

YACHTING CLUB CERN

ANNUAL REPORT 2015



If you fancy different sailing (and/or remember Pogoria fondly), talk to Helen Morris about Bark Europa

Report of the President on YCC activities in 2015

(Luca Canali)

I am happy to report that the 2015 season ends with a record number of YCC members: 353 members of which 342 active members. This is the highest on record and part of the trend of a (slow) increase in the last few years. I also hope that this reflects a long-term appreciation for our club, its activities and overall of how enjoyable it is to be part of YCC.

Last year we launched the first edition of the CERN Cup to celebrate CERN's 60th anniversary. In 2015 we kept the momentum going and organized the second edition of the CERN Cup, an event very well attended both on the water and after the race. We have learned that it is a lot of work to organize such events and that we have still room to grow, for example by improvements on involving more non-YCC boats, but this is a good event for our club and definitely worth repeating.

One of our long-standing problems is the scarcity of mooring space in Port Choiseul. This has become even more apparent since we bought our new J 80 in 2014. In order to work around the issue, the committee decided in March to buy a boat with a place in Versoix: *Aquila*. This has not solved the mooring problem in 2015 but has given YCC some good options for the coming years.

A big thank-you must go to the many volunteers who make our activities possible. We have many and different activities that are of interest for a large variety of our club members and that could not be possible without the volunteers to run them: from sailing courses to regattas and cruising. A special thank-you is for the Q-boat drivers who volunteer for surveillance duty. Another crucial point for the club is maintenance. It often feels as if a small group of people do a lot of maintenance work for the rest of the club to benefit from. I believe the club needs more helping hands on maintenance tasks to keep these fundamental activities balanced in a sustainable way. Many thanks therefore go to the maintenance volunteers.

This is my third year as YCC president, I have enjoyed the challenge and the many opportunities of interacting with all of you, I have learned a lot about our club and overall I have been quite satisfied to be able to help the club meet its goals and evolve. I would like to thank the YCC committee members and all the volunteers who have helped me enormously over the last three years. We have been working within a large committee of 30 members in 2015. This has provided several advantages, including splitting responsibilities and sharing the work. Moreover, it has provided representation for the diversity in the club. With the same spirit, I believe that it is a good time now for some change, maybe to bring new ideas and activities, but in particular for a rotation at the helm to drive the club further ahead!

Best wishes for a great winter,

Luca

2015 Committee

Chick Nichols	Honorary President
Luca CANALI	President
Luigi SERIO	Vice-president and assistant treasurer
Chiara CASELLA	Treasurer
Elena GIANOLIO	Secretariat
Gijsbert DE RIJK	TSO BA5, coordinator of launching/berthing fleet
Haude MOREL	Insurance contracts and claims
Dirk GEPPERT	SU, GS, J 80 maintenance coordinator, and their trailers
Marcel ARDITI	SU, GS, J 80 maintenance coordinator, and their trailers
Silvia COSTANTINI	Yngling maintenance coordinator, Social activities and shop
Yann LECLERCQ	Yngling maintenance coordinator
Luigi GALLERANI	Dinghy and catamarans maintenance coordinator
Valentina VENTURI	Dinghy and catamarans maintenance coordinator
Jean-Marc LEISER	Q-boat maintenance, Q-boat drivers training
Michal KWIATEK	External regattas, Back-office software
Sanja DAMJANOVIC	Internal regattas coordination
Alexandre VANBELLINGEN	Internal regattas coordination
Michel CHEVALLIER	General coordinator of sailing courses and tests
Jannis FISCHER	Dinghy courses and training
Slawosz UZNANSKI	Dinghy courses and training
Rachid MAZINI	Yngling courses and training
Gonzalo FERNANDEZ PENACOBIA	Catamaran courses and training
Torsten LAYDA	SU course and training
Marco BENVENUTI	CERN Cup organizer
Tim HANCOX	Publications, Surveillance
Kirill PROKOFIEV	Coordinator of the YCC cruise
Manfred WILLENBROCK	Coordinator of the YCC cruise
Pierluigi BORTIGNON	Club Software Development
Rob VEENHOF	Swiss Sailing liaison and more ...
Sascha SCHMELING	Surveillance

2015 Prizes

President's Cup goes to: ...

Nichols' Cup goes to: ...

Aquila

(Kirill Prokofiev)

The long-term YCC strategy on expanding its fleet and acquiring additional mooring places was following in 2015. One of the ideas discussed at AGMs of the last several years was to purchase an old boat in Port Choiseul and to make use primarily of its mooring place.

The opportunity appeared in Spring 2015, when a Jeanneau *Aquila* built in 1978 was found on sale at the North side of PC. *Aquila* is an old but very solid 8.28 m cabin keelboat, primarily build for sea cruising. It has a draft of 1.65 m and is registered for up to 8 people. Five people can sleep on-board.

The boat was found in a decent state and the price to be adequate for an old boat, taking one of the best moorings in PC. After a short discussion with Port and Canton authorities, the Committee decided to purchase this boat. The respective mooring place was attributed to the YCC and used to host *Mic Mac* for most of the season. The acquisition of an additional boat further allowed the YCC to make a case for one additional mooring place. In May 2015 a mooring buoy was provided by port authorities to host *Aquila* while its mooring space is in use by other club's boat.

As the boat was purchased in very decent state, the initial intention was to make *Aquila* available for the GS users for next one or two years. After this the boat would start requiring significant maintenance and thus would most probably be sold. In June 2015 while moored on visitor's place in PC, the boat was damaged by a visiting boat. The reparations were paid for by the visitor's insurance, but took most of the Summer. At the moment the boat is moored in PC, awaiting the GA and Committee decision.



Painting Mic Mac's hull: thanks to organiser and photographer Charlie Mueller

Incidents

(Marcel Ardit)



An incident that was not one of ours...

This sailing season was marred by a number of collisions, damage to our fleet and an injury, more or less serious. Fortunately for our finances, our and others' insurances covered the expenses.

The series started 13 June, with a severe damage to the starboard side of YCC's "new" Jeanneau *Aquila* by a neighbouring sailboat during a heavy gust, as she was moored at a visitor's place. Fortunately, the owner of the other boat readily recognized that his mooring lines had been too loose, and his insurance covered the expenses of the repair (approaching CHF 6000). Unfortunately, the administrative part of this accident and the repair itself, in Ouchy, made *Aquila* unusable for the major part of the season, as she could only be returned to Port Choiseul on 10 September. In her second outing after her return, the main sail got ripped over 2 meters with Bf 5 wind, making the boat unusable again... Its repair/replacement will depend on the fate of this boat within YCC, to be decided soon.



Photo Marcel Arditì: Our Jeanneau Aquila after she was damaged by a neighbour in a visitors' place

On 5 July, *Mamma Mia* got hit by a speeding water-skiing motorboat, an accident that injured the skipper Mario Campanelli's foot; fortunately, the injury was not too serious, but the damage to our beloved *Mamma Mia* was severe, with a long crack between the hull and deck, plus substantial damage to the deck's surface and hull. This crack prompted the insurance expert to warn us to stop using the boat, due to a risk of rupture; but this warning came about two months after the accident! so we were lucky enough to have sailed (and raced) *Mamma Mia* during this period, without adverse consequences... *Mamma Mia* damage will also be paid (cost in excess of CHF 25000) by the RC (third party liability) insurance of the other boat.



