seen a sailing boat before. It was real fun!

Then something unexpected happened. This year, on a beautiful afternoon, after a perfect sailing with good wind and nice sun, I came back to the harbour and - with a faulty manoeuvre from my side and my inexperienced crew completely unable to help - I ended up hitting and damaging a boat which was moored in the harbour.

Believe me, it's not a nice feeling. Once you make sure everybody on the boat is fine (we have never been in danger, in any moment!), you start thinking on how it did happen, on the mistakes you've done, on what you should have done differently, you feel stupid, then more and more stupid, and this can continue easily for at least a couple of sleepless nights, until you decide that now it's time to sleep again.

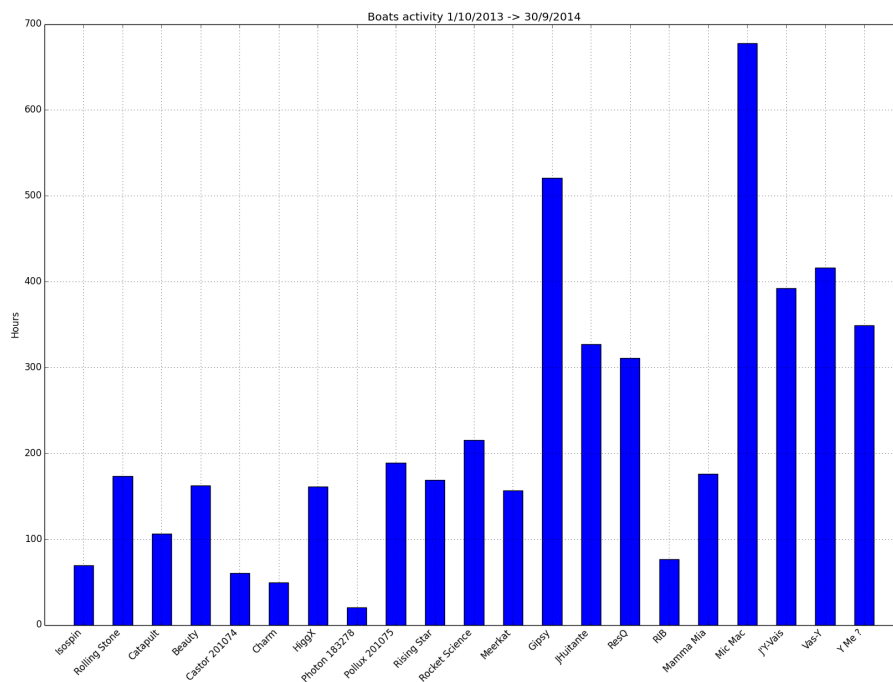
Luckily for me, two CommMems were at the Buvette that day, and they provided much-needed "first aid", mainly to my depressed feelings. Luca also explained the procedure to follow, which by the way is already nicely documented on our website (but I had never cared about). I left a little note on the damaged boat, then from home I contacted Haude, responsible for our insurance system. She was sailing somewhere in the North (see Nanuq) but still replied with a helpful and precise description of the steps to follow. I also wrote an e-mail to all the committee members, to inform them of the accident. Monday, I contacted the "Capitanerie de Port", providing plate and mooring numbers of the damaged boat, asking for boat owner references, which they gave me immediately. I then phoned him, giving him my (useless) excuses and (useful) coordinates. He was already aware of the accident, having been

informed by someone else in the harbour, but he told me he appreciated the fact that we contacted him this time, instead of hiding, as apparently had happened a couple of years ago, with a similar accident with one of our boats. In the following days, Haude presented the *déclaration d'accident* - giving me huge help, both with the forms to fill and with the French (thanks Haude!) - the rest is now being dealt with by the insurance.

Once more I'd like to thank all the ones in the committee who told me "these things might happen, even to experienced sailors... that's why we have the insurance... everything will be fine... we're a learning club.. hope you feel better". Far from encouraging you to hit other boats in order to realize how nice the people around you are, the message is maybe that if you ever do have an accident, it would be meaningless and wrong not to report it, the Club reputation is in your hands.

Boat Statistics

(David Porret)



Key system

(David Porret)

In 2012 the club committee realised that our custom-made boat reservation and key distribution system had been running for more than ten years non-stop at least during the season if not more and, even if no sign of failure had appeared, it was the time for some consolidation. To illustrate the activity of

the system, let me give you the number of keys distributed this year between mid-March and mid-October: 1671!

