

YACHTING CLUB CERN



2001 ANNUAL REPORT

Contributions to this issue

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	<i>David Holman</i>
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<i>Budget</i>	<i>Maria Cristina Morone</i>
<i>Chairman's Report</i>	<i>Gigi Rolandi</i>
<i>Courses and Tests</i>	<i>Vincenzo Innocente</i>
	<i>Rob Veenhof</i>
<i>Jeûne Genevois Cruise</i>	<i>Dennis Grier</i>
	<i>Robert Herzog</i>
<i>Jeûne Genevois Cruise Photos</i>	<i>Micheal Levine</i>
<i>Jeûne Genevois Cruise Sea Charts</i>	<i>Nicola Bosco</i>
<i>Photography</i>	<i>Simon Blyth</i>
<i>Social Activities</i>	<i>Salvatore Mele</i>
<i>Statistics</i>	<i>Elena Gianolio</i>
<i>Translations</i>	<i>Michel Cornevin</i>
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Yachting Club CERN, Geneva, November 2001

Chairman's report on YCC activities in the year 2001

The club today has 265 members of whom 226 are active. One quarter of the active members are new members. This is a sign of health and shows that we offer an attractive Club life.

The Committee / le Comité 2001

President	Gigi Rolandi
Vice-President / Publications	Marco Benvenuti
Budget	Cristina Morone
Secretary	Christian Carli
Administration and informatics	Elena Gianolio
Cruise	Robert Herzog
Maintenance dinghies	Enrico Bravin Robert Herzog
Maintenance Keelboats	Willemjan Maan
Maintenance catamarans	Jerome Pierlot
Windsurfs	Peter Brooks
Courses and Tests	Rob Veenhof Vincenzo Innocente
Regattas and Thursdays	Mario Campanelli
Safety and Q-Boat	Paul Rabar
Social Activities	Salvatore Mele
Honorary President	Chick Nichols

In the specific contributions to this report you will find the budget, the statistics of the club constituency and the details of the various activities. I summarize here a few general points and some personal conclusions.

The scoop of the year is the new Surprise, Miss Match that we bought at the beginning of the season. Thanks to the persistence of Rob Veenhof we discarded



many other offers of older boats and we waited until we found the good one. She is about ten years younger than Mic-Mac and is in a very good state. Touching wood for luck, we voted her new name at the opening dinner: the name is not yet on her stern, but Nick Ziogas will paint it during the winter.

In order to give Miss Match a mooring place, we sold the Soling, the least used of our

keelboats. She is still moored to the YCC buoy outside the harbor, which we have lent temporarily to the new owner (Udo Wagner) until the end of the year. Though we improved a lot on the Surprises, the general situation of our keelboats is not terrific: the Ynglings need significant refurbishments and one of the two is near retirement. The status of the First is far from being satisfactory too: beside the many small repairs to be done, her engine suffered a lot from the accident at the end of the 2000 season. It has been out of order essentially for the whole 2001 season.

Chairman's Report (continued)

Also for these reasons the First has been used quite rarely. The price estimate for a new engine exceeds CHF 12,000. Owing to the boat's age and the unavailability of a brand new engine, the repair would be difficult and expensive. Not having people who take care of the First in a regular and semi-professional way is one of the reasons for this precarious situation. By no mean do I want to under-estimate the effort made by some of the members in helping to maintain these boats, and I thank them for their dedication. I simply observe that the community of the users of these boats does not offer a practical way to maintain them in a reasonable state. The Committee made a considerable effort to organize the maintenance of the First. This effort produced some results, but far from what is needed. Similar arguments can be raised for the Ynglings.

The 2002 Committee when elected is going to need to invest time and money in the keelboats and will try to improve the situation. We do not think we can invest a large sum of money on the First, since the boat is too old. In addition, next year we have to buy a new outboard for the Q-boat (yes, the refurbishment of the old outboard a year ago definitely did NOT prove a good investment) and this will not leave room for other very large expenditures.

The two Surprises participated in many regattas organized by other Clubs: Ge-Rolle-Ge, Bol d'Or, la Double, Semaine du soir in Rolle, Nyon, Versoix and some of the "Criterium's". The participation in these regattas was organized as a Club activity and many YCC-members joined the regatta crews. It was very easy to make up the crews. Typically, we had more applicants than free places. In some cases, one Surprise "disappeared" from the harbor for a full week to participate in regattas. This has somewhat reduced the availability of the boats for "private" sailing and some people complained about this. I am convinced that Club activities should have priority over the "private" outings: they involve members of the Club only and they contribute to building up the Club spirit and the contacts among members, to say nothing of beneficial contacts with other clubs.

Salvatore invested a lot in the organization of social activities. I have to say that his enthusiasm has in general not been rewarded by an equivalent participation of the Club members. While I remember with pleasure the evenings of the match race and of the photo context, I can't help recalling that at the winter evenings we were some ten people. At the traditional BBQ of the " Traversée" there were even fewer people. In the future we should NOT organize social activities just because they are in the tradition of the Club.

My view is that committee should organize the necessary opening and closing dinners, and the helpers outing. The committee will be ready to organize other activities if there is a clear interest from a sizeable fraction of the members who are also ready to invest some of their time in the organization of the event.

Last year, the Jeûne Genevois cruise in Croatia numbered three YCC boats skipped by Armin, Nicola and Paul. The "individual" participation of members in this event was quite limited.

Chairman's Report (continued)

For next year, we propose a number of changes in order to increase the participation of newcomers: we will go to a closer place and will give priority to participation for a shorter length of time with possible rotations in the crews. Armin and Nicola – who proposed this change – have already volunteered as skippers and other people would be available as skippers in case of numerous requests from Club members.