Photo Marcel Arditì: Mamma Mia's crack caused by a speeding water-skiing motor-boat

The next accident involved *Mic Mac*, which hit another Surprise during a regatta on 26 September. Nobody got injured, and we don't know the exact damage to the other boat, but our insurance will cover all expenses. And on 27 September, the following day, two of our Ynglings collided, causing a gaping gash in our faithful *Y Me?*, which will be repaired by Phil Durr's shop in Versoix during the winter, again to be paid by our insurance.

Enumerating this series of mishaps is an opportunity of reminding every YCC member the need for a constant awareness of the dangers associated with our sport and passion. Our first responsibility is to prevent personal injuries, exercising caution and taking all measures adapted to each outing and conditions. The second responsibility is to provide the necessary assistance to persons when an accident occurs, and to report any damages or injuries to the YCC committee, whether concerning our own members/materials or a third party.

Insurance

(Haude Morel ycc-insurance@cern.ch)

What happened this year?

- Sponsoring contract with our insurance company: Nationale Suisse-Helvetia: CHF 4 000 for 2014-15 still needs to be spent
 - marking logo Nationale Suisse on main-sails, covers?
 - participation towards the purchase of a boat?
 - Swiss Sailing fees for boats participating to regattas with logo Nationale Suisse on main-sails.

- In April every year, I ask Helvetia for:
 - A « RC ("responsabilité civile") club » (CHF 5 000 000) insurance certificate for the police about organizing internal regattas that was extended this year for CERN Cup;
 - A CASCO insurance certificate for YCC boats participating in external regattas;

- Review of R and GS key holders living in France and holding or not the French motor licence required for engine above 6HP;

- Accidents and thefts follow-up (claim reports and follow-up – this year: 5 accidents during the season 2015 – thanks to Marcel for his help in Summer 2015).

Insurance coverage 2015

- The new boats insurance includes:
 - RC (CHF 2 000 000)
 - CASCO complet (fully comprehensive), external regattas, *dégâts naturels* (natural damage)
 - Accidents : recovery costs, death (CHF 40 000), disability (CHF 80 000)
- Reminder : The ISO, 2 Laser 2 and old Yngling are only insured RC

What to do in case of an accident :

- YCC members should report every incident /damage to Marcel Ardit (newly co-responsible YCC Committee member for insurance in 2015-16) and me as soon as possible (not only via the logbook)
- And in general :
 - See General Infos and web page « maintenance, accidents » for more info
 - Contact us if any question : ycc-insurance@cern.ch



Photo Paulo Metz: full wetsuits back on for the last regatta of the season

YCC Internal Regattas

(Sanja Damjanovic and Alexandre Vanbellingen)

2015 YCC Internal Regatta Championship

Best Skippers

1st place in Dinghy

Alexandre Vanbellingen

1st place in Keelboat

Thierry Boileau

2nd place in Dinghy

Sanja Damjanovic

2nd place in Keelboats

Giovanni Dadaglio

For 2015, we had planned nine regattas and succeeded in running six. Three regattas, Monthly I, Trois Heures de Versoix and the Ynglings Match Race, were cancelled. The cancellations were due to lack of wind and lack of sufficient participating boats.

Out of the nine we had planned five monthly regattas and run only four. As already mentioned, the Monthly I regatta was cancelled due to bad weather and lack of participants. In addition to the five monthly regattas, we had one regatta for dinghies and catamarans only. The Traversée du Lac from Versoix to Corsier took place, while the Trois Heures de Versoix and the Yngling Match Racing were cancelled. In total 54 YCC members took part in the monthly regattas. About 45 boats participated, out of which 64% were dinghies and 36% keelboats.

Organization

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

Special thanks go to Giovanni Dadaglio , Eduard Dorenbos, Patrick Diday, Francois Enzler, Torsten Layda, Ursula Vogel and Rob Veenhof, for driving the Q boat.

Congratulations finally to all the regatta participants!

Participation statistics in 2015:

Regatta	Keelboat	Dinghy	Total
Monthly I (Opening)	Cancelled		
Monthly II	3	5	8
Traversée du Lac	-	5	5
Monthly III	3	5	8
Trois Heures de Versoix	Cancelled		
Match Race	Cancelled		
Drag Race	3	4	7
Monthly IV	3	3	6
Monthly V (Closing)	4	7	11

Regatta Participation since 2003:

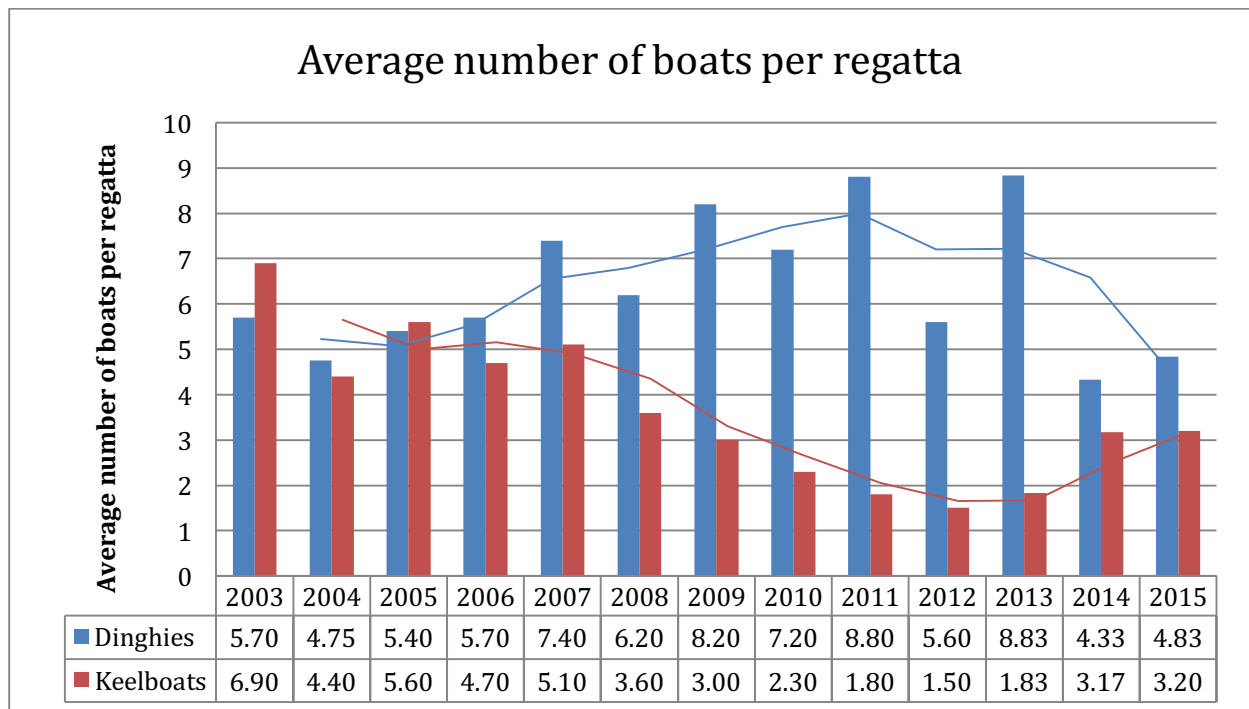




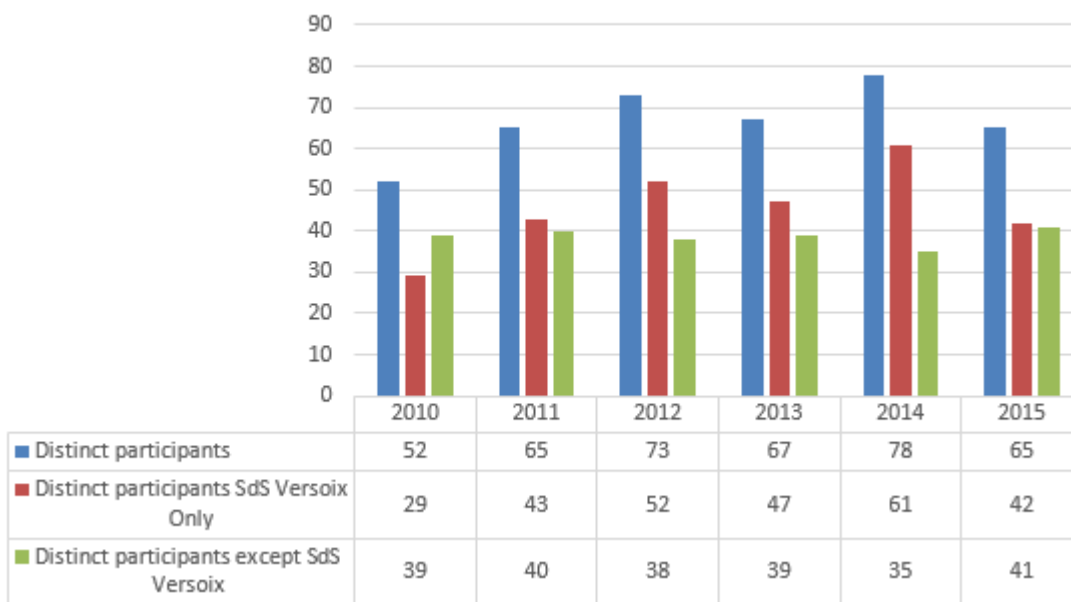
Photo Silvia Incardona: and then of course, at the end of the regatta, the buoys have to be deflated, put away...

YCC External Regattas

(Michal Kwiatek)

This year, we had 65 distinct^(*) YCC participants in external regattas^(**). There was a smaller than usual YCC participation in the Semaine du Soir de Versoix – possibly because the format of the regatta changed from Monday to Friday to Wednesday to Saturday. The number of distinct YCC participants in regattas other than the Semaine du Sor de Versoix was marginally higher than in previous years with 41 distinct participants. Overall, the number YCC participants in external regattas was smaller than in previous years.

Distinct YCC Participants in External Regattas



We participated in all the Lac Lemman classics: the Hivernals, Regate d'ouverture de Crans, Coupe du Petit Lac SNG, Geneve-Rolle-Geneve, Bol d'Or Mirabaud (with 3 YCC boats – a record!), Semaine du Soir de Versoix, 6 Heures de Nernier, Regate des Chateaux, Semaine du Soir de Founex, Belle Etoile, Criterium Surprise YCG, La Double, Criterium Surprise SNG, Regate des Pirates. At the beginning of the season, we had one YCC laser in the Championnat Suisse par points Laser CNV. In addition, Charlie took Mic Mac to the Translemanique en Solitaire; for more information, check his blog: <https://greatlakescaptainsblog.wordpress.com/2015/10/22/the-race/>.



We were also invited – and registered for – the CNV Thursday Training regattas. YCC participation was irregular, except for Sanja, who won the 1st prize in the D category. Congratulations!

This large participation in regattas on the lake was possible thanks to the efforts of YCC skippers who contribute their time so that less experienced YCC members can have a go at racing. Here are the top skippers^(***).

Name	Regattas	Total distinct crew	Total crew
Timothy FOSTER	5	14	17
Helen MORRIS	3	8	11
Patrick DIDAY	2	7	7
Jean Louis RICHARD	2	6	6
Michel CHEVALLIER	1	5	5
Valentina VENTURI	1	4	4
Thierry BOILEAU	1	3	3
Charles MUELLER	3	3	3
Kirill PROKOFIEV	1	3	3
Alexander KASTERINE	1	2	2
Bartlomiej PAWLOWSKI	1	2	2
Michal KWIA TEK	1	1	1
Axel BISSCHOP	1	0	0

Last, but not least, we had an enthusiastic new “Wi(n)ch” team participate in two Surprise Criteriums!



Photo Chiara Casella

(*) "Distinct" in this context means that if a person took part in two regattas, they are counted only once, which is how participants were counted in previous years.

(**) CERN Cup is excluded from these External Regatta statistics, because even if it is listed in the YCC External Regatta Calendar, it is not really an external regatta.

(***) Numbers for regattas other than "Semaine du Soir de Versoix"

Yngling maintenance

(Silvia Costantini)

As every year, also in 2015 the Ynglings have been the most successful boats of the YCC, always fully booked during afternoons, evenings and weekends.

The Yngling maintenance team carried out several interventions over the whole season and we are confident that the numerous YCC Yngling enthusiasts have enjoyed sailing on well-maintained boats. Prompt intervention in case of damage has ensured that the Ynglings suffered almost no dead time. The hull of *Y Me?* will be repaired once the boats are taken out of the water.

Among the 2015 major interventions:

- bought and installed new sails on all Ynglings;
- replaced worn-out pulleys (reas) at the top of two masts;
- replaced two stainless-steel jib halyards with new UHMWPE (ultra-high-molecular-weight polyethylene) ones. This is expected to solve the usual problem of

the white polyester part of the jib halyard being damaged in-between the metal part and the metal hook;

- new mooring lines and buoys;
- replaced or added N times fenders, and lost or bent paddles (are fenders lost during MOB exercises??);



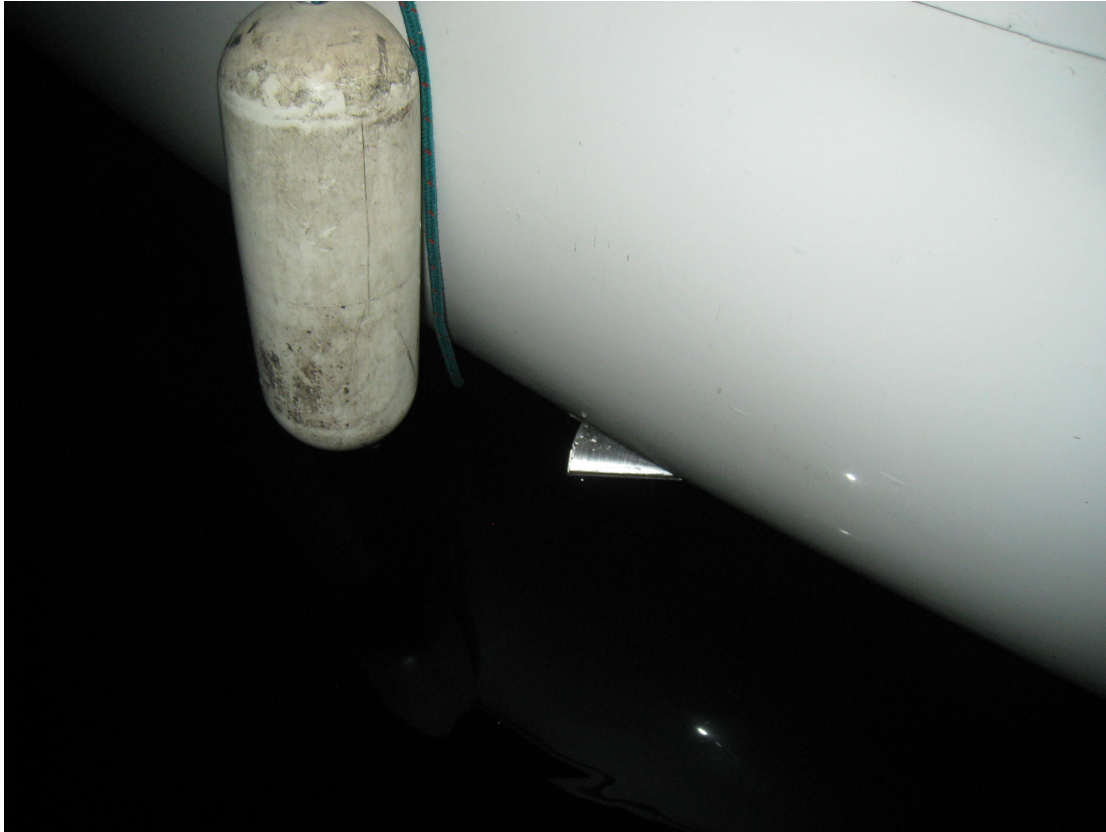
Photo Silvia Costantini: well, we suppose the fenders are keeping the boats apart...

