

YACHTING CLUB CERN

ANNUAL REPORT 2017



No, that's not a Club boat and those are not Club-members but the Nacra 15 tempts many: see inside and a discussion at the forthcoming AGM!

Report of the President on YCC activities in 2017

(Valentina Venturi)



Various activities 2017

The 2017 season has been the most active I have seen in our Club since I joined. We had 26 more members than last year, an increase over the average. The many activities were very well organized and numerous: trainings sessions for Surprise/J80, new Yngling trainings, very crowded and popular Dinghy Days/trainings, Thursday practices often with all boats in use, internal regattas with funny themes and match races with two boat classes, a very nice CERN Cup despite the weather. We had the YCC boats present in many external regattas: *Bol D'Or*, GRG, Swiss Sailing League, *Championnat Hivernal*, *Critérium Surprise*, *Semaine du Soir de Founex* and *de Versoix*. Concerning this last, we were fully involved in the organization of animation for two evenings, a real success! We sold food and beer, we had one wine maker come, and we had a big party on the beach with a wonderful music background, we danced and made possible a very nice connection with CNV which would like to invite us to be organizers again.



Semaine Du Soir de Versoix : YCC party

There are so many things to be mentioned still: the production of very nice videos with drones for the regattas and the publicity/explanation of the Club, the photo shooting for the YCC shop catalogue, the expansion of the dinghy fleet idea (still ongoing), the cruise in Tenerife, the YCC ski outing on the Jura, the social activities and the many conferences organized.

We also sent unused material to Tunisia to *club nautique de Kélibia* which got burned before the summer, the ACVL organized a container and YCC contributed actively with some windsurfs, life jackets and money collected during SdS by selling cakes.



Club des Sports Nautiques Kelibia: the containers arrived from Switzerland

The year 2017 has been personally very relaxing from the point of view of the Club internal activities. This relaxed mood inside the Club made me concentrate more on building relationships with the neighboring clubs and associations. We started to have a partnership with the Police and the Star fleet for regatta organization and by talking about YCC in the presence of the ASPRO president, we have been proposed to organize the next Swiss Surprise Championship in July. I had no hesitation knowing how the Club reacts to new ideas and knowing how much enthusiasm is put in by all members. I was honestly surprised by the very positive committee response to this proposal, and surprised by hearing CNV wanting to contribute with the races organization before I could even ask for a help. And here we are now: what a better way to celebrate the 50th anniversary of the club next year ☺?

2017 Committee

Valentina VENTURI	President
Jens SPANGGAARD	Vice President
Consuelo GONCALVES PEREZ	Treasurer
Joanna LIBERADZKA	Assistant Treasurer
Elena GIANOLIO	Secretary, Website manager, Access control
Rob VEENHOF	Swiss sailing liaison, and more ...
Laure CHEVALIER	Website
Giorgio LOPEZ	Shop
Tim HANCOX	Publications, Surveillance
Haude MOREL	Insurances
Marcel ARDITI	Insurances

Michel CHEVALLIER	Courses and tests coordinator
Paul SMITH	Dinghy (D,CN,ED) courses and tests, Thursdays coordinator
Morgane CABON	Dinghy activities
Gonzalo FERNANDEZ PENACOB	Catamaran (C, EC) courses and tests
Rachid MAZINI	Yngling (Y) courses and tests, Social activities
Torsten LAYDA	Keelboat (SU, GS, CC) courses and tests
Jean-Marc LEISER	ResQ-boat (M) maintenance, training and tests
Michal KWIAK	External regattas, Administrative software
Manfred WILLENBROCK	Coordinator of the YCC cruise
Anne-Laure LAMURE	Internal regattas
Nina INGENKAMP	Internal regattas
Felix WOLF	Dinghy maintenance
Ramon FOLCH	Dinghy maintenance
Silvia COSTANTINI	Yngling maintenance, Social activities
Kirill PROKOFIEV	YCC cruise & Keelboat maintenance
Paolo GRADASSI	Keelboat maintenance
Sascha SCHMELING	Surveillance
Gijsbert DE RIJK	TSO BA5, coordinator of launching/berthing fleet

2017 Prizes

President's Cup goes to: Maciej Gladki

Nichols' Cup goes to: Andrin Hunziker

(as announced at Closing Dinner)

Edel-II

(Ed.: no developments with this sleeper; we keep an eye on her – near the CNV - and still plan her eventual replacement. See last year's Report for technical details.)



Edel-II, photo Kirill Prokofiev

Andrin's Translémanique en solitaire 2017

(Ed.: for the sake of completeness, we repeat Andrin's web blogspot. He is one of a succession of Club members authorised to sale a Club boat solo for the purposes of this race, lengthened this year to more or less replicate the Bol d'Or now.)



<https://experiencetherace.blogspot.ch/>

YCC Internal Regattas
(Nina Ingenkamp and Anne-Laure Lamure)

A) Sum-up of the year: Top three facts of 2017

- 1) According to a very experienced member of the club (can you guess who it was?) *“he has never seen so many boats participating to the internal regattas”*. To back up this lovely quote with numbers, 14 boats on average participated in the internal regattas (as compared to seven boats in 2016).
- 2) A total of 8 regattas were organised directly, and 2 co-organised together with the *Association National de la Police*, which represents an increase over 2016. Out of the total of the eight regattas organized by the club, six were classic internal regattas, which formed part of the YCC championship plus one match race. (For 2016, a total of eight regattas were organized of which seven took place.)
- 3) 103 YCC members participated in the internal regattas (around one fourth of the club members). 39 participated in the dinghy/catamaran category, 48 in the keelboat category, and 16 in both categories.¹ It is more than last year.

B) Let's go one by one

1. Classic internal regattas (including CERN Cup)

7 classic internal regattas were organised. 3 were evening regattas, and 4 Sunday regattas.

¹ Those statistics do not include external members, who participated in the regattas.

3 of the Sunday regattas were open to external boats and 1 was open to friends and family of YCC members.

In average, 14 boats participated per regattas: 7.4 dinghies and 6.6 keelboats. On average, 24.9 members participated per regatta: 11.9 on dinghies and 13 on keelboats.

2. Match races

A match race is a special type of regatta, in which two identical boats race against each other, which we try to organize every year. In 2017, we had four dinghy teams (8 people in total) and five Yngling teams (10 people in total) participate, whereby one team participated in both categories. Compared to 2016, this is a very good result as no dinghy sailors were interested in match racing last year and we “only” organized an Yngling match race.

