



# YCC Yachting News

August 2006

## Fair winds and then some...

YCC rules on wind speeds, decided by the Committee in April 2006.

**Dinghies and Ynglings** and the current **First 25** (pending purchase of replacement) maximum permitted wind speed remains at **5 Bf**.

For **Surprises**, the following conditions apply:

- Don't leave the harbour with a wind force beyond **6 Bf**
- **Jib** (i.e. no longer the Genoa) mandatory **beyond 4 Bf**

If caught outside the harbour with stronger winds, the skipper takes whatever measure he/she deems appropriate to protect boat and crew. The skipper may in particular opt to remain far from the coast while riding out the storm, so as to avoid damage that may result from a problematic harbour entry. This applies to our cabin boats, as Dinghies and Ynglings for technical reasons always remain close to Versoix and should try to enter the port in anticipation of the bad weather.

In all cases, a storm warning light and its rules nevertheless take precedence. Plus common sense.

When in doubt, consult the aerometer in the CNV building.

Feedback and comments about this newsletter or to contact the YCC committee send your emails to: [club-yachting-committee@cern.ch](mailto:club-yachting-committee@cern.ch)

For information about the club, committee, members, events, external regattas etc. Website: <http://cern.ch/yachting/>

The weather forecast this morning announced storms by the evening but it looks like a perfect day to me. At noon the sun is shining outside my office window and a gentle wind sways the trees. *Y me* is reserved for 18h00. I count the minutes until after work liberation.

By the time I get to the port and take the key, grey clouds with white edges roll over the Jura. The wind picks up while we rig the boat and over yonder I see the orange light flashing.

The orange wind warning lights seen at Versoix Bourg port and across at Corsier are blinking 40 times per minute. I hesitate and wonder, should I stay or should I go? When the lights flash at 40 per minute, it is advisable to remain in the port or regain it if you are already on the lake.

Moreover, **the club Dinghies Ynglings and the First are not to leave the harbour when the**

**wind is over 21 knots or above 5 on the Beaufort scale.**

While it is generally known that certain of these boats are designed to handle stronger winds, the YCC places this wind restriction to protect the boats. The Ynglings suffer visibly in strong winds, which also increase wear to the sails.

The orange blinking light at 40 blinks per minute can be an advance warning of Beaufort winds of 6. Don't leave the harbour!

90 orange blinks per minute means, if you are unlucky enough to be out already, get into the **nearest** harbour!

Sailing at plus 5 Bf winds looks like fun but could be costly as any damage incurred to the boat will be my full financial responsibility! What a good sailing adventure it might have been!

According to the Beaufort Scale, force 5 winds are "a

fresh breeze: Small trees in leaf begin to sway; crested wavelets form on inland waters." The Beaufort scale was created by Sir Francis Beaufort, a British naval officer and hydrographer, in 1805.

More info about the Beaufort scale can be found at: <http://www.islandnet.com/~see/weather/history/beauwscl.htm>



**Winds stronger than force five (above 21 knots) are not for our dinghies or Ynglings.**

## And the storm came unexpectedly

While the warning lights system works reasonably well, many of us have already experienced sudden wind changes frequent on the Lake Geneva (Lac Lemman), close to high mountain ranges. Those sailing in the region for many years can sometimes predict the change, even when not signalled by the warning light. Others are sometimes caught really suddenly.

It happened the last Friday of July, a YCC boat was caught in a storm. Fellow YCC members, not seeing the boat on the lake immediately notified the Lake Police, who deployed a number of rescue personnel and equipment (including a helicopter!) to locate the boat. For-

tunately the boat had taken shelter in another port, unfortunately, no-one was notified!

In a similar situation, anyone taking shelter in a port other than Port Choiseul must immediately notify one of the YCC Committee members charged with safety personally by phone:

**Sascha Schmeling 076 487 4272**  
**Gijs de Rijk 076 487 0740**  
**Tomasz Ladzinski 078 810 0875**

Additionally, please inform the appropriate Swiss service in order to avoid unnecessary search and rescue operation: **Police de la Navigation 022 427 8111.**

State your name, boat name, registration number and where you took shelter. Once the

weather is fine enough, do not forget to bring the boat back to Port Choiseul!