- New life jackets compliant with the ≥ 75 N rule (100 N), orange, with reflective surface and whistles. Tagged with "YCC" and boat name;
- new elastics and hooks for the covers, new chains, new locks...

Last but not least: we have now one full long shelf only for the Ynglings in BA5 after the "BA5 order campaign" of June 2015.

We would like to thank Rob Veenhof, Tim Foster and all YCC sailors who contributed to the Yngling maintenance as listed in:

https://docs.google.com/document/d/13VXN6wgfYrxCZWY3a-gUYDX_XLb1zsslFpHFh7nyRPk/edit



The Yngling maintenance team would like to advertise once more the use of the self-bailers of *Y Me?* and *J'Y Vais*. They have to be open in the harbor so that the rain water can drain. They have also to be open when sailing in strong wind (go out in Bf 5 and after a couple of waves you'll understand why :-). They have to be closed in light wind. Check also from outside (see photo above) that they are indeed open. *Vas-Y* is equipped with a built-in pump (see in the photo below how to use it).



Catamaran maintenance

(Gonzalo Penacoba)

Things have run smoothly this season. Despite a few days of downtime because of maintenance and repairs, the boats have been regularly used by an enthusiastic cohort. An effort has been made - in particular with *Meerkat*, which endures most wear because of the courses - to carry out small maintenance regularly to ensure reliability and comfort to the users (Gel coat on the hulls, replacement and trimming of sheets and bungees, replacement of old pulleys and traveller bearings...). Both are robust boats, and with a sustained budget and dedication to maintenance they still have a long life ahead in the Club.

We have had six students for three instructors. Two new EC keys and two C keys have been delivered. As has happened in other years, not all the students have had a chance to practice in strong wind conditions. For these cases, the C key remains an option to gain experience and tackle the EC test later.

Dinghy maintenance

(Luigi Gallerani)

YCC Dinghy and Catamaran Maintenance has been really intense in 2015 with a lot of new successful activities performed. In addition to the traditional maintenance tasks performed by members and coordinated by Luigi and Valentina (with lot of help from Paul Smith, Massimo Paladin, Gonzalo Penacoba, Olmo Cerri), we have done for the first time in 2015:

- Catamaran new rigging review before the berthing of the fleet, replacement of almost all the manoeuvres;
- Maintenance Test outing / rigging validation of all the dinghy and catamaran before the start of the season or courses. We encourage to do this every year;
- Gelcoat sessions and lot of small repair during the berthing of the fleet, also thanks to the saved time on catamarans that were ready;
- Laser 2 rigging for solo outing, with the possibility of sail reefing, boom topping line, solo paddling;
- New parts or professional repairs followed directly by members, with less work-load on maintenance coordinators, including new covers, catamarans sails and travellers at H2O;
- Recovery of IsoSpin that is now sail-able again, with 2 weeks of maintenance tasks;
- Old cat sail recycling, sawing rope bags for Laser 2;
- Winter sailing proposal, with one R500 and Laser 1 left in Versoix after the move of all the fleet in BA5.

We are really satisfied by the effort and enthusiasm shown by members that really improved during 2015 helping with maintenance tasks and report. Dinghy and catamarans have been sailed a lot during the season.



Luigi moonlighting for some rival sailing club?

Lake Cruise

(Helen Morris)

We had all weather for the weekend lake cruise – we started with a good BF 4 and sunshine and ended with rain and no wind.



Helen, organiser and author

Due to last minute cancellations, we were minimum crew on Saturday, Natalie and Helen, while Heather joined us on Sunday morning. We loaded the provisions easily on Saturday morning, and after some discussion and waiting for the wind to drop a bit, we left about 11 am. With a good force 4 we were downwind and making 6.5 knots with a reefed main and the Genoa. We passed close to Nernier and Yvoire and as the wind picked up and there were a lot of waves, we decided to furl the genoa – and still made 6 knots. Having consulted the lake pilot book we knew that there were many visitor places in Thonon, and as the wind was forecast to pick up more, we decided to stay there. We had called the harbour office in the morning, but there was no answer. Luckily, there were several visitor places left and it's a lovely sheltered port.



In real cruising mode, we chatted to the neighbors, had lunch on board, and then set off to explore the charming old town, do a little shopping and have an apero. We then explored the port area, the fishing port and dined at one of the touristy but good restaurants while there was an outdoor concert nearby, really putting us in holiday mood.

We then spent a quiet night, and Heather arrived first thing in the morning. After a couple of coffees, we were ready to set out.



As there was still some wind and still coming from Geneva, we thought we would sail upwind a bit, and have a nice spi return to Versoix. The wind had other ideas, dropping and turning. So we spent quite a while sitting in Thonon bay – memories of the Bol d'Or. Eventually after a bit of spi exercise, we motored across towards Lausanne in search of wind – and found it, 2 Bf, but it was definitely a bise. We sailed close to some of the mansions on the Swiss side, and saw a huge abandoned cargo ship – what on earth is it doing just outside of Nyon? It took us a lot longer to return on the upwind leg, and the rain started as we got close to Versoix. The wind died just as we were starting the engine anyway. The harbour and 'buvette' were very quiet, all in all a lovely weekend.

Dinghy training

(Jannis Fischer)

In addition to the seven-week long YCC internal dinghy course and yet another course run by the CNV, mainly two dinghy focused activities contributed to the training of the club members on dinghy sailing: Dinghy Days and Tuesday Dinghy Training.

Throughout the summer and after the course had finished, four weekend days with each a morning and an afternoon session were organized - the Dinghy Days. Participation varied with the weather naturally and sometimes this in combination with the lack of a Q-boat driver led to a merger of the sessions into one. On all occasions, the participants had fun focusing on certain aspects of dinghy sailing during a longer time on water than normal course hours allow for. Furthermore, some participants used the chance to take their D test.

In a similar manner, Tuesday Dinghy Training offered a regular opportunity for all club members to get more experienced with dinghy sailing. It was operated resembling the general Thursday training, however with a special focus on the dinghies. Thanks to Paul Smith, who ran nearly every Tuesday training allocating boats, helping with rigging, giving advice on the water, and administering tests, the Tuesdays constituted an import part of dinghy activities in the Club. Needless to say that all these activities including the courses and trainings were impossible without the help of the teachers Alessandro Thea, Anna Custo, Benjamin Baseley-Walker, Charlie Mueller, Jens Spanggaard, Julie Lefebvre, Lorenzo Palestini, Luca Canali, Luigi Gallerani, Michela Semeraro, Paulo Moreia, Paul Smith, Thierry Boileau, and Valentina Venturi as well as the Q boat drivers and crews, who made sure that all training activities were safe.