3. ANP Regattas

The YCC co-organized two regattas together with the *Association Nationale de la Police* (ANP), called “*Régates pour les nuls*”. YCC was providing the buoys, the flags as well as some support in drafting the sailing instructions. Both ANP regattas were included in the YCC championship.

The interest of YCC members was limited for the first ANP regatta. Only 2 dinghies (4 members) participated. It increased for the second one, with 12 members on 6 dinghies and 2 keelboats.

4. YCC Championship

The YCC championship takes into account 9 regattas (the 7 classic internal regattas and the 2 ANP regattas).

Table 1: Statistics of the regattas

	YCC championship									
	Classic internal regattas							ANP Regattas		Match races
	Opening regatta	Student Regatta	CERN Cup	Girls vs. Boys	Italy vs. Poland	Family and friends	Closing Regatta	1st ANP Regatta	2nd ANP regatta	Match races
Number of boats	15	10	14	16	15	14	14	12	15	
Dinghies	6	6	7	10	9	8	6	2	6	
including external dinghies	1	0	0	0	0	0	0	0	0	1
Keelboats	9	4	7	6	6	6	8	10	9	
including external keelboats	6	0	3	0	0	0	3	10	7	
Number of YCC members	17	22	23	39	34	20	19	4	12	16
Dinghies	9	11	11	19	15	10	8	4	7	8
Keelboats	8	11	12	20	19	10	11	0	5	10

C) Innovations of the year

1. Opening of some regattas to external boats (not only the CERN Cup)

A first test was made to open the opening regatta to external boats. As everything went well and as it was appreciated by members (as it increases the competition level), the closing regatta was open to external boats as well. The CERN Cup, same as in the past, has also remained open to external boats.

2. Computation of the championship ranking throughout the year

It motivated some of the members to participate to the regatta, to see the evolution of their ranking during the season.

3. Introduction of the “special prize”

Last year, some people were saying that they do not like competition so much, and that is what keeps them away from the regattas.

We decided to give a “special prize”, decided by the regatta organiser, for one thing which happened during the regatta. People appreciated this prize too.

4. Introduction of the two team regattas

We have had two regattas this year (Girls vs. Boys and Italy vs. Poland) where club members had to choose a team. For these regattas, we had individual winners in each category as well as team winners.² The introduction of the “two team regattas” also helped to turn our regattas into fun social events.

5. RS500 without keys

The RS500 could be given to club members without key but with enough sailing experience (the regatta organiser decides).

D) Recommendations for the future

1. Keep YCC regattas open to external boats

We think that it is good to keep some of the regattas open to external boats, and to keep some external boats only for YCC boats.

2. Continue to organize two teams regattas

The two regattas that had the most success were the Girls vs. Boys regatta and the Italy vs. Poland regatta.

3. Introduce manage2 sail software

Manage2sail is a software that can be used to make results public, and to keep a record of YCC internal regattas. Some YCC members have already been trained, but additional training needs to be done in order to roll out this new approach.

Disclaimer of Nina: Anne-Laure Lamure has done a great job as regatta organizer this year and we are very sad to lose her in 2018. All the best Anne-Laure, you will be missed!

² A first “Girls vs. Boys” regatta was already scheduled for 2016 but had to be cancelled for logistical reasons.

YCC External Regattas

(Michał Kwiatek)

Swiss Sailing League Promotion Round in Thun

The YCC was the most represented club in the Swiss Sailing League Promotion Round in Thun in September 2017.

How is that even possible? Well:

- Andres, Sławosz, Tim and Michał formally represented the YCC,
- Valentina, Anna, Kassandra (all YCC members) and Noémi (future member?) sailed under BYC Agera3W Racing Team colours, but their YCC spirits were running high,
- Rob was one of the 4 umpires.

We took this event quite seriously, with a lot of preparations initially on *Jedi* (during the entire *Semaine du Soir de Founex*, then on Wed, Sun, Tue, Wed in Versoix) followed by further two afternoons on a J70 in Thun.

This paid off: after the first 3 rounds, the YCC team was in the 1st place out of 15 participating teams! The 4th round was less lucky for us and we finished the first day in 4th position with only two points more than the 1st team.

During the second day, there was very little wind. In the first round, we stayed in close touch with our immediate competitors, won with one and lost – by a metre – with another. This meant that we kept our 4th position and were very well placed to fight for the 3rd place (same number of points as the 3rd team). Unfortunately, in the last round, after the first 5 boats completed their race, the wind disappeared for the day and the other boats each got the average of their points so far, which for us meant 2.4 points. As our direct competitors finished their race in 2nd position, we finished the regatta in the 5th place overall. The BYC team also had some very good races, and finished 12th place overall (with their last race abandoned due to a time limit and lack of wind).

The competitive side of the regatta was great and so was the social part. Thun is a beautiful place, the organising *Thunersee Yachtclub* very welcoming and all participants very friendly. It was a great experience to meet sailors from all across Switzerland, race well and party well! Have a look at the photos and [check out](#) the links!

Regatta webpage: http://swiss-sailing-league.ch/regates_2017/promotion-round-swiss-sailing-league-2018/

Tracks from all the races: http://www.tracrac.com/web/event-page/event_20170910_SwissSaili/974/





Neither regatta nor external event but representative of Club life. Photo: Paul Smith

Yngling maintenance

(Silvia Costantini and Denise Lew)

As every year, also in 2017, 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 a large number of 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, except at the beginning of the season when we had to wait for new spreaders for *Y Me?*. The spreaders had been broken over winter and we experienced some delay in the delivery. Yngling pieces are usually custom-made by "Masten en Zo".

Among the 2017 major interventions:

- replaced spreaders;
- replaced a spinnaker pole (tangon de spi) broken in action during a regatta;
- replaced worn-out pulley (reas) at the top of the mast;
- added new "sail repair kits" on each boat;
- replaced painters (see picture);
- replaced jib sheets on two boats;
- replaced or added (several times) lost or bent paddles;
- new elastics and hooks for the covers, new chains, new locks...;

We would like to thank Rob Veenhof and Tim Foster for their exceptional work for the Ynglings and all YCC sailors who contributed to the 2017 Yngling maintenance, as listed in:

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



An Yngling painter Photo: Denise Lew.