The new YCC hut in BA5 is now a reality. We have moved our boats there for the winter and Mic Mac is now drying there, awaiting some refurbishments to her hull. Still some work is to be done for lights and scaffolding, the new committee will look for volunteers ready to invest some winter weekends on this.

Next season, will see an important change in our habits: the room in Versoix where we spent many Thursday evenings will unfortunately not be available anymore. This is not our choice: Frederic is going to use it as his new office. At the beginning of the season, we will contact the new buvette manager to find a way to continue to organize the social part of our traditional Thursday evenings. Concerning the sailing outings, things will continue as usual. We will have a “permanence” of at least one committee member.

The main thrust of my chairmanship has been (and will be in the future) to give priority to Club activities centered on the use of the boats and involving wide participation of active members. I firmly believe that it is through these activities that we can socialize and we can keep high the flag of the YCC. In this spirit, we have put in place new structures for greater participation in external regattas; in this spirit we suggest some new organization of next year's cruise. Nevertheless, a few people complain that it is difficult to reserve boats for private use since they are used for courses (sic!) or regattas. Yet, it is difficult to find volunteers for maintenance and for organizational work. Allow me to recall once again one sentence that I wrote a few years ago: *it is of fundamental importance for our Club to highlight with actions the difference between a Sailing Club and a boat rental managed by people with no skill for business.* We have done many actions in this direction and we will continue in the future along the same direction.

I have reported above some criticism that I received during the past season. Fortunately the negative comments were a minority: judging the quality of the YCC life by the majority of the comments that I received, my conclusions are that the second year of my mandate was not so bad. Mainly, this is the result of the dedication of many of the members of the 2001 committee and also of many of you who actively participated in maintenance, courses, surveillance and other Club activities. My special thanks go in particular to Udo Wagner, Giovanni Dadaglio and Giovanni Cervelli who have acted as “permanent substitutes” for some of the activities.

Let me finish with a warm THANK YOU to Cristina, Christian, Wim, Peter and Jérôme who are going to leave the committee after serving so well for so many years.

A handwritten signature in cursive script, reading "Gigi", followed by a vertical line.

Members & Members

ACTIFS	204
Active	105
Active /late	37
Active /new	62
Junior	5
Junior	0
Junior/late	1
Junior/new	4
Committee	15
Temporary	2
Honorary	2
Friends	35
Total	263

CERN	139
Extra-CERN	92
Semi-CERN	32
Total	263
Preferred Language	
English	142
French	121
Total	263

D	150
S	44
C	42
K	133
O	25
CK	50
SU	43
W	32
M	33

0 licenses	71
1 license	64
2 licenses	38
3 licenses	30
4 licenses	17
5 licenses	23
6 licenses	9
7 licenses	4
8 licenses	6
9 licenses	1
Total	263

Germany	47
Italy	45
Switzerland	38
France	33
Spain	17
Netherlands	17
UK	16
Portugal	10
Austria	9
Belgium	6
USA	5
Poland	4
Canada	3
Denmark	2
Australia	2
Sweden	2
Ireland	1
Greece	1
Argentina	1
Hungary	1
Mexico	1
Japan	1
Russia	1
Total	263

Jeune Genevois Cruise

This year's Jeune Genevois Cruise took place in Croatia from 1 to 15 September. Four crews with 22 sailors left Trogir, a charming little harbor close to Split airport, for the beautiful southern Dalmatian islands on 2 September. Upon returning to Geneva two weeks later, all were still full of excitement and had many stories to tell about marvelous anchorages, excellent winds (they were really lucky) and one or the other mermaid – but read for yourself below.

Next year, the club will most likely organize a shorter (one week) cruise on the Côte d'Azur, which is intended to give YCC members who never were on a cruise before the opportunity to experience the excitement of 'blue water' sailing and to learn about coastal navigation. Hopefully we will have many boats (at least 5) so that we can sail in a sportive manner as the YCC flotilla!

R.Herzog

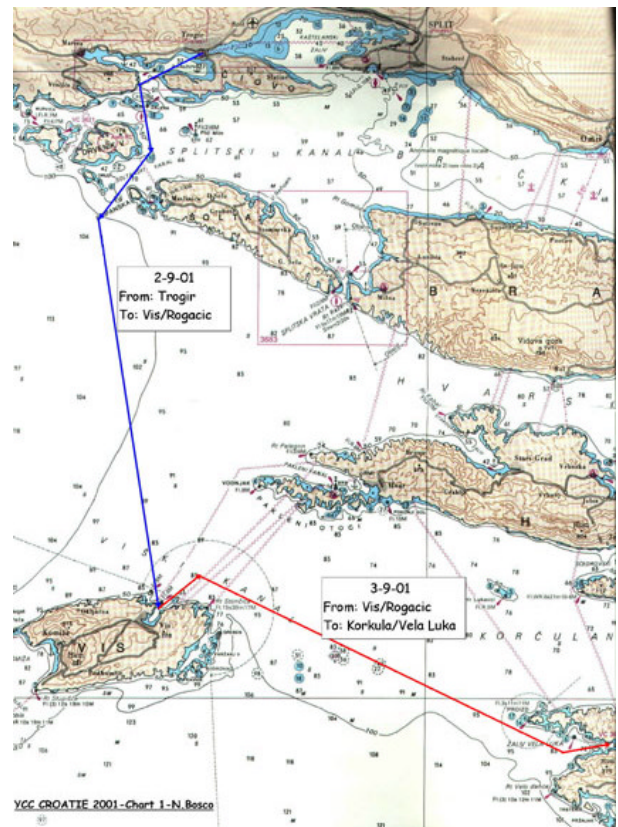
Jeune Genevois Cruise 2001 in Croatia

Account of the cruise of the yachts Tchaikovsky and Alexandra by Dennis Grier

After a comfortable flight to Split via Vienna and including an excellent in-flight meal, we find our Agency's transfer bus to the port of Trogir. Very soon we start checking the inventory and find a number of problems. The boats are newly arrived from the Caribbean and the Agency's staff rush around from boat to boat collecting complaints about missing items and trying to repair things, forgetting on the way the problems left behind!