Another point was that the key distributor had a capability of 15 keys and the club fleet was about to reach 21 boats this year.

After having looked to commercial alternatives, I decided to keep going with the current system but rebuild with custom-designed electronic boards and a new computer. The existing locks have been serviced and four new locks have been adapted extending the system to 24 keys. Two keys are dedicated for some facilities in the harbour: the dinghy toolbox and the APB membership card which gives the access to Port Choiseul Karcher. To maintain the system for another ten years period, a stock of spare parts including a pre-configured computer and some documentation is now available.

The new system was set in place during the last winter period to minimise the impact on club activities and boat reservations. At CERN we all know that Murphy is on your back especially when some software is involved so the new computer travelled few times between Versoix and CERN until the point at which everything worked. The room a.k.a “the phone-booth” in Port Choiseul was totally emptied and cleaned.

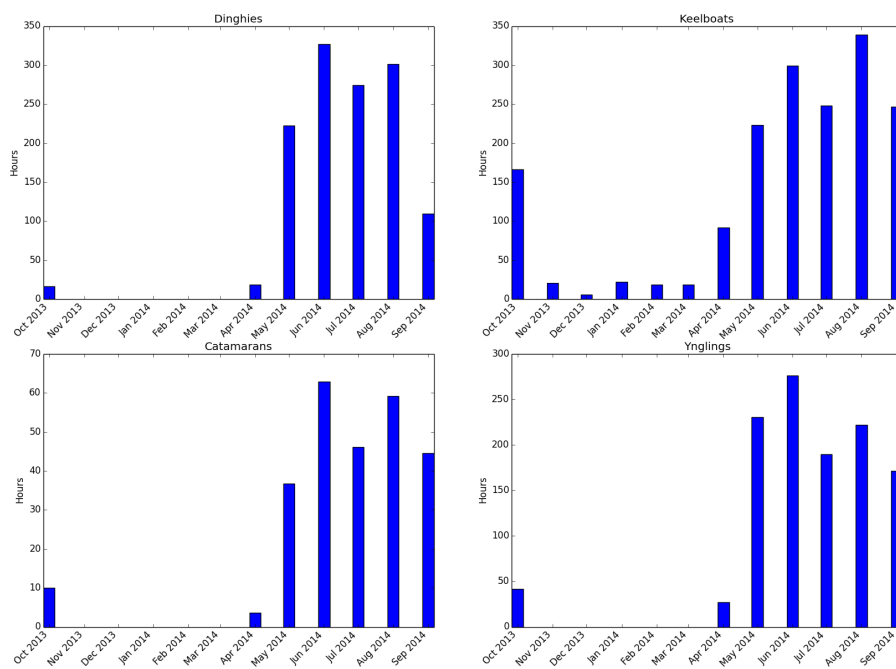
Many thanks to Enrico Bravin and Gijs De Rijk, the fathers of the system for their support during this project.



Photo David Porret of the new system - looks like a physics experiment except for the grass and the trees ...

Key Statistics

(David Porret)



Members Statistics

(Elena Gianolio)

To update your information : https://apex.cern.ch/pls/htmlldb_ycc/f?p=200:1

<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>	<i>2014</i>
Active	219	233	253	255	230	246	250	261	320	302	310	292	315	321
<i>Active (new)</i>	62	61	71	54	42	65	67	54	93	54	68	58	61	68
Junior	5	8	10	11	8	9	11	9	13	10	7	14	10	10
<i>Junior (new)</i>	4	6	6	8	6	3	7	4	8	4	2	10	4	5
Temporary	2	2	3	2	2	1	0	1	0	2	1	0	0	0
Honorary	2	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	7
Total	263	277	304	300	284	288	289	297	351	338	332	321	334	340

	<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>	<i>2014</i>
CERN	139	138	140	147	134	129	141	148	171	170	145	149	165	149
Extra-CERN	92	109	127	122	120	129	119	120	148	142	159	141	147	171
CERN-related	32	30	37	31	30	30	29	29	32	26	28	31	22	20