Please note how to use the painter correctly (the white and red mooring line): it should be double and hanging loosely. Check the online document link below to know more ☺

Tip: ☺ ☺

Would you like to learn more about correctly rigging, unrigging and mooring the Ynglings?

Please check this online document: [Information about Ynglings](#)

Please do not hesitate to contact us (deniselew333@hotmail.com, silvia.costantini@cern.ch) for any comment or question you may have.

Catamaran maintenance

(Gonzalo Peñacoba)

Maintenance

Meerkat has been a dozen days out of order and some users have had a few problems with the rigging during the season. Nevertheless the boat is in quite good state. Next year some attention will have to be paid to leaks in the hulls and to the main halyard and mast rig. *Catapult* has had longer downtime (~1 month), mainly due to major damage on one rudder (apparently while parked), now repaired, and some other minor issues requiring regular maintenance that was not always available. In any case, *Catapult* is still much less used and worn out than *Meerkat*.

Courses

This year three instructors have delivered the EC course and it has been followed by six students. Despite not all of them having taken the test, we have still delivered eight new EC keys as several enthusiastic sailors have taken advantage of outing opportunities and have demonstrated their skills outside of the course. The community of the regular catamaran sailors is more solid and motivated year after year, and their expectations for the section grow accordingly. There is still room for improvement regarding the organization of outings with strong winds though, since the coordinator was unable to fulfil his commitment this season exceptionally.



Such boats as the Nacra 15 & 17 and the J70 (cousin to our J80) may be discussed at the AGM – be there!

Keelboat maintenance report

(Kirill Prokofiev and Paolo Gradassi)

Mic Mac

Taken out, dried and thoroughly serviced during the winter 2016-2017. All pulleys on the mast and on the deck replaced. New halyards and sheets installed. The hull is sanded down to VCTar. A new layer of VCTar is applied, the antifouling coating is done in Spring. Recent hull inspection showed that the hull remains in acceptable state. The boat will thus stay in the water and will be used for Winter regattas 2017-2018.

Observations. The boat was intensively used over the last several years. The cockpit fiberglass surfaces start degrading due to intensive use. The keel joint will eventually need to be re-fitted. The hull coating will need to be re-done by professionals at the next Autumn/Winter rotation.



Mamma Mia

The boat stayed in the water during the Winter 2016-2017. The hull inspection shows no outstanding issue. The boat is to be taken out of the water and serviced professionally during the Winter 2017-2018. The VCTar and antifouling are to be re-done, the keel joint is to be inspected.

Jedi

The boat has just passed its first *Contrôle Technique* with the Cantonal officials. The hull is in good shape, following the winter repair by P.Durr. This year we have installed the motor light and the deck projector to comply with the Swiss rules. The boat will be taken out of the

water during the winter to dry. Antifouling should be re-done in the beginning of the next season.



Aquila

The boat has just passed its *Contrôle Technique* with the Cantonal officials. This year the new furler and foresail were installed. The stuffing gland was replaced and the new antifouling coating was made. The main sheet was also replaced. Next year the boat should receive the proper spinnaker system and then can be used for racing.

Gipsy

The port side window was replaced this year due to constant water leaks. The boat appears to be in a good shape. This year its maintenance was mostly limited to cleaning and replacing security equipment.

Additional work

This year we have bought and installed the sail storage tube. Tim has inspected all the moorings this year and repaired most of them.

Special thanks

Tim Foster, Andrin Hunziker, Marcel Ardit and many others who helped maintaining the boats over the Winter 2016-2017 and Summer 2017.



Gipsy and Rob taking a shower, berthing day. Photo: Jens Spanggaard.

Dinghy maintenance

(Felix Wolf and Ramon Folch)

(Ed.: please see Felix' and Ramon's very full and illustrated report uploaded to our website)

The damage report was presented during the 3rd committee meeting on 20.03.2017. The committee agreed to fix all the major damage under the water line before the fleet launching. Major body repair was performed by Ramon Folch and Felix Wolf in BA5.

1 What's new in dinghy maintenance

1.1 Clean and organized tool Box

We cleaned and organized our tool box

- Pump
- vice
- Sail repair Kit == Thanks to Tim Foster
- Small tools (Hand drills etc.)
- New portable toolbox

Most repairs can now/ again be done at the port.

1.2 Online repair report document

There is a new online repair document which works fine in the group with the following advantages:

- Keep track about the tasks
- Get a quick overview about the tasks, which need to be done
- Have an automatically written part for the Annual Report.



Rolling Stone *had a Little Incident during a Dinghy Day...* Photo: Felix Wolf

- Blog
- Calendar
- Committee
- Construction
- Courses - Info
- Courses - Theory
- Courses - Lottery
- Cruise
- Dinghy Training
- Fleet
- General annual info: ENG, FR
- How to join the club
- Lectures
- Login
- Logout
- Maintenance and Accidents
- Dinghies Maintenance
- Yachting Maintenance
- Members list
- Membership status
- Meteor Weather
- Minutes/Reports
- Nautical Dictionary
- Photos and videos
- Thursday Practice
- Q-boat / Surveillance
- Regattas - External
- Regattas - Internal
- Reserve a boat
- Rules for sailing on YCC boats
- Sailing tests
- Shop
- Update password
- Update personal data
- YCC friends on facebook

Dinghies Maintenance Logbook 2017

Daten Bearbeiten Ansicht Einfügen Format Tools Tabelle Add-ons Hilfe Letzte Änderung vor 4 Tagen von Ramon Folch

100% Normalster T...

Date/Name	Task to be done (add a picture)	Task done (add a picture)	Executed: Date/Name
<p>Dear volunteers:</p> <ul style="list-style-type: none"> Please pick the pending task that you believe you can manage by your own, and put your name as a resolver. Once the task completed, let it us know by filling in the green column and by painting the row in grey. In case of questions, put a temporary message and/or send an email to felix.wolf@cern.ch or ramon.folch.pons@gmail.ch Feel free to insert new tasks (latest = first row). Date and name it please. <p>Many thanks for your help !!</p>			
04.09.17 Michal K.	HiggX: Small vertical hole in the jib next to the sheets. Noticed only on the lake.	Repaired right after sailing with the sail repair kit from the toolbox. Picture to come.	04.09.17 Michal K.
23.08.17 Pieter vT.	Rising Star - Trolley: The white washer that goes between the pin and the inner washers is missing on one wheel.	Work done. I checked and changed all Laser trolleys wheels (pins and washers) Also bought some spares that are stored in the toolbox.	04.09.17 Ramon F.