A superb evening out in the charming old town of Trogir where we note that all is very clean, the girls are all pretty, and the restaurants are excellent. Late Sunday morning, after a last minute panic to get everything fixed, we get under way bound for the island of Vis to the south.

With a nice force 4 'Yugo' (like a Scirocco) we arrive in the evening in the village of Vis where we anchor in a pleasant creek on the western side of Viska Luka bay. Following a quiet night and an early morning walk to the village, we weigh anchor and head south-west for the town of Vela Luka on Korcula island while Max takes advantage of the dying NW wind to head for Dubrovnic. We arrive in the evening and drop anchor for the night in the superb surroundings of Gradina bay just near the town. A morning swim and some shopping in the town, where the meteo offers us a good east wind for the day before worsening weather and strong winds for the following night.



The first two days: From Trogir via Vis to Vela Luka on Korčula

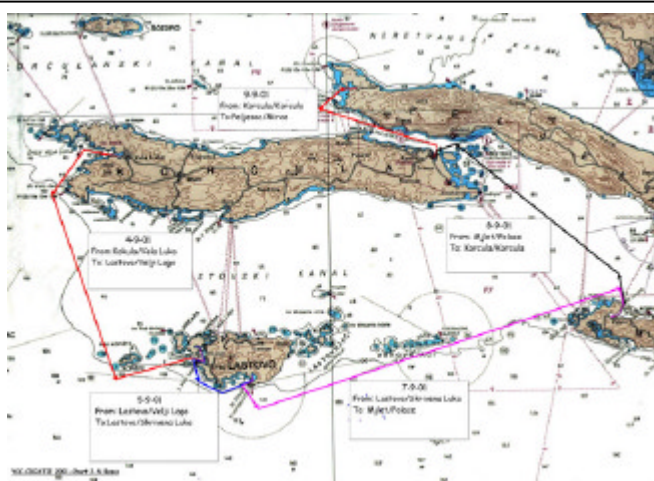
Jeûne Genevois Cruise (continued)

We head for Lastovo island where Veli Largo bay offers good shelter. The north corner of the bay is totally sheltered but littered with remains of a military installation. Strong gusts blow all night, but the anchor holds well. In the morning we find our VHF has failed, so we get the meteo from Nicola. The wind will turn to north-west and blow harder the following night. We decide to move to a more pleasant anchorage – 'Skrivena' near by, also completely sheltered, and spend a pleasant evening in the local bistro in the company of Nicola's and Paul's crews.

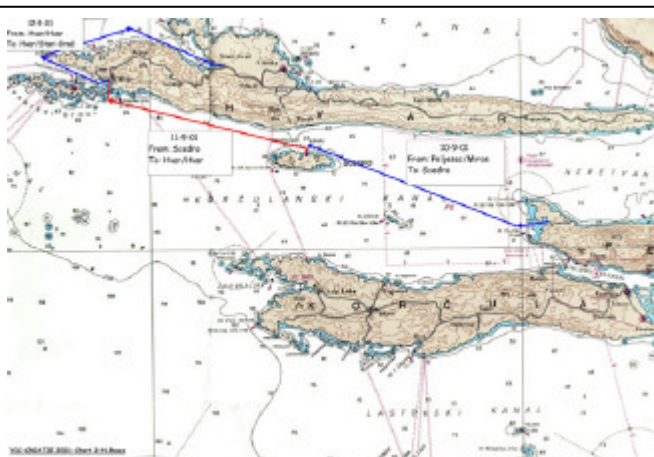
The wind blows hard all night. Skrivina bay is beautiful, but the bottom is covered with weed, and all three boats spend the night re-laying the anchor before finally taking a line to a bitt ashore in the early morning. After a well-earned sleep we spend the rest of the day walking over the hills to Lastovo village on the other side of the island.

Taking advantage of the last of the NW wind we leave early in the morning for Mljet island and leave Paul behind the Vrhovnjaci group of islands. We are not to see him again until we meet in Hvar. On our arrival in Polace, Mljet island, we are surprised to see that not only do we not have to fight other boats for a place on the quay, but find several bistro owners offering us a private mooring line! All along we have noticed that there is little crowding in Croatia, but this welcome impresses us. We enjoy a pleasant evening in the tavern 'Calypso' in the company of Nicola's crew, and after a quiet night spend the following day visiting the National park and inland lake.

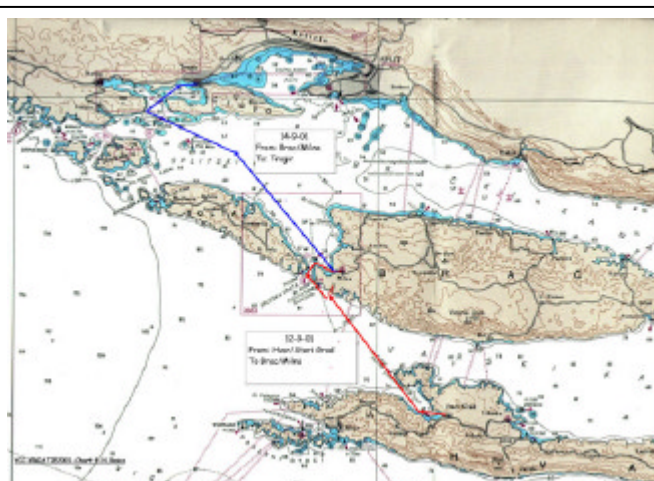
Saturday morning, with light winds we turn the bow to the NW and make for Korcula town and by the evening we are moored in the marina directly under the walls of the fortifications. Korcula has less bustle than Trogir, and we spend the day visiting the region on foot (there are no hire cars on Sundays!). The Sunday morning marina meteo warns us that the present Scirocco will transform to a Bora after 48 hours so early in the afternoon we leave for the bay of Loviste on Peljesac island en route for the 'Bora Hole' on Scedro island to the NW.