Nanuq 2015: an ongoing adventure

(Haude Morel provided the update below)

GENÈVE | ET LA SUISSE VOISINE

AVENTURE | À bord du voilier qu'il a construit, Peter va naviguer dans l'Arctique avec son fils et un ami

Ils vont vivre dix mois en autarcie au milieu des icebergs

Vous souvenez-vous de Nanuq ? Ce bateau conçu dans le jardin de Peter Gallinelli, à Echeveux, il y a quinze mois ? Cet Australien, fou de voile, designer naval et architecte, qui travaille à Genève, a veillé (et bien plus encore !) de A à Z à la construction de ce voilier haut de gamme, un Grand Integral de soixante pieds. Il est membre du Yachting club du Cern.

Mais cet homme n'en est plus à sa première tentative : il a déjà construit deux voiliers et navigué des milliers de milles tout autour du vaste monde !

En juin 2014, le voilier a donc quitté par la route Echeveux pour La Rochelle où il a mouillé quelques semaines, le temps des dernières mises au point, avant d'entreprendre un été de navigation et un hivernage en Suède.

Juin 2015 sera le grand départ vers le nord, première grande traversée jusqu'en Angleterre, l'Écosse, via les îles Féroé, l'Islande, pour arriver au Grand Nord, dans l'Arctique et le Groenland.

En hibernation pendant dix mois, sans internet dans le cercle polaire, au milieu des fjords à trois à bord de Nanuq

Peter va vivre en autarcie, accompagné de son fils Jakob, âgé de 14 ans, et d'un jeune ami, Kalle, pour une expérience unique, en plein milieu de la banquise et de la magnificence des paysages glacés. Attention aux icebergs ! En ce moment, ils mouillent dans la baie d'Harward Oer, proche de Oevertat, village situé près de Qaanaq au nord-ouest du Groenland, où, selon Peter, on a « la



À bord du voilier Nanuq, Peter Gallinelli va vivre en autarcie au milieu de la banquise dans l'Arctique, accompagné de son fils Jakob, âgé de 14 ans, et d'un jeune ami, Kalle. Photo Peter GALLINELLI

plus belle vue du monde ! » C'est là qu'ils ont décidé de passer l'hiver, bien à l'abri. Sa femme Dolores et ses deux filles sont restées à Genève. Travail oblige !

Car Peter a tout réfléchi. L'excellente isolation thermique du bateau va permettre de passer les dix mois d'hiver en Arctique, autrement dit "l'Ours", s'étend entre le cercle polaire et le pôle Nord.

La logistique a été bien préparée. Il a aussi fallu acheter un fusil, au cas où un ours blanc pointerait son museau.

À bord, point besoin de

frigo, il a toutes ses vivres. Quant à l'eau chaude, elle est préparée pour la journée et stockée dans des thermos.

Il y aura une toilette sèche aménagée dans l'espace lavabo, car la toilette pompe sera inutilisable, l'espace douche sera muni pour l'hiver d'une baignoire, remplie le jour du bain d'eau chaude produite grâce à une grosse éolienne. Un confort indispensable.

Depuis le carré "igloo", isolé de 20 cm et triple verre la vue panoramique sur les paysages est sublime !

Dominique BESSON

L'INFO EN +

CE QU'ILS PRÉVIENNENT À MANGER POUR LEUR EXPÉDITION DE DIX MOIS

Les vivres sont arrivés : céréales, graines à faire germer, riz, pâtes, conserves à profusion, légumes secs, viande et morue séchée, « pour le phoque, on laisse dame nature décider... les yeux heureux s'en nourrissent déjà », une meule de 20 kilos de comté, pain Wasa, farine, miel et confiture, lait en poudre, sucre, chocolats, biscuits... et les recettes pour se mijoter de bons petits plats et tenir jusqu'à la débâcle.

UN SITE INTERNET POUR SUIVRE SES AVENTURES

Si vous voulez suivre le voyage de Peter Gallinelli, il existe un site web accessible à l'adresse suivante : voyage.sailworks.net

Le but est aussi de tester l'autonomie énergétique

Peter est un aventurier, mais pas seulement. S'il fait cette expérience unique, vivre sur Nanuq, comme dans « un igloo moderne », ce n'est pas pure folie, mais dans le but de tester l'autonomie énergétique dans des climats extrêmes et d'accomplir des missions scientifiques sur le réchauffement climatique. Projet qu'il a fallu longs mois. Il a fallu apprendre la patience, savoir attendre et respecter le temps. Tout un programme !

Mais ce qui plaît par-dessus tout au skipper, en dehors de la performance technique, c'est aussi de vivre une aventure humaine faite de rencontres, de contacts chaleureux, de partages ouverts avec la population locale groenlandaise les Inuits et les nombreux amis aspirés par cette aventure, toutes choses déjà réalisées pendant la saison plus clémente et qui pourront reprendre l'année prochaine...

Bon vent et bel hiver à vous trois !

Courses

(Michel Chevallier)

The year 2015 is my third as “general course coordinator”. While one could think it is now a routine for me to set up courses, I am amazed at how many changes every year brings. But above all, I wouldn’t be able to play my part in the YCC concerto without the dedication of courses’ coordinators and teachers – on the lake and in the CERN rooms, whom I want to thank wholeheartedly. I also would like to thank the Q-boat drivers who made the courses possible by exerting surveillance.

So what changed in 2015? Some people did: Tim Huckstep and Vince Cobham left the D coordination and were replaced by Jannis Fischer and Slawosz Uznanski. Jannis and Slawosz decided to abandon the advanced dinghy course (ED), because there was only a very limited request for it. We only held one *permanence* on the CERN premises instead of two, as they were less and less attended. And the new CERN rules for room reservation and visitors’ entrance made it harder than usual to organise the spring theory courses.

Course offer and enrolment

Course	Places 2012	Places 2013	Places 2014	Places 2015	1 st choice applicants 2015	2014	2 nd choice applicants 2015	2014
YCC+CNV	8	19	16	16	13	10	13	16
D	18	20	15	16	56	88	34	46
ED	6	6	6	cancelled	n/a	3	n/a	10
EC	6	6	6	6	14	13	14	9
CC	8	8	8	8	18	18	23	25
Y	18	18	17	16	54	64	53	59
GS	5	8	8	8	12	7	15	13
SU	9	8	8	8	23	18	9	4
Total	78	93	84	78	190	221	161	182

I am giving the figures for the number of courses and applicants for the three years I have been in charge, plus the year before (2012), to further illustrate change. We went up from 78 places in 2012 to a maximum of 93 in 2013 and back to 78 this year. The reasons for these fluctuations are:

- less places in the CNC/YCC D course, that is not always easy to fill given its cost,
- less places in YCC D course, because teachers are difficult to recruit,
- the abandon of the ED course,
- the fact that two Y teachers took 3 students on *J’y Vais* and retired or went down to 2 students,
- but we also significantly increased the number of places in the GS course.

I do not want to search for long answer to the question “why these fluctuations?” I have simply noticed that dinghies attracts younger members, newcomers to the club, people with short-term contracts or shaky status with CERN or other intergovernmental organisation and this partly explains the difficulty in finding D teachers as these people leave often after a year or two.

The total number of applicants, 190, went down by 31 persons compared to 2014, but remains almost three times as high as the number of courses. Only 12 people withdrew after having won at the lottery – last year it was 32 and entailed a huge amount of work for the organisation.

Regarding the personnel, Tomasz Ladzinski coordinated the CC course, Gonzalo Penacoba the Cat courses, Sascha Schmelling the GS, Torsten Layda the SU and Rachid Mazini the Y.