<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>	<i>2013</i>	<i>2014</i>
Argentina														1
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	9
Belgium (BE)	6	3	2	3	4	2	5	2	6	5	4	3	1	4
Brazil (BR)	-	-	-	-	1	1	1	2	2	1	1	1	1	2
Bulgaria (BG)	-	-	-	-	-	1	-	-	2	2	2	-	1	1
Canada	3	4	3	2	3	5	4	2	1	-	2	3	4	3
Chile	-	-	-	-	-	-	-	1	-	-	-	-	1	1
Colombia							1	-	1	-	-	-		1
Croatia	-	-	-	-	-	-	1	-	-	-	-	-		-
Czech Rep. (CZ)	-	1	-	-	1	-	-	-	-	1	2	2	1	1
Cyprus														1
Denmark (DK)	2	3	1	3	2	3	4	4	4	2	3	3	3	3
Ecuador	-	-	1	1	-	-	-	-	-	-	1	-		1
Egypt	-	-	-	1	1	1	1	-	-	-	-	-		-
Finland (FI)	-	-	1	2	3	3	3	4	5	5	3	3	4	4
France (FR)	33	31	35	37	30	36	38	35	40	34	39	39	36	33
Germany (DE)	47	48	49	45	38	41	33	37	43	51	52	48	52	49
Greece (GR)	1	3	3	5	3	4	7	3	3	3	4	3	3	4
Hungary (HU)	1	-	1	1	1	-	1	2	2	3	2	1	1	1
India	-	-	-	-	-	-	-	-	-	-	-	-	1	-
Iran	-	-	-	-	-	1	2	1	-	-	-	-		-
Ireland (IE)	1	1	2	1	1	-	2	3	3	4	3	2	3	2

Italy (IT)	45	56	65	57	59	52	46	51	62	61	55	61	68	69
Japan	1	1	1	2	1	1	-	-	1	-	1	1	2	3
Korea	-	-	-	-	-	2	-	-	-	-	-	-		0
Lithuania	-	-	1	-	-	-	-	-	-	-	-	-		1
Luxembourg	-	-	-	-	-	1	-	-	-	-	-	-		0
Malaysia (MY)										1	1	-		1
Malta	-	-	-	-	1	-	1	1	-	-	-	-		0
Maroco (MA)									1	1	1	1	1	1
Mexico (MX)	1	-	1	1	1	-	1	2	2	1	-	-		2
Netherlands (NL)	13	8	11	11	9	9	13	15	12	9	10	7	7	7
Norway	3	3	4	5	4	3	4	-	1	-	1	1		-
Philippines (PH)									1	1	1	-		-
Poland (PL)	4	10	11	12	14	14	14	19	18	17	15	20	17	13
Portugal (PT)	10	3	5	6	7	9	11	9	13	15	9	7	8	8
Puerto Rico	-	-	-	-	-	-	-	1	-	-	-	-		-
Romania (RO)	-	-	-	-	-	-	1	1	1	2	1	3	3	2
Russia (RU)	1	1	1	1	3	1	2	4	5	2	3	4	5	3
Serbia Montenegro (ME)									1	2	2	2	2	2
Slovakia (SK)									1	2	2	-	-	-
Slovenia	-	-	-	-	1	-	-	-	-	-	-	-	-	-
Solomon Islands	-	-	-	-	-	-	-	1	-	-	-	-	-	-
South Africa (SA)	-	1	2	-	-	-	-	-	2	1	-	-	2	2
Spain (ES)	16	17	14	13	13	12	11	18	25	14	18	12	17	19
Sweden (SE)	2	3	7	8	4	3	6	4	5	3	2	1	1	1
Switzerland (CH)	39	37	40	38	34	35	27	24	34	39	33	35	34	43
Trinidad and Tobago (TT)	-	-	-	-	-	-	-	1	1	1	1	1	1	1
Turkey	-	-	-	-	-	1	-	-	1	0	-	-	-	1
United Kingdom (UK)	18	23	24	22	23	23	29	28	29	32	37	38	35	34
USA (US)	5	9	8	8	6	7	5	4	4	6	6	6	6	4
Ukrania											1	-	-	-
Vietnam													1	1
Other (not specified)									1	2	-	-	1	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>	<i>340</i>