4 to 9 September: between the islands of Korcula, Lastovo, Mljet and the Pelješak peninsula



10 to 12 September: From Mirce to Šćedro and on to Hvar and Stari Grad, both on the island of Hvar



13 and 14 September: From Stari Grad via beautiful Milna on Brac back to our starting port Trogir.

Jeûne Genevois Cruise (*continued*)

In Loviste we tie up alongside a small sheltered landing opposite a fishing boat. Later in the evening a large tourist launch arrives and, as usual, klaxon's for us to move. The locals pay no attention, we stay where we are, and the tourist boat goes away to find another place. We start to like this country.

The following morning the Scirocco is weakening and there are some rain showers. We leave for Scedro island and arrive in the 'Bora hole' Lovisce where a number of boats are maneuvering for space. We are not used to this overcrowding anymore and anchor in a nearby creek. In the afternoon, there is a violent squall which causes havoc among the boats. Nicola decides to run for Vela Luca and we move along the coast to Monastir bay where we find ourselves alone. There, a local fisherman gives us advice on how to lay our anchor and our lines ashore. The Bora blows so hard that night that we are called on deck, where we have difficulty standing up, to furl the Bimi sun awning to lower our windage. The following morning, we wander ashore and take lunch at the fisherman's small bistro where we note that his picturesque cottage is built of bricks which look suspiciously like those of the nearby ruined medieval monastery!

With the Bora calming down to a force 5 we battle our way out of the creek and reach Hvar town in the late afternoon after a superb starboard reach along the coast in the lee of Hvar island.

For the first time this cruise there are no places free along the town quay so we anchor in the bay where we meet up with Paul and Nicola.

The town of Hvar is a jewel with the numerous alleys paved with flagstones worn smooth by the feet of millions over the centuries. During morning shopping here we learn of yesterdays attacks on New York.



A beautiful monastery at a lake on the island of Mljet.



Paul and his crew leaving port.



A Bora cloud approaching

Jeûne Genevois Cruise (*continued*)

On our way back to Trogir we decide to stop over for the night in Milna on Brac island passing via Osibova bay where we plan to pass a pleasant day swimming. The water has been cooled by the Bora, so we arrive in Milna early enough to have the choice of two marinas one of which is empty.

In Milna marina the morning meteo is pessimistic, with cooler weather and some rain moving in, so we leave early and are already in Trogir port at midday. The checkout is very brief, most of the time taken up convincing the agency staff that the VHF and GPS really do not work, and that one toilet leaks badly and was unusable during the whole trip.

We end this excellent cruise with a pleasant evening out in Trogir, in spite of the rain, where we see the girls are still as pretty and the food is as good as it was two weeks ago.



Hvar- View over the port from the fortress



Sunset on a Bora day.

Windsurf activity

This year got off to a flying start with five modern windsurf boards and ten eager students all wishing to learn to windsurf. The courses started on June 19th, earlier than last year, to make the most of the long evenings with more light.

The course format was changed slightly and rather than having an instructor on another board, the Q Boat was used for teaching. This enabled the instructor to move between the windsurfers faster and also enabled the beginners to safely sail out into the cleaner wind in the middle of the lake giving them better conditions to learn in.

As we got into mid-summer, the winds failed us on some of the evening courses. To compensate, extra sessions were laid on to make up for the lost time. In fact, on most Tuesdays and every Thursday from the start of the course until the end of the season, someone was at the lake prepared to monitor any number of beginners who were wishing to take a supervised sail.

Four licences were issued as a result of the courses this year, with a number of students looking to acquire the licence next year after a couple more sessions. With this in mind this has been the most successful year since the "revival" of the Windsurfing section of the YCC.

Thanks go to the students this year for their enthusiasm in wanting to get out and sail, and also to the volunteers manning the Q Boat who had to perform a few rescues when conditions failed us on some evenings!

CHF 1000 was generated in income from the course fees this year, and the expected expenditure on repairs to ready the boards for the 2002 season should not exceed CHF 150.

Surveillance

Statistics: 73 outings helped by 33 drivers and 105 crewmembers. 17 of them participated in at least three outings. MANY THANKS! On four occasions the surveillance proved to be really useful. Among others, the motorboat helped one of our recalcitrant *Mystères* to straighten up.

We noticed with satisfaction that the sailing skills of our members have improved. For example, in a wind of Bf. 4-5 all dinghies and the two catamarans went out and amazingly enough, after two hours of navigation they returned undamaged into the harbour. Our motorboat survived the season without too many problems. It was in repair for two days (starter and carburettor problems) and thanks to the reliable Mr. Lopez, the surveillance could be carried on.

During the joint regatta with the CCS, the Q-boat it was replaced as a precautionary measure by a rented boat. Towards the end of the season, some strange noise started to come out from the engine. According to Mr. Lopez, one cylinder is gone. This seemed very surprising, considering that a complete overhaul was carried out last year by NOVA, but in any case we have to cope with that fact. When out of the water, the engine will once again be inspected by Dr. Lopez, who will hopefully tell us if it can be repaired or not. If not, we have to envisage its replacement, which is an exercise costing from CHF 11,000 to CHF 16,000.

Thanks again to everybody!