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

Tests

Tests	C	EC	D	ED	CC	Y	GS	SU	teory	Rib	Q-boat	Total
2015	2	2	25	5	5	21	3	10	2	3	3	81
2014	4	1	18	4	7	28	9	9	4	6	9	80
2013												60
2012												93

Since the purchase of Jedi, the SU test now also covers the J/80.

Six keys have not yet been granted as of October 31st, although the corresponding test was successful. In two keelboat cases, the person has to take the YCC theory test as she/he lives in France and is not required to have a license issued by the public authorities. In seven cases, one or two surveillance/maintenance shifts is/are missing. To extend a hand to these members, we organised maintenance tasks to be performed at the end of the season, just before winter, in order to give them a chance to validate their key.

It has to be noted that seven keys dating from 2014 have not been validated so far for similar reasons.

I look forward to another year and more changes!



Photo Paul Smith: yet another dinghy course is late getting back...

Surveillance

(Tim Hancox notes that no news is good news: Res Q has fulfilled her allotted duties unobtrusively and deserved a good wash at the end of the season)



Photo Valentina Venturi: having fun cleaning the Q-Boat!

Cruise Report

(Kirill Prokofiev and others)



YCC Cruise Report 2015: TREVI, SPIRITO and PRIMO

The 2015 YCC cruise has certainly set a new standard for this annual event. The Azores islands in the Northern Atlantic were chosen as this year's destination. In fact, itself the idea had been on the minds of some of some of our fellow club members for quite some time. Probably at least since the 2013 YCC cruise in Majorca, with Manfred, Dennis, Dan, Manuel and Ricardo. Instead of the one boat YCC crew sailed in Majorca, the following year there were two boats in the YCC flotilla sailing the Aegean. But Dennis and Manfred kept the idea alive and even initiated contacts with a company in the Azores about renting a boat. The cruise planning started during the winter 2014/2015 with immense help from the YCC Portuguese team: Ricardo, Pedro, Nuno and others. At the end, three boats were rented for YCC sailors: two 45-foot Dufour 450 *Primo* and *Trevi* and a 40-foot Dufour 400 named *Spirito*. Three boats in total and more than 20 club members, a breath-taking sailing circuit in the middle of Atlantic. This clearly sets a very high threshold for future YCC cruises.

The *Trevi* team lead by Michel Cornevin made a two-week tour of the central group of islands. They started on São Miguel and arrived in Faial 14 days later. The itinerary was: Ponta Delgada (São Miguel), Vila do Porto (Santa Maria), Vila Franca (São Miguel), Angra do Heroísmo (Terceira), Velas (São Jorge), Horta (Faial), Praia (Graciosa), Velas (São Jorge), Lajes (Pico), Horta (Faial). The *Primo* and *Spirito* crews lead respectively by Michel Chevallier and Dennis Grier joined one week after the *Trevi's* adventure started. Both *Primo* and *Spirito* started from and came back to the marina of Horta on Faial. *Primo's* itinerary: Horta (Faial), Madalena (Pico), Velas (São Jorge), Angra do Heroísmo (Terceira), Praia (Graciosa), Horta (Faial). *Spirito's* itinerary: Horta (Faial), Velas (São Jorge), Angra do Heroísmo (Terceira), São Roque do Pico (Pico), Horta (Faial). Below are somewhat shortened impressions of cruise participants. For the full version, see the YCC 2015 Cruise report on club's website.

***Spirito* team impressions by Ricardo Gonçalo**

September 5th

So, after much planning, worrying and dealing with countless details, we were finally in the Horta airport in Faial, literally the island of Faias, or Beech trees. It was a warm morning in early September, with Pico Mountain piercing the mantle of clouds in the distance, and the adventure was about to begin. We got through the boat checks, got our food from the supermarket (in a truck!), *Trevi* arrived, and we all got together and went out to a restaurant for a YCC dinner of fish grilled on hot lava stones and local wine.

September 6th

Next morning we woke up and got *Spirito* ship-shape for our first sail. We left Horta harbour with a few knots of wind filling a happy main sail and Genoa. Five minutes into the trip there was a sudden bang. The halyard knot had slipped and the main sail was down in the lazy jack. Since we were still close to the harbour and the halyard was inside the mast, we got back and asked the company to fix the problem (well, it was their knot...), which took a few hours. We left again after lunch and sailed towards Velas, in the beautiful island of São Jorge. The Horta channel, just outside the harbour is the only place where tidal current makes a difference (2 or 3 knots) and we still caught the end of it to give us a push half the way to Velas. Unfortunately the wind had almost died and we motor-sailed all the way. This was a nice passage to get us our sea legs: just over 20 miles, sailing between the islands of Faial, São Jorge, and Pico – Portuguese for Peak, and in fact the highest point in all of Portugal.



Mooring in Velas was not simple. The marina is very nice and well equipped, and – essential in the middle of the Atlantic – well protected from the sea and wind, but it is small and full of tight spots around the better-protected end. After exploring a bit we resigned ourselves to stay closer to the entrance. The swell wasn't uncomfortable and we had more space. In fact, since a storm was expected for the following day, we ended taking up two berths with our lines and springs.

September 7th

Next day the storm arrived as expected. No question of going to sea with 50-knot winds and intense rain, so we hired two cars and visited the island under the furious rain. Pedro excelled as master of ceremony and organized a visit to a local cheese factory – São Jorge has excellent cheese! – and lunch in a Fajã – a shelf of ground accumulated over the millennia, fallen from the steep cliffs which make up the whole island. We next drove along the top of the 40km long and 5km narrow island to the Ponta do Topo lighthouse, which we would see again from the sea on the following day.

September 8th

Primo and us left Velas together, very early in the morning as we had a 50-mile journey to Angra do Heroísmo. After a couple of hours we watched the sun rise behind São Jorge. That day we watched huge waterfalls from the island's cliffs, carrying the rainwater from the previous day, and later a family of dolphins playing merrily with our boat. It was a nice, relaxing sail, together with *Primo*, with the swell gently pushing us towards Terceira (the Third island; the discoverers of the Azores were very literally minded).

We rounded Mount Brazil and entered the bay of Angra do Heroísmo. It's name means "the Bay of Heroes", and comes from a famous battle in the Portuguese civil Liberal War, or War of the Two Brothers, which eventually led to the independence of Brazil. It is a beautiful city of colourful houses and one of the oldest in the Azores.



September 9th

We left at sunset with the plan of sailing to Lajes, on the south shore of Pico island and meet there with Trevi. But not before leaving the YCC mark on the wall of the Angra harbour. It was a 55-mile passage against the SW wind and we decided to sail it at night, to leave a good margin before we had to be back in Horta. Not much wind was expected, but as we neared the point of São Jorge, it went up from 15-20 knots to almost 40 knots and about 3m waves. This was made more uncomfortable by the amount of sail we had, even with one reef. The problem is that the Genoa roller was essentially stuck. So at around 3am, after the autopilot gave up trying to steer against such force, Dan went to the bow and rolled the Genoa by hand. In the process, the Genoa sheets got tangled with the topping lift halyard, which was left dangling from the mast by the constant shaking of the boat. This led to a joyous half hour of Dan and Ricardo untangling a 1-metre long knot on the foredeck, but the boat was much more manageable after that. On the other hand, rounding the point of Pico with a wind which was likely stronger than this might be the wrong thing to do. So our plan changed and we aimed our bow to S. Roque instead, on the north side of Pico.