DINGHIES MAINTENANCE LOGBOOK 2017



2 Repair Report


Dear volunteers,





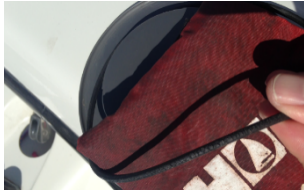
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- Feel free to insert new tasks (latest = first row). Date and name it please.

Many thanks for your help !!

04.09.17 Michal K.	HiggX: Small vertical hole in the jib next to the sheets. Noticed only on the lake.	Repaired right after sailing with the sail repair kit from the toolbox. Picture to come.	04.09.17 Michal K.
28.08.17 Pieter vT.	Rising Star - Trolley: The white washer that goes between the pin and the inner washers is missing on one wheel. 	Work done. I checked and changed all Laser trolleys wheels (pins and washers) Also bought some spares that are stored in the toolbox. 	04.09.17 Ramon F.
27.08.17 Paul S.	Rocket Science: Tiller is broken. Repair unit was bought at Moby Dick but has to be installed (it is the small piece on top of the tiller to replace the broken red one).	Repaired during lunch break with Bruno	Felix W. 13/09/2017

			
25.08.17 Claude R.	<p>Rocket Science:</p> <p>2 ème fixation depuis le bas du foc cassee</p>		
27.08.17 Paul S.	<p>Photon:</p> <p>Center board chipped;</p> <p>Coin de la dérive cassé et ne peut plus être fixé ; La dérive sort du bateau et coule</p>	<p>Replaced during lunch break with Bruno a spare one was in BA5</p>	<p>Felix W. 13/09/2017</p>
			

25.08.17	Take YAM's motor down to Mécanique Navale Martin for anti-pollution control. Take original certificate along for stamping. Domaine de Charlemont, 1299 Crans-près-Céligny. Make appointment 079 212 21 36	(Document for Yamaha F8CMHS 1024300 with Kirill)	
25.08.17	Cleet on Photon tiller to be fixed	Done + bought a missing batten	Michel Chevallier
25.08.17 Ramon F.	Check that the lifejackets and buoyancies have a whistle and a cutter		
25.08.17 Ramon F.	Check one paddle is present on each boat and attach them to prevent its lost	<p>Done+ bought a missing paddle and attach all paddles at each dinghy</p> <p>Santa Maria</p> <p>Rising star (bought a new paddle at Moby Dick)</p> <p>Nina</p> <p>Neutrino</p> <p>Higgs x</p> <p>Rocket science</p> <p>Catarama</p>	<p>Marc Petzoldt</p> <p>23.9.2017</p>
25.08.17 Ramon F.	The box of the LASERs does not have a padlock. Buy one with one key for each of the 3 Lasers.	<p>Done</p> 	<p>Domenico Giordano</p> <p>25.08.2017</p>
22.08.17 Ramon F.	Pin missing for the small wheel missing on the kicker of the PHOTON	Done:	<p>Ramon FOLCH</p> <p>25.08.17</p>

	 <ul style="list-style-type: none"> • Check in the toolbox • Buy one at MobyDick or others 										
13.08.17 Ramon F.	Rolling Stone <table border="1"> <thead> <tr> <th>Status</th><th>Start</th><th>Finish</th><th>Key Holder</th></tr> </thead> <tbody> <tr> <td>OUT OF ORDER</td><td>13 Aug 2017 14:50</td><td>13 Aug 2017 19:00</td><td>Paul SMITH</td></tr> </tbody> </table> <ul style="list-style-type: none"> • entrée eau dans la coque deux fentes tableau arrière • absence de bouchon • gonfler les pneus chariot • coinçeur de drisse de grand voile à changer 	Status	Start	Finish	Key Holder	OUT OF ORDER	13 Aug 2017 14:50	13 Aug 2017 19:00	Paul SMITH	Ramon is on this task. The boat was brought to P. Durr (thanks K.) on the 28.08.17 to what needs to be done. I will tell them next week to know. News 09.10.17: Repair of + painting completed. The boat will be brought back to the port on Tuesday 10th at 18:30. 	
Status	Start	Finish	Key Holder								
OUT OF ORDER	13 Aug 2017 14:50	13 Aug 2017 19:00	Paul SMITH								
09.08.17 Ramon F.	Water leaks on Rolling Stone: Oring are old and need replacement  										
09.08.17 Ramon F.	Remove the sticker from the CASTOR	Done:	Pieter van Tiel 17.08.17								



Dinghy training

(Paul Smith)

2017 was another season full of dinghy activities.

For the YCC members who hadn't got a place on one of the dinghy courses, they still had a chance to learn to sail on the dinghies during the Tuesday training sessions. These were held from July onwards, and also the five dinghy Sundays (four with double sessions) spread over the season.

All sessions were well attended, on average 15 members per session. The more experienced sailors were able to share their knowledge with the lesser experienced. There was plenty of friendly competition on the water with short races and exciting regatta starts.

Special thanks to Tim Huckstep, Morgane Rachinel, Mark Knight, and Michał Krupa for running some of the trainings and all the Q-boat drivers and crews who provided with safety coverage.

Courses

(Michel Chevallier)

In 2017, dinghy sailors were offered extra 3 places in courses, as Valentina created a Laser course on top of the YCC D course and the YCC-CNV. The price of the latter was reduced by 20 CHF this year. A total of 83 places were offered.

As usual, the season began with the theory courses, which were well attended. We tried to revive the French-speaking theory course by organising it "back to back" with the English speaking - that is on the same evening. It worked, as some 6 people attended it, vs. none last year. And there was an extra course in September, dedicated to regattas, well attended too.

For the second year, there was no course *permanence* on the CERN premises. There used to be two, where the course coordinators and the president would answer queries by would-be members; they were traditionally held in February, before the lottery closes.

The 83 places offered, 3 more than last year, reflect the introduction of the Laser course. Unfortunately, we couldn't scale up the cat courses to the previous level of 6 places for lack of teachers.