Social Activities

Sailing clubs, as we know, are a very special kind of association. Their members all share the same deep passion for the revealing vibrations of the helm in their hands, and the reassuring whispers and squeaks of their sails and hulls. In contrast to many sailing club around salty and less salty waters, our YCC has even a deeper bond among its members: we all own the same boats, whose joys and sometimes pains we all share.

This community feeling manifests itself in the lakeside life of our club: our social activities. During this year we devoted new efforts to this special aspect of the life of the club, to bring our members even closer.

The sailing season and the trees were both still far from blossoming, when we gathered in February for our first winter evening. In the cozy Moby Dick room in Versoix, proud veterans of the club and few young members enjoyed a short movie about an unconventional trip across the Atlantic... with a "pedalo"! They for sure will not complain too much about the need to paddle back a quarter of a mile to homely Port Choiseul on those summer evenings when the wind really hides behind the Jura. Delicious home baked quiches and skillfully mixed salads closed the evening, at which, however, less than five per cent of our members attended.

Snow was falling heavily in March when an old tradition of the club was revamped: a Fancy Dress Party, whose theme, of course, was sailing & co. Brave members challenged the Jura road to a carnival decorated Chenaille room but the stormy weather prevented quite a few from making it across town.



Fancy dress party

Social Activities

Bursts of laughter greeted the arrival of the creatively dressed crowd to whom mouth-watering creations were catered. Cristina the Lighthouse (identified by Vincenzo the



"Cristina the Lighthouse"

Lebanese as the Brittany la Tigheuse) won a special award for her colourful dress, after a thorough competition with Mike the Tea-Drunk Pirate, eventually winning with the (working-) lamp on her head. Marco the Black Corsair with his colour-coordinated daughters gave a family touch to the party led by Gigi the Viking and charmed by Paola the Mermaid. Roberto the Shipwrecked (inspired by the YCC Easter 2000 Brittany cruise, or better one of its moorings) was well in the sailing theme of the evening together with Christian and Odile the Scuba divers...Hanne, Lucia and Dave also joined Salvatore the Compass for this evening.

Winter gave way to Spring with the launch of our fleet, where Marco was the kind host of a light brunch. Once the fleet was in the water, Rob and Salvatore put in place an electronic mailing list to help in matching lonely skippers and willing crew members: one of the special aspect of the social sailing

life of our club. This led to many training outings that paved the way of skipper-candidates toward their club licenses.

After our first regatta, on May 12th, the season was formally opened by an apero on the terrace of the CNV where in a lovely afternoon sun we contemplated our fleet resting in Port Choiseul. Many young and new members enjoyed the tasty meal that followed. That evening, after Dennis won the new lottery reserved to members who paid their fee on time, members were polled to name the new Surprise, that Rob and Salvatore had sailed few days before into her place in Port Choiseul. Nick's "Miss Match" was largely favoured over the Neapolitan "Marechiaro", the inspiring "Azzurro" and "the Flying Dutchman", in honour of the Surprise's godfather. The anonymous days of the Mysteres came to an end, since that very same evening they were christened, as CATAclysm and CATAstrophe... perfect names, aren't they? The opening dinner also hosted the formal vernissage for our refurbished shop. Gita gave us a fashion-show, the creations of our stylist Salvatore: baseball caps, fleeces, rain jackets and T-shirts, together with our evergreen sweatshirt. By the end of the season, more than 130 of them would have been sold to our members, and some items were even sold out!

Social Activities



Mike the Tea-Drunk Pirate

On a lazy May evening, the committee introduced itself to the new members (many more than these last years, yes!) in a welcome drink with a delicious buffet, in the Moby Dick room in Versoix. Many of those members were to become, over the next couple of months, dinghy or keelboat skippers as well as determined and aggressive crews at our internal and external regattas. They cooked their meat and their fish at our club evenings, they were often on the Q-boat, and showed up for many other events: their energy is of paramount importance to our club life, and we were lucky to have them with us!

The season ran fast through its weeks, and each Thursday veterans and new members gathered for our weekly barbecue, soaking in the atmosphere of a pink-lit Mont Blanc, and sometimes sipping their drinks till late in the evening. We held two special barbecues as well, on Sundays: they were on the evenings of the match races. After the Dinghy and Yngling competitions, we even had a slide show of the hottest moments of the races, with the outstanding shots of Simon. At both those parties (as well as on the boats) a good third of the attendance was of new members!

Photography also animated the last of our barbecues, when Salvatore's Second YCC Photo Contest (*see separate page*) attracted more than 30 pictures on exhibition, and almost 50 members who voted for their favourite shots... no surprise Simon's "Cover Girl" from the Dinghy match race won the first prize with Claudia's "Reaching through Croatian seas" fair second in its splash of sea blue. Salvatore's "Coming Home" shot from the Bol d'Or was third. In the gloomy winter days you can remember your sailing season and peek at those and many more pictures on our web pages <http://cern.ch/Yachting> -> Photos, where you will also find shots from the regattas, the cruise and other major club events.

Team spirit is important in a sailing club, and our strength has its foundation in all our "helpers": teachers, helpers for the courses, volunteers for the safety shifts and regatta organisers. The Helpers' Outing tightened this spirit with what has been reported as an exhilarating paint-ball competition.

Too soon, the season was over and the time came for bringing our boats to their new shelter, the last Saturday of October. Antje received lots of compliments for the brunch she organised for the starving and thirsty energetic members that came down to the harbour to help their YCC for the last time of the year.

The season will be formally closed by a dinner, in which the prizes to the most performing skippers and crew will be given, together with the traditional Nichols' and President's cup. Our second "Special Sailor" will also be elected and we will finally dance this sailing season away...May is not that far off!

PHOTO CONTEST: WINNERS



Simon Blyth
Cover Girls
1st Prize



Claudia Lång
Reaching Through Croatian Waters
2nd Prize



Salvatore Mele
Coming Home
3rd Prize

Regattas.