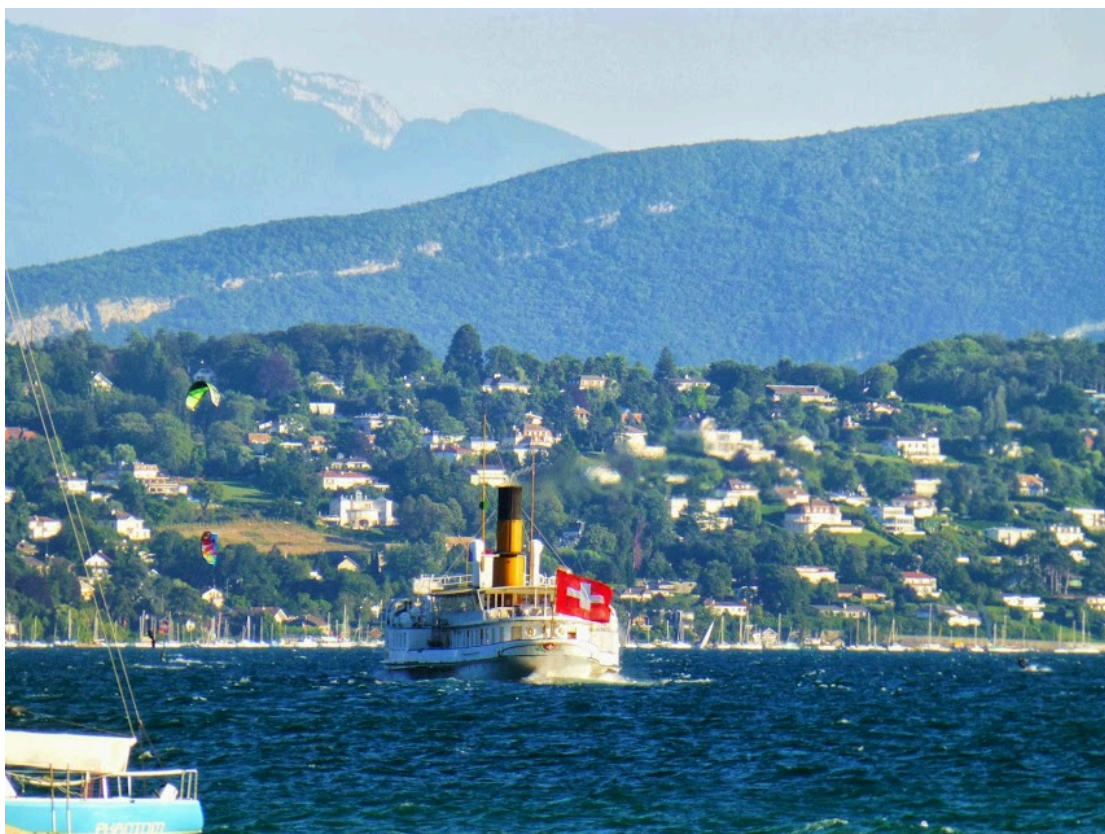


Photo Haude Morel: nice to see this time the CGN is heading away from us

Annex

**Direction départementale de l'Équipement et de l'Agriculture de la Haute-Savoie
Unité territoriale du Chablais**

LAC LEMAN

Quelques informations pratiques et réglementaires avant d'embarquer et de naviguer sur le plan d'eau du lac Léman

Concernant le conducteur :

Le permis de conduire «plaisance» est obligatoire (Depuis le 1er janvier 2008) :

- Pour piloter un bateau motorisé lorsque sa puissance motrice est supérieure à 4,5 KW (+ 6 CV).

Particularité concernant les voiliers :

- Pour piloter (barrer) un voilier, dont la propulsion principale est vélique selon les dispositions du paragraphe 14 de l'article 110-1.02 de la division 110 annexé à l'arrêté du 23 novembre 1987 modifié relatif à la sécurité des navires, le permis de conduire est obligatoire si sa puissance motrice est supérieure à 10 cv (article 6 de l'accord entre le conseil fédéral suisse et le gouvernement de la république française concernant la navigation sur le Léman signé à Berne le 7 décembre 1976 et promulgué par décret n° 78-1195 du 16 décembre 1978).