A total of 223 (209 last year) applicants registered in the lottery, continuing the upward trend visible since 2015, when applicants were "only" 190. A total of 18 people withdrew after having won a place in a course (12 in 2016, 25 in 2015). The GS course was undersubscribed and it was offered to CC applicants, who however could not get the GS key, as it is a 2nd level key, but only the CC one.

Although there were many applicants to the YCC-CNV D course, it proved difficult to fill. This happens every year, probably as people realise that they will not be able to attend all sessions and still have to pay a higher price than for a pure YCC course. YCC courses are also more flexible, as they are often postponed and rescheduled by agreement between the teacher and the students.

Some statistics:

Course offer

	<i>Places offered</i>					
Courses	2013	2014	2015	2016	2017	Applicants 2017
Laser	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	3	9
YCC+CNV	19	16	16	16	16	33
D	20	15	16	16	16	123
EC	6	6	6	4	4	24
CC	8	8	8	8	8	54
Y	18	17	16	16	16	135
GS	8	8	8	8	8	11
SU	8	8	8	12	12	22
Total	93	84	78	80	83	Total single applicants 223 each applicant can express 2 choices

Tests	C (automatically awarded with EC)	EC	D	ED	CC	Y	GS	SU	Theory	Rib	Q-boat	Total
2017	8	8	22	0	3	25	3	8	4	1	4	86
2016	5	3	26	2	5	26	12	8	7	5	8	107
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

From the total of 86 tests, 7 have still to be validated as the sailors have not performed their surveillance or maintenance duties. Further 8 tests from the previous year's still have to be validated for the same reason, or for lack of motor license in some cases.

This year, it occurred me that the new GS engine ("new" so to speak, as it has been changed 2 years ago) is slightly more powerful than the previous one (12 HP vs. 9.7). This had as a consequence that GS key holders living in France, who didn't so far need a motor license to sail the GS, now must have one. We undertook a tedious research and it appeared that 6 members need a licence and 3 haven't provided their data as I am writing these lines.

Let me recall here the rules for test validation:

- For residents in Switzerland, this country recognises the sailing and motor licences from neighbouring countries only (France, Italy, Germany and Austria). A Swiss resident having a license issued by one of these countries MUST convert it to a Swiss licence within 12 months of his arrival in Switzerland. The conversion is automatic.
- Swiss residents holding licences issued by other countries than those listed above must pass the Swiss test to get a Swiss license.
- French law applies to French residents sailing YCC boats. They must have a French license if France requires one for the boat(s) they are sailing.
- France does not require sailing licenses for lakes, but for sailing boats the limit beyond which a motor license is needed is 10 HP on Lake Geneva, according to a bilateral Swiss-French agreement. For motor boats as opposed to sailing boats, France has more stringent regulations than Switzerland: a license is needed to drive boats of more than 6HP (4.5kW), while Switzerland only requires a license for boats having more than 8.5HP (6kW).
- French resident holding a license issued by a EU country must convert it to a French license at their *prefecture*.

Concretely:

- To validate a Gib Sea test (engine 12 HP) for a member living in Switzerland, sailing and motor licenses are necessary. For a member living in France, a motor license will do.
- To validate a SU/J80 test for a member living in Switzerland, a sailing license is needed. A member living in France must pass the YCC theory test, as SU and *Jedi* have engines smaller than 10HP.
- To validate an M test, members have to show their motor licence whatever their country of residence.
- To validate a Rib test, there is nothing to show for members living in Switzerland, while a motor license is necessary for members living in France.

Regarding the personnel, Tomasz Ladzinski coordinated the CC course, Gonzalo Penacoba the Cat courses, Sascha Schmelling the GS, Torsten Layda the SU, Rachid Mazini the Y, and, as stated above, Paul Smith the D courses. Jean-Marc Leiser took care of the M-key exams. The theory courses were given by Michel Cornevin, Patrick Diday, Sebastian Lopienski, Rachid Mazini, Paul Smith and Rob Veenhof. Thanks to all of them and to all the teachers for their dedication.

New YCC activity: Yngling Summer Practice

(Silvia Costantini)

In 2017 the club offered a new practice opportunity, proposed and organized by S. C., the “Yngling Summer Practice”.

Many outings per week, usually on Tuesdays, Saturdays and Sundays, took place over more than two months from the end of June to the end of August.

Thanks to Denise L., François M., Luigi G., Rachid M., Silvia C., and Stefano L., who enthusiastically volunteered to run many outings each - sometimes even two consecutive ones in the same day!

This activity was meant to:

- Allow any YCC members without the Y key (students of this year's or recent years' Y courses who hadn't taken their test yet, members not enrolled in Y courses, members who recently joined the Club, etc.) to go out on the Club Ynglings and practice, also for their tests.
- Offer the possibility to practice and refresh their Yngling sailing skills to members with the Y key, who were not able to practice in the last year(s), for instance because they got their keys at the end of the last season, or were away for a few years, etc.
- Give the possibility to take right away, in the framework of the Yngling practice, their Yngling familiarisation outings to experienced sailors who recently joined the Club and who – according to the club rules – need to take the Y key before passing the SU test. Practice outings with very experienced sailors on board are always very useful to everybody!
- Last but not least, meet new YCC friends and have fun on the Ynglings ☺

This initiative was very well received. More than 50 sailors registered their interest. Several tests and refresher outings were taken in the framework of the Summer practice.

Given the enthusiastic feedback, we plan to offer the “Yngling summer practice” also in 2018 and already have ideas how to improve the organization, which was in the experimental phase in 2017. If you have any suggestions, do not hesitate to contact us. Fair winds!

Cruise Report (Manfred Willenbrock)

YCC CRUISE 23 – 30 September 2017, Canary Islands



This year we chartered 3 yachts :

1 Dufour 460 Grand Large, build 2017, *Mojito*

Crew: Dennis Grier, Rachid Mazini, Silvia Costantini, Paola Catapano, Mike Struik, Andrea Sciaba.

2 Dufour 412 Grand Large, build 2017, *Camino*

Crew: Michel Chevallier, Dan Nae, Silvia Icardona, Olga Tihhonova, Juliana Zappa, Marcos Silva Olivera.