September 11th

The next morning Dennis, Manfred, Pedro and Ricardo got a car to visit the island while Dan stayed in the boat. We went up to Pico Mountain (a paradise for cows!) and visited Trevi in Lajes marina before coming back to the boat and getting ready to cast off. This was our last sailing day and we were some 20 miles from Horta. The wind was weak as it had generally been, but there was a gentle breeze and we had a nice sail on a sunny afternoon. We got to Horta marina and soon moved to Peter's café for a well-deserved Gin & tonic, and were soon joined by the others for more beverages. And we had a great surprise: there was a nice red flag hanging with the

others in Peter's café bearing the YCC logo! Our friends Martin and Anna had left it, while sailing Ojala on their way home from across the world!



Trevi team impressions by Michel Cornevin

Imagine !

Imagine la mer d'un bleu profond abyssal, comme si le fond avait fui sous les pieds à plus de mille mètres. Imagine neuf îles bordées de rives aux couleurs chatoyantes et variées qui tombent souvent à pic dans l'Atlantique. Imagine une végétation verte luxuriante, composée d'arbres d'encens, de fougères, d'hortensias bleus et blancs, de prairies et de châtaigniers. Imagine un climat où le vent toujours doux te caresse le visage. Imagine des pluies torrentielles bientôt chassées par le chaleureux soleil qui fait sécher tes vêtements. Imagine l'odeur de l'iode qui emplit tes narines. Imagine les cris effrayants des puffins cendrés qui rentrent au bercail la nuit tombée, comme s'ils venaient fêter Halloween tous les soirs après une rude journée passée en mer à chasser le poisson. Imagine des volcans éteints depuis des générations mais qui guettent la moindre occasion pour se réactiver et recouvrir de cendres des terres naguère arables. Imagine un énorme chapeau chinois de 2351 mètres de hauteur, posé à plat à l'extrémité ouest d'une île oblongue où les vaches paissent tranquillement l'herbe grasse et verte des prairies pentues. Imagine des hommes marqués par leur dure vie de labeur et lis la tristesse dans leurs yeux, d'un temps révolu où ils pouvaient encore chasser la baleine. Imagine cinq des sept membres de l'équipage de Trevi, un grand voilier de 45 pieds, qui passent la nuit attachés à leur harnais, la tête posée sur leurs bras croisés qui s'appuient sur la table du cockpit, un seau entre les jambes. Imagine le vent au grand large qui hurle parfois en soufflant jusqu'à 35 nœuds, la houle qui soulève le bateau et le balance comme ça lui plaît. Imagine leurs yeux fatigués mais qui rient lorsqu'ils voient s'approcher la magnifique église violette de la Miséricorde du port d'Angra de Heroísmo. Imagine les dauphins qui accompagnent ton voilier en sautant joyeusement hors de l'eau à tribord, à bâbord, ou à la proue dans un ballet endiablé que l'on souhaiterait ne jamais se voir terminer. Imagine un lever de soleil au petit matin en pleine mer qui chasse peu à peu la pénombre de la nuit en coloriant le ciel de toutes les teintes du rouge carmin au jaune pâle en passant par toutes les nuances de l'orange. Alors maintenant ouvre les yeux. Tu es aux Açores et voici São Miguel, la Majestueuse, Santa Maria la Sauvage, Terceira la troisième, São Jorge la Haut perchée, Pico la Pointue, Faial la Volcanique et Graciosa la Bien nommée. Flores et Corvo devront encore patienter pour faire notre connaissance, mais je gage que l'on ne les laissera pas attendre longtemps. Voilà ce qu'ont eu le plaisir de vivre pendant deux semaines Anne, Consuelo, Julia, Sabina, Silvia, Hugo, Jens, Michel, Rachid, et Christian, plus connu sous le pseudonyme de Monsieur Schnitzel, grâce au Yachting Club du CERN.

Primo team impressions by Kirill Prokofiev

Well, it all starts as usual: the evening and the night of the 4th of September I have spent in the airport of Barcelona desperately trying to get a place on any flight to Lisbon. All was worthless: the ground personnel strike paralyzed the airlines. I was

definitely missing my flight on the 5th from Lisbon to Azores. Next day morning, with quite some help from my girlfriend back in Geneva, I finally managed to re-book my tickets. I had one of the last available seats on the flight Lisbon-Horta on the 6th. Most importantly, I managed to arrive about two hours before the planned cast off.

September 6th

The first thing which one could see when approaching the marina of Horta by taxi was our brand-new (yet the bow thruster already non-functional) Dufour 450 *Primo*. Moored at the very end of the pier it looked gorgeous and ready for adventure. After a short briefing we left Horta for a short trip to the port of Madalena on Pico – just across the channel from Horta. This way we could get used to our new boat and still had time for a brief come back to Horta in the afternoon. Helen's luggage was delayed in transfer and we were not expecting it delivered before early evening. On the dusk we finally set sail to Velas to catch up with *Spirito* team. There was nearly no wind, but the clouds clearly indicated the approach of the storm forecasted for the next day. The night approach to Velas was rather straightforward, however the mooring was slightly challenging: most of the marina was too shallow for our boat. Finally we took a place on the outermost jetty and with the help of *Spirito* crew prepared the mooring lines for the swell expected next morning.



September 7th and 8th

As expected, the storm came in the morning of 7th of September and lasted most of the day. Together with the *Spirito* team we spend our day visiting the island. The sea calmed down in the late afternoon and with the crew of both boats agreed to leave the harbour at 6 am on the 8th to meet the sunrise in the sea. Early in the morning we met a family of friendly dolphins. They crossed our way and went towards *Spirito* to wish them a nice day. It took us nine hours to sail along the magnificent rocks of São Jorge, cross the straight and finally to arrive to Angra do Heroísmo in the late afternoon. Angra is a town classified as UNESCO world heritage. We spend the evening strolling along its beautiful streets full of old colonial style buildings.



September 9th

In the morning we split with *Spirito* team. They continued exploring Angra, while we rented a car and went around the island. We visited volcanic craters, volcano caverns and lava tubes. In the afternoon we visited the town of Praia da Vitoria and came back to Angra. The *Spirito* team was preparing to cast off in the evening to take a night sail back to Pico. We, on the other hand, decided to depart early next morning and to visit the island of Graciosa before starting the final descent to Faial. The night was not calm. The tidal waves and the sea swell entering the port made us to wake up at least three times to adjust the mooring lines.



September 10th

Early morning sailing to Graciosa was pleasant. A stable wind of about 15 knots was pushing us forward through two meters high ocean waves. By midday the wind dropped almost to zero, while the amplitude of the swell increased. For the next several hours we were making our way through the swell under the motor. In the early afternoon we finally spotted a little breeze. We made three unsuccessful attempts hoisting the sails until the wind force was finally big enough to move our boat. Fifteen minutes later we took the first reef. Two hours later we arrived to the bay of Praia de Graciosa sailing on close hold with two reefs in the main sail and genoa fully furled. The wind speed exceeded 35 knots in gusts. Compared to other ports we visited so far Praia was a change. This is a small fisherman's shelter port located next to a tiny, but still very pretty town. We were greeted by the members of local fishermen's club, who allocated us a mooring place next to the wall (watch out for tides!) and landed us two whale-size fenders to protect *Primo*.