Les permis de conduire «plaisance» sont délivrés en fonction du type de navigation ou de la taille du bateau :

Aujourd'hui, on ne distingue plus que deux permis :

- un permis plaisance option «**EAUX INTERIEURES**» pour la conduite de bateaux dont la longueur n'excède pas 20 mètres, avec une extension possible «**GRANDE PLAISANCE EAUX INTERIEURES**» pour la conduite de bateaux au delà de 20 mètres, sans limite de longueur.
- un permis plaisance option «**CÔTIÈRE**» pour la navigation en mer, limitée à 6 milles d'un abri, avec une extension possible «**HAUTURIÈRE**» pour la navigation sans limitation de distance ni de puissance.

Les anciens permis restent néanmoins valables et leurs prérogatives sont simplement étendues aux nouvelles limites réglementaires.

Eaux intérieures :

- 20 mètres de longueur au lieu de 15 pour l'ancien certificat de capacité fluvial «S».
- Attention les prérogatives concernant l'ancien permis de capacité fluvial «C» ne sont pas étendues.

Mer :

- 6 milles d'un abri au lieu de 5 milles pour l'ancien permis mer «A».

Les titres de conduite en mer valent l'option «eaux intérieures» pour la conduite des bateaux de plaisance sur les lacs et plans d'eau fermés.

Concernant le bateau :

L'inscription ou l'immatriculation

Tout bateau équipé d'un moteur d'une puissance réelle égale ou supérieure à 4,5 KW (+ 6CV) ou dont la longueur est supérieure à 2,50 mètres (spécifique au lac Léman) doit posséder un numéro d'inscription qui doit être apposé sur chaque bord, à l'extérieur de la coque, de façon à être bien visible.

L'assurance

Elle est recommandée.

Le matériel de sécurité (arrêté ministériel du 01/02/2000)

Tout bateau doit avoir à son bord un équipement réglementaire de sécurité (bateau de plaisance d'une longueur supérieure à 2,50 mètres et inférieure ou égale à 20 mètres)

Veiller à ce que tout votre matériel de sécurité soit en bon état, adapté à votre activité nautique et à votre embarcation :

- des appareils de mouillage (ancres, chaînes et câblots) adaptés à la longueur du bateau,
- deux avirons ou une godille avec dispositif de nage ou une pagaie, pour les bateaux d'une longueur inférieure ou égale à 8 mètres ;
- une gaffe ;
- une écope reliée par un bout au bateau, sauf si le cockpit est autovideur, pour les bateaux d'une longueur inférieure ou égale à 5 mètres ;
- un seau rigide de 7 litres muni d'un bout pour les bateaux d'une longueur supérieure à 5 mètres ;
- un chaumard à l'avant et un dispositif permettant le remorquage à l'arrière ;
- pour les embarcations pneumatiques, un gonfleur ;

- pour les moteurs à essence, un dispositif de sécurité coupant automatiquement l'allumage ou, à défaut, les gaz, en cas d'éjection ou de malaise du pilote, lorsque la puissance réelle maximum du ou des moteurs est supérieure ou égale à 4,5 kW ;
 - deux amarres, chacune d'une longueur supérieure ou égale à la longueur du bateau avec une longueur minimale de 5 mètres ;
 - une boîte de secours telle que définie à l'annexe 2 ;
 - une bouée couronne approuvée ou marquée CE.
 - une lampe électrique étanche en état de marche ;
 - un compas de route ;
 - trois feux rouges à main ;
 - une corne de brume ;
 - une bouée couronne approuvée ou marquée CE, munie d'une ligne de jet d'une longueur supérieure ou égale à 10 mètres ;
 - un engin de sauvetage pour tout bateau d'une longueur supérieure à 8 mètres ;
 - une boîte de secours telle que définie à l'annexe 2 de l'arrêté susvisé ;
 - Un ou des extincteurs selon les dispositions définies à l'annexe 3 de l'arrêté susvisé.
- Les enfants de moins de 12 ans doivent être équipés d'une brassière de sauvetage de taille appropriée durant la navigation.*

Pour plus de renseignements, consulter sur Internet le site suivant :

- www.mer.gouv.fr

Pour effectuer vos formalités ayant trait à la délivrance des permis de conduire plaisance et à l'inscription des bateau, il y a lieu de s'adresser à :

Service navigation Rhône-Saône

Bureau des permis et titres de navigation

2,rue de la Quarantaine

69321 LYON CEDEX 05

Téléphone : 04.72.56.59.28 ou 29

Télécopie : 04.72.56.59.33

mél : BPTN.ADVE.SN-Rhone-Saone@developpement-durable.gouv.fr

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