The big push in regatta activities that started last year continued with renewed intensity, along the same lines, i.e. a marked interest by our club in the external world of regattas on the lake, without however neglecting the regular organization of our own club regattas.

Clearly, the regatta activities received a large and decisive impetus from the presence of the second Surprise, Miss Match, allowing two YCC crews to participate in the Genève-Rolle-Genève, in the *Bol d'Or*, and in the *Semaine du Soir* in Versoix. The presence of a second Surprise also allowed the club to take part in the evening regattas in Rolle and Nyon, without causing major boat availability problems. Participation in all these events was open to everybody, and widely advertised in advance. Very often, the number of requests exceeded the number of places available, and the participation was always enthusiastic.

From the point of view of club regattas, the Match-Races for dinghies and Ynglings were repeated with a similar formula as for last year, and were rewarded with similar success in terms of participation. The availability of a second Surprise opened the possibility of a Match-Race for this class of boat. The race took place on September 8-9, with eight crews of about four members each racing for two days on the lake.

In addition to the two Match-Races, the club organized 9 more internal regattas, including one, which is now a classic, in collaboration with the Cruising Club Suisse.

For help in regatta organization, I would like to thank U.Wagner, G. de Rijk, R.Herzog, D.Holman, G.Cervelli, M.Benvenuti, M.Kachelriess, V.Innocente, J.L. and V. Gomez-Costa, T. Layda and P.Gelissen.

Regattas (*Continued*)

2001 REGATTA STANDINGS					
Dinghy Skippers		Dinghy Crews		Keelboat Skippers	
C.Morone	85	L.Adams	35	N.Bosco*	55
U.Wagner	50	G.Benvenuti	20	P.Rabar*	55
R.Geyer	45	R.Herzog	20	G.Rolandi	40
J.Cook	35	R.Petronzio	20	C.Carli	35
E.Bravin	30	A.Sizov	20	P.Gelissen	35
D.Berthet	20	J.Alcaraz	20	G.Cervelli	30
M.Benvenuti	20	F.Falbe	15	S.Mele	30
C. Theurillat	20	K.Rabbertz	15	A.Lang	30
V.Dore	15	M.Kachelriess	15	M.Silari	20
M.Silari	15	O.Reimermeier	10	R.Herzog	20
C.Carli	10	C.Laeng	10	V.Innocente	20
G.Cervelli	10	E.Longo	10	T.Hancox	20
J.Alcaraz	5	J.Gutleber	10	P.Coutinho	15
		C.Theurillat	5	M.Benvenuti	15
				N.Ziogas	10
				W.Barkenhangen	10
				C.Morone	5
				M.Kachelriess	5

Regattas: 1st 20 points, 2nd 15, 3rd 10; Match-Races: 1st 20, 2nd 15, 3rd and 4th 5 points.

* N. Bosco considered in first position having won two regattas

Our Boats

Foreword

This year a few changes took place in the list of persons responsible for the boats of our fleet. Jean-Pierre Merlo volunteered to take over the boat responsibilities for the First 25 from Michel Giroux. We would like to thank Michel for all the efforts he put in the overhaul of the First after the incident at the end of last season. Rob Veenhof is our man for the Surprises. The Ynglings started the season without attendants. Fortunately, Thierry Boileau offered his help for this job. The catamarans were for Jérôme Pierlot, with the helping hand of Sven de Man. Enrico Bravin and Robert Herzog cared for the dinghies, like last year. We would like to thank them all for their efforts.

Account of the past season

Surprises

The season started with the purchase of a second, newer generation '94 Surprise, christened as *Miss Match*. We bought for her a set of regatta sails, and training Genoa for Mic-Mac. Apart from the replacement of an outboard engine, no special maintenance was necessary for the Surprises. Both boats participated in several regattas organised at different points around the lake.

First

After an incident at the end of last season, Bantle took out the First for a complete inspection. Engine, transmission, rudder and hull were checked and overhauled. Despite this, the start of the courses had to be delayed because of some remaining problems with the engine and transmission.

Ynglings

It was quite a busy season for the Ynglings. Apart from routine problems with the standing rigging and the purchase of new covers, nothing worth mentioning occurred: another successful year for our good old Ynglings.

Catamarans

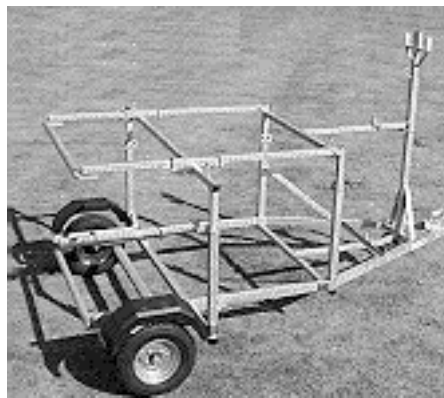
Unlike the turbulent season last year, this year was quite calm. No accidents to report. New were the homemade trolleys, which replaced the adapted Dart trolleys after several years of good use.

Dinghies

A new road trailer, specially adapted to the 470 trolleys, had to be bought after the loss of two YCC trailers last year. One disappeared from the CERN site BA5 and the other was completely dismantled and became unserviceable. The following equipment was replaced during the season: a new mainsail and jib for the ISO, spare sails for the 470s (main sail and jib), a new spinnaker for the Lasers, a new cover for the 485 and the replacement of a lost rudder (including one spare) and centreboard for the Lasers.

One of the 470 started delaminating between deck and hull and was repaired by Phil Durr within one month.

The 485 suffered major hull damage at the attachment of the chains (where the shrouds are fixed) and needed to be repaired at the shipyard (Phil Durr) Apart from this there is nothing major to report, some spinnaker booms lost and sails repaired, the usual stuff.