September 11th

Early in the morning we woke up to assess the weather conditions. We decided to wait for a couple of hours as the weather was improving and the night storm seemed to have passed. At 10 am we left the harbour of Praia. Hoisting the main sail appeared to be a challenge. The reefing lines got stuck inside the boom and we could not hoist the main sail fully. We decided to keep one reef and to start sailing while trying to fix the problem on the way. After one hour we finally managed to have the full sail up. Following advice from friendly fishermen, we took a passage between rocks on the eastern tip of Graciosa. The wind changed to NW during the night and

was now gently pushing us in direction of Horta. The sea was following. By midday it was sunny and warm again and the wind has dropped to zero again. After an unsuccessful attempt to find whales near the Western tip of São Jorge, in evening we arrived to Horta just in time to re-fuel and hand back our boat. The late afternoon was highlighted by the visit to Peter's bar where we were greeted by the *Spirito* team.



Photo credits: Ricardo Goncalo, Kirill Prokofiev, Natalie Caboose



Photo Natalie Caboussat, the Annual YCC Cruise, this time to the Azores

2014 YCC Social activities

(Silvia Costantini)

Meeting new and old friends during and after sailing is one of the most appreciated pleasures of the sailing season at the YCC. Besides spontaneous gathering by members at the 'buvette', several activities are also proposed by the club and are always very well attended. Not surprisingly, because what's better than meeting and talking to friends enjoying good food and wine? :-)

The season started at the end of April with the newcomers' evening at the CNV rotunda, attended by almost 70 members.

Several BBQs, extended to families and friends, were organized by the BBQ team on Tuesdays or Thursdays, with the usual formula: "bring your own food and good mood".

A special BBQ (new event this year!), very well attended, was held at the end of July. Soft drinks and wine were offered by the club to congratulate those who passed their tests until that moment, and to encourage the ones who hadn't yet to book their tests.

The club helpers (teachers, Q-boat drivers, members who helped with maintenance and other activities) were invited to an outing on the Neptune on a relatively warm evening at the end of September. Not forgetting the very well attended picnics for the launching and berthing of the fleet, the end of the season will be celebrated by an aperitif and dinner after the AGM at the Coq Rouge in St. Genis.

And that's not all: new events will be proposed next year! :-)



Photo Michel Chevallier: fortunately, the Neptune crew did not need our help in the tricky manoeuvre back into mooring, following very enjoyable Helpers' Outing

Members Statistics

(Elena Gianolio)

To update your own information:

https://apex.cern.ch/pls/htmlldb_ycc/f?p=200:1

<i>Members</i>	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Active	219	233	253	255	230	246	250	261	320	302	310	292	315	321	336
<i>Active (new)</i>	62	61	71	54	42	65	67	54	93	54	68	58	61	68	72
Junior	5	8	10	11	8	9	11	9	13	10	7	14	10	10	6
<i>Junior (new)</i>	4	6	6	8	6	3	7	4	8	4	2	10	4	5	3
Temporary	2	2	3	2	2	1	0	1	0	2	1	0	0	0	0
Honorary	2	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	9
Total	263	277	304	300	284	288	289	297	351	338	332	321	334	340	353

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
CERN	139	138	140	147	134	129	141	148	171	170	145	149	165	149	160
Extra-CERN	92	109	127	122	120	129	119	120	148	142	159	141	147	171	174
CERN-related	32	30	37	31	30	30	29	29	32	26	28	31	22	20	19

<i>Country of Origin</i>	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Argentina														1	1
Armenia (AM)	-	-	-		-	1	-	-	-	-	-	-		-	-
Australia (AU)	1	1	1	2	1	4	1	2	1	1	1	-		-	2
Austria (AT)	10	10	10	13	15	12	15	16	17	14	13	12	9	9	9
Belgium (BE)	6	3	2	3	4	2	5	2	6	5	4	3	1	4	5
Brazil (BR)	-	-	-	-	1	1	1	2	2	1	1	1	1	2	1
Bulgaria (BG)	-	-	-	-	-	1	-	-	2	2	2	-	1	1	-
Canada	3	4	3	2	3	5	4	2	1	-	2	3	4	3	6
Chile	-	-	-	-	-	-	-	1	-	-	-	-	1	1	1
Colombia							1	-	1	-	-	-		1	1
Croatia	-	-	-	-	-	-	1	-	-	-	-	-		-	-
Czech Rep. (CZ)	-	1	-	-	1	-	-	-	-	1	2	2	1	1	1
Cyprus														1	-
Denmark (DK)	2	3	1	3	2	3	4	4	4	2	3	3	3	3	4
Ecuador	-	-	1	1	-	-	-	-	-	-	1	-		1	1
Egypt	-	-	-	1	1	1	1	-	-	-	-	-		-	-
Finland (FI)	-	-	1	2	3	3	3	4	5	5	3	3	4	4	3
France (FR)	33	31	35	37	30	36	38	35	40	34	39	39	36	33	37
Germany (DE)	47	48	49	45	38	41	33	37	43	51	52	48	52	49	39
Greece (GR)	1	3	3	5	3	4	7	3	3	3	4	3	3	4	3
Hungary (HU)	1	-	1	1	1	-	1	2	2	3	2	1	1	1	2
India	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
Iran	-	-	-	-	-	1	2	1	-	-	-	-		-	-
Ireland (IE)	1	1	2	1	1	-	2	3	3	4	3	2	3	2	2
Italy (IT)	45	56	65	57	59	52	46	51	62	61	55	61	68	69	79
Japan	1	1	1	2	1	1	-	-	1	-	1	1	2	3	1
Korea	-	-	-	-	-	2	-	-	-	-	-	-		0	-
Lithuania	-	-	1	-	-	-	-	-	-	-	-	-		1	-
Luxembourg	-	-	-	-	-	1	-	-	-	-	-	-		0	-
Malaysia (MY)										1	1	-		1	1
Malta	-	-	-	-	1	-	1	1	-	-	-	-		0	-
Morocco (MA)									1	1	1	1	1	1	1
Mexico (MX)	1	-	1	1	1	-	1	2	2	1	-	-		2	1
Netherlands (NL)	13	8	11	11	9	9	13	15	12	9	10	7	7	7	7
Norway	3	3	4	5	4	3	4	-	1	-	1	1		-	1
Philippines (PH)									1	1	1	-		-	-
Poland (PL)	4	10	11	12	14	14	14	19	18	17	15	20	17	13	15
Portugal (PT)	10	3	5	6	7	9	11	9	13	15	9	7	8	8	10
Puerto Rico	-	-	-	-	-	-	-	1	-	-	-	-		-	-
Romania (RO)	-	-	-	-	-	-	1	1	1	2	1	3	3	2	3
Russia (RU)	1	1	1	1	3	1	2	4	5	2	3	4	5	3	3
Serbia Montenegro (ME)									1	2	2	2	2	2	2
Slovakia (SK)									1	2	2	-	-	-	-
Slovenia	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
Solomon Islands	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
South Africa (SA)	-	1	2	-	-	-	-	-	2	1	-	-	2	2	1
Spain (ES)	16	17	14	13	13	12	11	18	25	14	18	12	17	19	18
Sweden (SE)	2	3	7	8	4	3	6	4	5	3	2	1	1	1	1
Switzerland (CH)	39	37	40	38	34	35	27	24	34	39	33	35	34	43	47
Trinidad and Tobago (TT)	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1
Turkey	-	-	-	-	-	1	-	-	1	0	-	-	-	1	1
United Kingdom (UK)	18	23	24	22	23	23	29	28	29	32	37	38	35	34	35
USA (US)	5	9	8	8	6	7	5	4	4	6	6	6	6	4	5
Urania											1	-	-	-	-
Vietnam													1	1	-
Other (not specified)									1	2	-	-	1	1	2
<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>	<i>357</i>