And *Tinto*

Crew: Manfred Willenbrock, Armin Böker, Susan Hopper, Anais Rassat, Pedro Diaz- Bérrio, Bernard Pellequer



The Tinto crew



The Camino crew



A few members of the Mojito crew

Saturday, 23rd

Most of the crews arrived in Galletas marina in the afternoon with the direct flight from Geneva to Tenerife south and transport from the airport to the marina organized by the YCC. While the 3 skippers and co-skippers did the paperwork, inventory, boat check and reception of the yacht from the charter company, Lava, the crews organized the shopping for the provisions for the cruise.

After all this work, Dennis and Andrea proposed and reserved a restaurant, the 'Casa Mary', where all 3 crews had a nice local food dinner.

Sunday morning was the departure for all 3 yachts, with destination San Sebastian on the island of Gomera (32nm).

Before leaving, the responsible person from the charter company warned us about areas where the wind is funnelled between the islands (the acceleration zones). Wind speed normally increases by 10 to 15 knots and within minutes goes from near calm to Force 5 and more. We made the experience and we were prepared to put in the first and second reefs immediately.

After a quiet night in the Marina we left San Sebastian Monday morning with destination Santa Cruz on the island of La Palma (65 nm). With NE winds, Force 3-4 and an average speed of better than 7 knots we arrived in the late afternoon in the comfortable Santa Cruz Marina.

Tuesday, no sailing - visiting the island of La Palma. Anais and Bernard organized a day tour with the "Astro Lab Bus" (8 passenger) to visit the telescopes on the Roque de los Muchachos (2423 m). Anais and Olga tried to find a guide who could show us the telescopes, both locally and also a local person from Observatoire of Geneva University. But no chance - her colleagues work at night and sleep at day time.



The Astro Lab Bus crew



Wednesday morning, departure from Santa Cruz Marina to Valle Gran Rey on the west coast of Gomera (54 nm). After a nice crossing with good 15 knot winds from mostly NE in the acceleration zone we arrived in the afternoon in the harbor of Valle Gran Rey where the three boats found a quiet mooring against the lee of the inner harbor wall. We were lucky to have only one meter tide range with a coefficient of 33.



Tinto arriving in Valle Grand Rey

Thursday no sailing – visiting the island of Gomera. A few of us decided to rent a car and visit the Valle Grand Rey. This Valle is like a tropical garden.



It is very tiring to walk up to the top of the mountains where it becomes very dry and hot, but the view from there is unique.



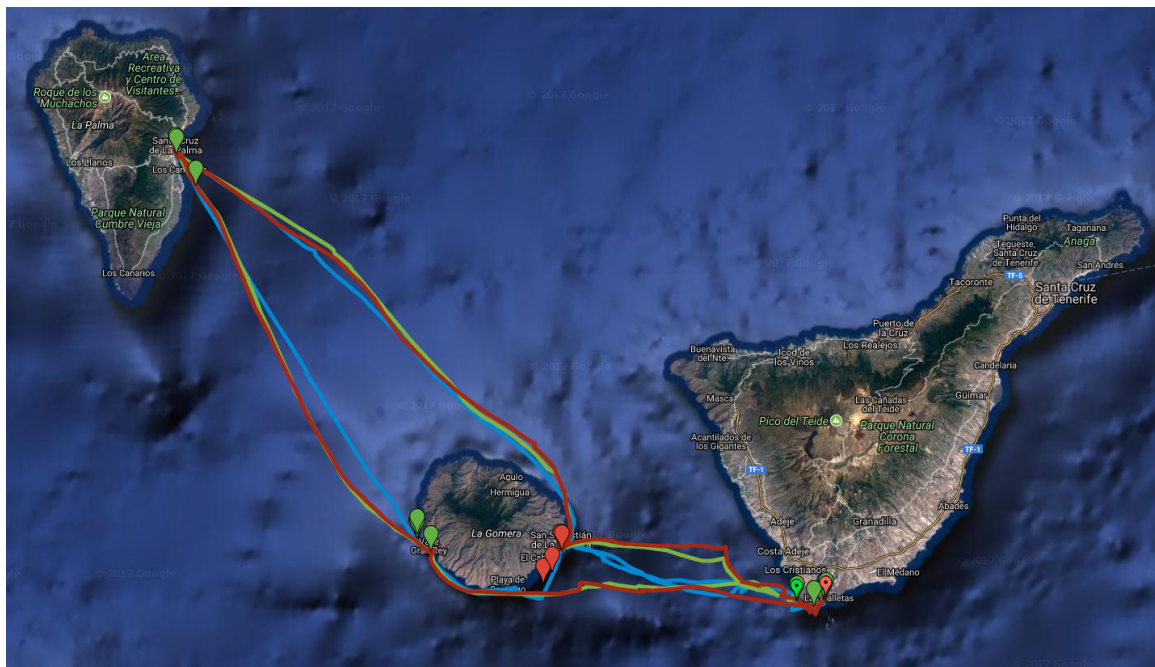
View from the top of the mountain

After our excursion we came back to sea level where *Tinto* was waiting for us.

A few of us wanted to swim, so we decided to leave the harbor and anchored outside in a nice bay. The water was a bit fresh, compared to Greece where we sailed last year but after our excursion to the mountains, it was just the right temperature.

Friday, our last day. We left Valle Gran Rey early in the morning at 7:00. It was still dark with no wind as we weighed anchor, but we told the girls that we would use the motor in the first hours and they could continue to sleep. After a while we prepared breakfast. The smell of fresh brewed coffee woke them up and the crew was complete again.

One hour later, in view of the south coast of Gomera we found again the wind acceleration zone and it was a pleasure to sail the remaining 42 nm with a speed of more than 8 knots. We arrived at punctually at 1800h in Las Galletas, our final destination, for the checkout.



The itineraries of the three yachts: blue: Camino, yellow: Mojito and red: Tinto.

Cruise Report *bis* - Mojito

(Dennis Grier)

This year we chose the west Canaries islands Gomera and La Palma for our cruise. These islands are not overrun by tourists, have good trade winds most of the time and have interesting geography.

Manfred organised the charter of three 2017 Dufour boats from the 23rd to the 30th of September for a very reasonable price, and the access to the home port of Las Galletas was trouble-free via an Easyjet direct flight from Geneva.

The takeover of the boats ran very smoothly and soon we were loading the provisions aboard.



The provisions arrive for Mojito!

With the boats ready to leave early Sunday, the three crews finished the Saturday evening with a hearty dinner in the 'Casa Mary' restaurant in Las Galletas



Dinner for 18 at Casa Mary.