Our Boats (*continued*)

Plans for next year

Concerning our boats, the priority will be on the Ynglings. The new Committee will decide the best strategy. The future of the First and its engine and transmission problems are to be discussed further. Concerning the Surprises, nothing special is foreseen. The catamarans are still going strong. Minor repair work is to be done before next season. A similar situation exists for the dinghies. Statistics of boat usage

Last season has been a good one. Most of the keelboats went out regularly sailing and the number of outings for this year shows significant increase over last year. This is particularly true for Mic Mac and Miss Match. The catamarans statistics suffered from the missing logbooks early in the season. Some dinghies had to deal with technical problems resulting in lower figures for certain of the boats.

<i>Usage of keelboats and catamarans during the 2000 season</i>							
<i>Time</i>	<i>Y-9</i>	<i>Y-10</i>	<i>Soling</i>	<i>Surprise</i>	<i>First</i>	<i>M-6</i>	<i>M-7</i>
<i>9-12</i>	4	3	1	4		0	0
<i>12-15</i>	18	23	2	21		12	2
<i>15-18</i>	50	48	16	34		13	2
<i>18-21</i>	63	76	22	83		34	6
<i>Total</i>	<i>135</i>	<i>150</i>	<i>41</i>	<i>142</i>	<i>95</i>	<i>59</i>	<i>10</i>

<i>Usage of keelboats and catamarans during the 2001 season</i>							
<i>Time</i>	<i>Y-9</i>	<i>Y-10</i>	<i>Miss M</i>	<i>Mic M</i>	<i>First</i>	<i>M-6</i>	<i>M-7</i>
<i>9-12</i>	5	3				0	0
<i>12-15</i>	34	33				0	4
<i>15-18</i>	44	51				5	12
<i>18-21</i>	88	108				21	34
<i>Total</i>	<i>171</i>	<i>195</i>	<i>151</i>	<i>204</i>	<i>80</i>	<i>27</i>	<i>50</i>

<i>Usage of dinghies during the 2000 season</i>							
	<i>Alice</i>	<i>Susy</i>	<i>Charm</i>	<i>Beauty</i>	<i>Isospin</i>	<i>Pollux</i>	<i>Obelix</i>
	470	470	Laser II	Laser II	ISO	485	Caravelle
<i>Course</i>	24	19	20	15	7	13	1
<i>Training</i>	16	7	15	12	5	5	2
<i>Private</i>	47	50	21	21	19	9	19
<i>Regatta</i>	4	4	4	5	2	4	1
<i>Total</i>	<i>91</i>	<i>80</i>	<i>60</i>	<i>53</i>	<i>33</i>	<i>31</i>	<i>23</i>

<i>Usage of dinghies during the 2001 season</i>							
	<i>Alice</i>	<i>Susy</i>	<i>Charm</i>	<i>Beauty</i>	<i>Isospin</i>	<i>Pollux</i>	<i>Obelix</i>
	470	470	Laser II	Laser II	ISO	485	Caravelle
<i>Course</i>	15	31	25	18	6	9	
<i>Training</i>	12	15	6	10	7	4	
<i>Private</i>	26	36	29	11	13	2	
<i>Regatta</i>	5	5	4	3	1	2	
<i>Total</i>	<i>58</i>	<i>87</i>	<i>64</i>	<i>42</i>	<i>27</i>	<i>17</i>	

Courses

Year 2001 has been marked by some new organization of our sailing course. Vincenzo Innocente and Rob Veenhof have been in charge of the organization.

Instead of a single curriculum, from dinghy to cabin keel-boats, three distinct curricula have been introduced: Dinghy, Keelboat and Windsurf. Each curriculum, except Windsurfing, offers beginners and advanced courses. A prerequisite to enter an advanced course is to hold the beginners licence for the same curriculum.

The aim of each course is to prepare for the test, which is now required throughout. Completion of a course does not give automatic access to the licence anymore. Detailed information on the registration procedure and prerequisites have been published on the Web at <http://cern.ch/yachting/courses/>

Menu of courses in 2001

Course	Course type	Boat	Prerequisite	Classes	Students
D	Beginner course for dinghies	470, Laser II	--	9	26
Y	Beginner course for keel-boats	Yngling	--	6	18
W	Course for Windsurfs	Windsurfs	--	2	10
C	Course for catamarans	Mystère Fun	D licence	3	6
ED	Advanced dinghies	485, ISO	D licence	0	0
SU	Advanced keel-boat	Surprise	K licence	2	6
CK	Cruise keel-boat	First 25	K licence	2	8