Sunday, after fixing a few last-minute problems, the three boats set sail for the island of Gomera 25 sm distant. Just a few miles offshore of the harbour the trade winds strengthen in one of the acceleration zones between the islands, so we started with a 5Bf following wind which was a bit rough for the first day. Nearer Gomera the wind strengthened again in the second zone and after a few hours of excellent sailing we arrived at 1700 in the comfortable Gomera Marina. Here we learned that the harbour office opens at 0930, so our idea of a crack of dawn start was abandoned.

After a good meal in the pretty town, we settled down for a good night's sleep before the longer leg of 55sm to La Palma on the Monday. For this part of the cruise, we were dependant on the usual trades from NE; if they were absent, as can happen, we would arrive at La Palma on the Tuesday!

Monday morning around 1030 found us motoring north along the coast of Gomera looking for the trade winds, which we found at midday. The contrast between motoring for 2h and sailing a good boat close-hauled in 18knots of wind put us all in great spirits!



The Mojito crew in an expectant mood as the wind starts to blow.

Arrival at La Palma was at 1830, just in time to get a mooring in the Marina and look for a good resto.

Tuesday was spent visiting the island. Most of the crews visited the Observatories on the top of Roque de los Muchachos (2423 m), but some continued through the sub-tropical forest to Tazacorte, a picturesque town on the west of the island.

Wednesday, after a quiet night in the Marina, the three boats started again on the 50nm return journey toward Gomera, this time with the intention of visiting the island. Again we wait till near midday to reach the acceleration zone but now the NE wind blows at 20knots giving us a superb ride almost to the harbour of Vueltas on the west coast of Gomera.



Mojito - back to Vueltas with some wind

In Vueltas harbour we are offered moorings against the well-protected inner harbour wall, where we have to check the tidal range (about 1m, coeff 33) to get the mooring lines the right length. Then, dinner in one of the restaurants offering locally caught fish.

Thursday we spend the day visiting the beautiful Vueltas valley and semitropical forest in the north of the island. The few tourists here are all hikers; it can take a whole week by foot to see all the sights between Vueltas and San Sebastien. In the evening *Camino* and *Tinto* anchor in the bay south of the harbour but we abandon the anchor manoeuvre after noting that *Mojito* has only 20m of chain!

Friday the boat has to be back to base by 1600 so we all leave Vueltas fairly early. This time we meet the wind at 1030 and it blows harder than before. A 'securité' message is received over the VHF as the wind is blowing at about 25knots and we are forced to take a reef in the main. Our speed reaches 12nd and the sailing is great. At 1400 the wind drops completely and we have to motor to reach Las Galletas on time.

The return of the boats is problem free and signals the end of the cruise where the boats, the wind, and especially the crews, were all first class.

Social activities

(Silvia Costantini, Rachid Mazini)

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 YCC committee and are always very well attended.

The 2017 YCC season started earlier than usual, on March 28, with the Launching of the fleet, followed by a brunch for the hard working club members who helped on that day.

At the beginning of April, the Welcome party at the CNV rotunda was attended by at least 60 members as well as some CNV representatives. Not surprisingly, because what's better than meeting and talking about sailing activities to friends enjoying good food and wine? :-)

A few BBQs, extended to families and friends, were organized by the BBQ team on Thursdays, with the usual BBQ formula: "bring your own food and good mood". The BBQ team is always looking for members: do not hesitate to volunteer and you'll be awarded the highly demanded "BBQ key".

On popular demand, after the big success of last year, one open outing on the *Neptune* (<http://neptunegeneve.ch/>), with the "UN jazztet", was proposed also this year on 21 July, but was cancelled at the last moment by the *Neptune* captain because of a sudden violent storm. As a replacement ☺, a picnic was organized the following Sunday between the morning and afternoon sessions of the "dinghy day".

The club helpers (teachers, Q-boat drivers, cruise skippers, members who helped with maintenance and other activities) were invited to an aperitif and 'Fondue cruise' on the CGN "Henry Dunant" on October 13.



Pictures by Rachid Mazini. Very successful vicepresident ☺ during the helpers' outing.

Not forgetting the very well attended picnic for the berthing of the fleet on October 28, the end of the season will be celebrated by an aperitif and dinner after the AGM at the restaurant Le Pirate in Ferney-Voltaire.

Insurance

(Haude Morel and Marcel Ardit)

31 October 2017

YCC Insurance 2016-17

Marcel Ardit - ycc-insurance@cern.ch

Haude Morel - ycc-insurance@cern.ch

What happened this year?

- In April every year, we ask Helvetia for:
 - A « RC (responsabilité civile) club » (CHF 5.000.000) insurance certificate for the police about organizing internal regattas, which has been extended for CERN Cup,
 - A « RC (responsabilité civile) club » insurance certificate for Geneva port authorities for using the Port Choiseul crane,
 - A CASCO insurance certificate for YCC boats participating in external regattas, with RC at CHF 4.000.000 for the J80 and two Surprises.
- Since last year, Helvetia now applies a CHF 500 CASCO “franchise” (insurance excess/deductible clause) for each claim related to any new or modified Helvetia contract; this applies to the following boats & trailer:
 - 2x SU and 1x J/80 (RC coverage increased to CHF 4 mio),
 - 1x *Aquila* (CASCO added after merger of Nationale Suisse with Helvetia),
 - 1x 29er, 1x RS400, 1x RS500 (new acquisitions in 2016),
 - 1x West-Mersea trailer.
- Recent request to Helvetia for RC insurance coverage for Swiss Championship Surprise co-organised by YCC and CNV in Versoix on 7-10 July 2018.
- Review of R and GS key holders living in France and holding or not the French motor license required for an engine above 6HP.

- Accidents and thefts follow-up: assessment, claim reports and follow-up – this year: 1 accident during the season 2016-17 (winter berthing of the boats) and vandalism in BA5 in July.

Insurance coverage 2017

- The boat insurance includes:
 - RC (2.000.000 CHF) except 2 Surprises and J/80 (4.000.000 CHF),
 - CASCO complet (fully comprehensive), external regattas, dégâts naturels (natural damage),
 - Accidents : recovery costs, death (40.000 CHF), disability (80.000 CHF),
- Reminder : The old Yngling and Edel are only insured RC.