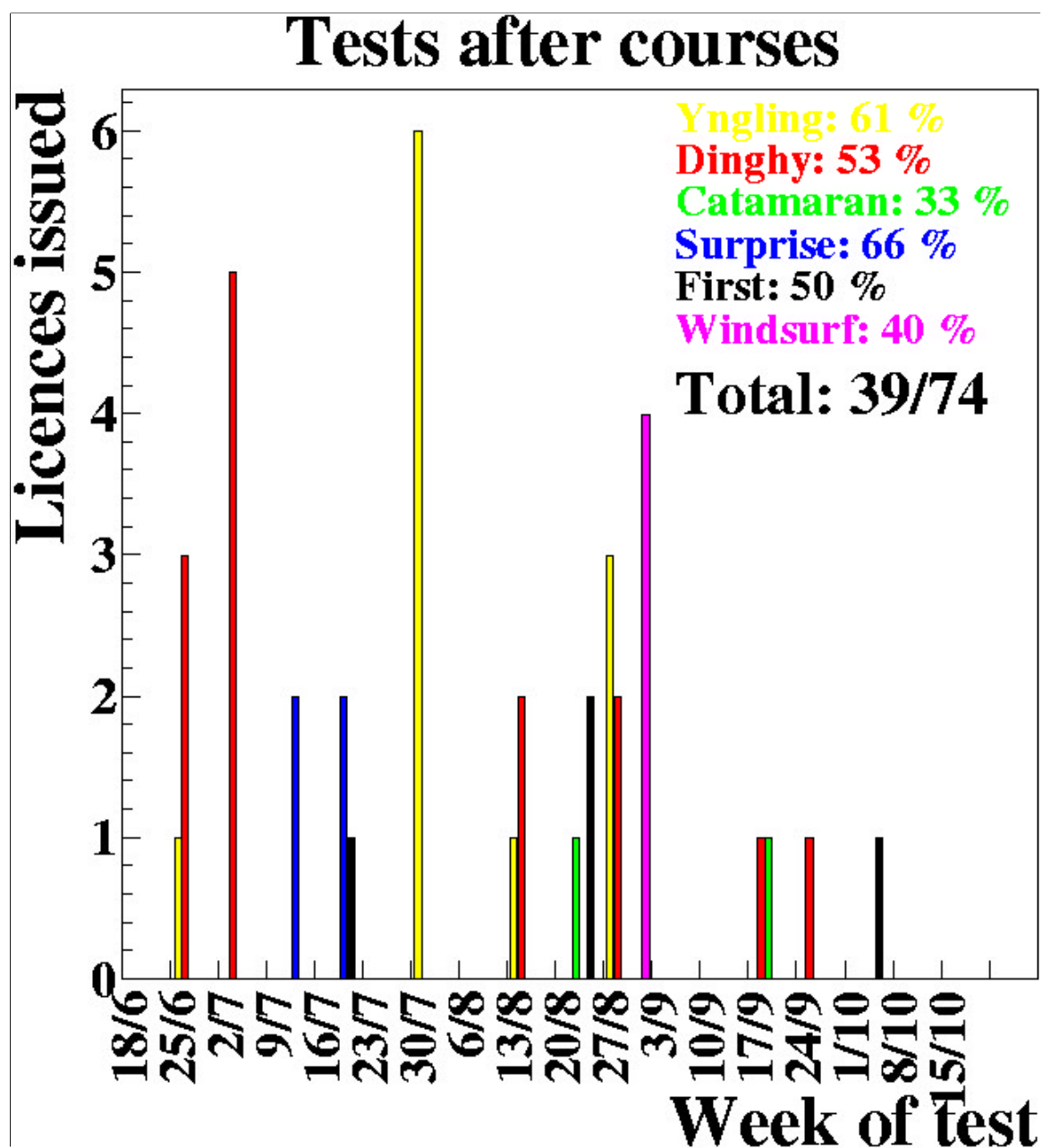
The table above gives a summary of the courses organized this year.

The complete schedule of the Theory Courses and of the Practical Lessons was published on the WEB in the [Agenda of Course for 2001](#).

We have also tried to have a more homogeneous contents of the courses, through teachers' meeting. We would like to thank M.Cornevin, P.Rabar, U.Wagner and S.de Man for their efforts in this activity.

Tests

To date about 50% of the students of the 2001 courses have passed their test as detailed in the figure below.



Tests (continued)

To gain access to a YCC boat as skipper, an active member must pass a test to show that he or she is able to sail safely and without damaging the boat. The YCC does not recognise any permit as evidence for having such skills.

In collaboration with M.Cornevin and U.Wagner, the test procedures were fixed and published on the Web ([YCC 2001 - Tests and Examiners](#)). The list of examiners has also been published and we take this opportunity to thank them all for their engagement and availability all along the sailing season.

The following table summarize the test activity for the year 2001

Licence	Boat	Tests passed
D	470, Laser II	18
K	Yngling	28
W	Windsurfs	4
C	Mystère Fun	3
S	485, ISO	2
SU	Surprise	13
CK	First 25	2

In addition theory tests are organized for those who do not hold a Swiss D permit.

Auditors' Report

We have audited the financial statements presented by the Committee and dated 1 October 2001, which have been prepared under the historical cost convention and normal accounting policies for not for profit societies, as in previous years. The Committee in general and the Treasurer in particular are responsible for the preparation of the financial statements. It is our responsibility to form an independent opinion, based on our audit, on those statements and to report our opinion to you.

We conducted our audit in accordance with normal auditing standards. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgements made by the Committee in the preparation of the financial statements, and of whether the accounting policies are appropriate to the Club's circumstances, consistently applied and adequately disclosed. We planned and performed our audit so as to obtain all the information and explanations which we considered necessary in order to provide us with sufficient evidence to give reasonable assurance to the members that the financial statements are free from material misstatement, from whatever cause. In forming our opinion, we also evaluated the overall adequacy of the presentation of information in the financial statements.

In our opinion, the financial statements give a true and fair view of the state of the Club's affairs as at 1 October 2001 and of the increase in the Club's reserves for the period then ended and have been properly prepared in accordance with the Club's accounting policies.

However, after discussion with the Treasurer and the President, we feel it appropriate to draw to the attention of the membership an area of concern in respect of the rate of depreciation applied to sails. The rate of 10% per annum on the reducing balance of all sails and other material has been applied for many years. This seems reasonable for tools, shackles and such like. It may also be reasonable for the sails of a "family" boat used mainly for cruising. With their extensive use for training and regattas, the YCC fleet is not one of "family" boats, and ten years strikes us as rather a long life for an YCC sail. Recognising that the matter is entirely subjective, we suggest that the members consider it and recommend to the committee the rate to be adopted for the future.

Finally, we advise the members that we are both prepared to accept re-election in this capacity, should the members so desire.

Stefano Buono and David Holman,



Geneva, 15 November 2001