What to do in case of an accident:

- YCC members should report every incident / damage to Marcel Ardit (co-responsible YCC Committee member for insurance) and Haude Morel by e-mail at ycc-insurance@cern.ch 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

THANK YOU!

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	2016	2017
Active	219	233	253	255	230	246	250	261	320	302	310	292	315	321	336	341	372
<i>Active (new)</i>	62	61	71	54	42	65	67	54	93	54	68	58	61	68	72	63	83
Junior	5	8	10	11	8	9	11	9	13	10	7	14	10	10	6	9	10
<i>Junior (new)</i>	4	6	6	8	6	3	7	4	8	4	2	10	4	5	3	7	8
Temporary	2	2	3	2	2	1	0	1	0	2	1	0	0	0	0	2	0
Honorary	2	2	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	14	10
Total	263	277	304	300	284	288	289	297	351	338	332	321	334	340	353	368	394

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
CERN	139	138	140	147	134	129	141	148	171	170	145	149	165	149	160	172	179
Extra-CERN	92	109	127	122	120	129	119	120	148	142	159	141	147	171	174	173	195
CERN-related	32	30	37	31	30	30	29	29	32	26	28	31	22	20	19	23	20

Country of Nationality	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Argentina (AR)	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2	1
Armenia (AM)	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Australia (AU)	1	1	1	2	1	4	1	2	1	1	1	-	-	-	2	2	4
Austria (AT)	10	10	10	13	15	12	15	16	17	14	13	12	9	9	9	8	12
Belgium (BE)	6	3	2	3	4	2	5	2	6	5	4	3	1	4	5	8	5
Brazil (BR)					1	1	1	2	2	1	1	1	1	2	1	1	2
Bulgaria (BG)						1	-	-	2	2	2	-	1	1	-	-	1
Canada (CA)	3	4	3	2	3	5	4	2	1	-	2	3	4	3	6	5	6
Chile (CL)								1	-	-	-	-	1	1	1	1	2
Colombia (CO)							1	-	1	-	-	-	-	1	1	1	1
Croatia (HR)							1	-	-	-	-	-	-	-	-	-	-
Czech Rep. (CZ)		1	-	-	1	-	-	-	-	1	2	2	1	1	1	2	1
Cyprus (CY)														1	-	-	-
Denmark (DK)	2	3	1	3	2	3	4	4	4	2	3	3	3	3	4	5	5
Ecuador (EC)			1	1	-	-	-	-	-	-	1	-	-	1	1	1	1
Egypt (EG)				1	1	1	1	-	-	-	-	-	-	-	-	-	-
Estonian (EE)																	1
Finland (FI)			1	2	3	3	3	4	5	5	3	3	4	4	3	4	4
France (FR)	33	31	35	37	30	36	38	35	40	34	39	39	36	33	37	39	38
Germany (DE)	47	48	49	45	38	41	33	37	43	51	52	48	52	49	39	35	45
Greece (GR)	1	3	3	5	3	4	7	3	3	3	4	3	3	4	3	5	5
Hungary (HU)	1	-	1	1	1	-	1	2	2	3	2	1	1	1	2	3	1
India (IN)													1	-	-	-	-
Iran (IR)						1	2	1	-	-	-	-	-	-	-	-	-
Ireland (IE)	1	1	2	1	1	-	2	3	3	4	3	2	3	2	2	3	4
Italy (IT)	45	56	65	57	59	52	46	51	62	61	55	61	68	69	79	76	76
Japan (JP)	1	1	1	2	1	1	-	-	1	-	1	1	2	3	1	1	1
Kazakhstan (KZ)																	1
Korea (KR)						2	-	-	-	-	-	-	-	-	-	-	-
Lithuania (LT)			1	-	-	-	-	-	-	-	-	-	-	1	-	1	1
Luxembourg (LU)						1	-	-	-	-	-	-	-	-	-	-	-
Malaysia (MY)										1	1	-	-	1	1	1	1
Malta (MT)					1	-	1	1	-	-	-	-	-	0	-	-	-
Morocco (MA)									1	1	1	1	1	1	1	2	1
Mexico (MX)	1	-	1	1	1	-	1	2	2	1	-	-		2	1	3	2
Montenegro (ME)									1	2	2	2	2	2	2	2	1
Netherlands (NL)	13	8	11	11	9	9	13	15	12	9	10	7	7	7	7	8	8
Norway (NO)	3	3	4	5	4	3	4	-	1	-	1	1		-	1	1	4
Paraguay (PY)																1	1
Philippines (PH)									1	1	1	-		-	-	-	-
Poland (PL)	4	10	11	12	14	14	14	19	18	17	15	20	17	13	15	21	23
Portugal (PT)	10	3	5	6	7	9	11	9	13	15	9	7	8	8	10	10	10
Puerto Rico (PR)								1	-	-	-	-		-	-	-	-
Romania (RO)							1	1	1	2	1	3	3	2	3	4	3
Russia (RU)	1	1	1	1	3	1	2	4	5	2	3	4	5	3	3	2	1
Serbia (RS)																	1
Slovakia (SK)									1	2	2	-	-	-	-	-	1
Slovenia (SI)					1	-	-	-	-	-	-	-	-	-	-	-	-
Solomon Islands (SB)								1	-	-	-	-	-	-	-	-	-
South Africa (ZA)		1	2	-	-	-	-	-	2	1	-	-	2	2	1	1	3
Spain (ES)	16	17	14	13	13	12	11	18	25	14	18	12	17	19	18	19	28
Sweden (SE)	2	3	7	8	4	3	6	4	5	3	2	1	1	1	1	1	2
Switzerland (CH)	39	37	40	38	34	35	27	24	34	39	33	35	34	43	47	51	56
Trinidad and Tobago (TT)								1	1	1	1	1	1	1	1	-	-
Turkey (TR)						1	-	-	1	0	-	-	-	1	1	-	-
United Kingdom (UK)	18	23	24	22	23	23	29	28	29	32	37	38	35	34	35	33	26
USA (US)	5	9	8	8	6	7	5	4	4	6	6	6	6	4	5	4	5
Ukraine (UA)											1	-	-	-	-	-	-
Vietnam (VN)													1	1	-	-	-

Other (not specified)									1	2	-	-	1	1	2	1	0
<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>	<i>367</i>	<i>394</i>

Notes