In case of emergency, you should call the **Société de Sauvetage 022 755 2020**, which will get out with boats in any weather for rescue. If you have to moor outside your normal mooring place, please inform the **Capitainerie Cantonale 022 388 5550.**

Lastly, whenever possible please have your mobile with you on board, charged and switched on, and let the club know your number! It is so frustrating to see only a work phone in the member's database, when it is Friday evening... Please update your personal info on the web: [https://cern.ch/yachting/cgi-bin/res/member\\_info.pl](https://cern.ch/yachting/cgi-bin/res/member_info.pl)



### And when night falls

The Surprise and First key holders are the privileged ones—the boats being equipped with navigational lights may be used to sail the Lemman day and night. Be it in search of a good dinner in Nernier, calm contemplation of the stars or the much less calm fireworks display.

When taking the boats for a late evening sail, make sure your battery is well charged—plan to go to Versoix the day before and connect it to the charger located in the phone booth. When leaving the harbour in haste, don't forget to take the battery back on board! And last, but not least, verify that the connections work and the lights are in perfect order; a single bulb on the mast head might just be burned-out and the fine the Lake Police may give you can be as spectacular as the fireworks you wanted to see...

### Party Hearty, end of season bash

Every YCC sailing season begins and ends with a social event. While the invitation is open to the entire membership, only a handful of the die-hard regulars and regatta winners take part. Average participation over the past two years is barely about 50 people.

Organizing an event on such a small scale presents challenges to find a cool venue, tasty menu, and any entertainment at a reasonable price. Big dilemma!

So what if two CERN nautical clubs got together to party the night away? The idea was broached and is being investigated; stay tuned and mark your agendas for **Friday 17th or Saturday 18 November**.

Would you like to comment or make suggestions? Contact: [Anne Danois](mailto:Anne.Danois@cern.ch) (ajdanois@yahoo.fr)

### Lost and Found

Binoculars, left on *Vas-Y* a couple of weeks ago, please contact [Tomasz](mailto:tomasz.ladzinski@cern.ch) (tomasz.ladzinski@cern.ch) to get them back.

## Upcoming Events

### September

**3rd, Sunday: Monthly Regatta**

**16th and 17th (weekend): Match Race for Dinghies and Ynglings**

Don't forget to start forming crews, for more information contact

[Michal Kwiatek](mailto:Michal.Kwiatek@cern.ch)

(michal.kwiatek@cern.ch), this year's organizer.



### October

**7th, Saturday: Closing Regatta**

**21st, Saturday: Fleet Berthing**

## CCS'ienne— keelboat regatta organized by the YCC together with the Cruising Club de Suisse

Old hands will know that this unpronounceable abbreviation refers to the joint regatta with the CCS, Cruising Club de Suisse, which we have the honour to organise for competitors from either or both Clubs. It happened Saturday 19 August, from 2 p.m. as always, and there was sufficient wind that most boats were across the finishing line by a convenient 5 p.m., although as we shall see, many were eliminated by the rule governing arrival within the hour of the first boat crossing. As the first boat was a fast solo catamaran, theoretically ineligible for this regatta, the organising Committee had some soul-searching before allowing the participant to influence all other results. It is inherently an "unfair" regatta anyway, as there are no time-compensations: you are placed as you cross the line, so slower boats cannot hope for a Portsmouth Yardstick rating to position them more favourably. But it did not seem to stop anyone wanting to participate: an excellent 28 boats jockeyed for the (wisely, very wide) start-line.

Our particular thanks go to newcomer Marleen van Nes for taking on the organisation of the regatta, and to the Q-boat crew (Jürgen Buchenbacher, Piotr Skowronski and Adonai Herrera Marinez): gently guided by the experience of Sebastian Lopienski, all tasks were performed faultlessly and the YCC honour on the lake with a well-known rival club is intact! This is genuinely important - what we do within our own Club at least is a private matter but the CCS is a powerful body so it is nice to do them a good service. Their members are friendly and good-humoured, happy to compete without (as least as far as your correspondent could judge) firing torpedoes (real or verbal) at *too* many others ... The regatta is really two main legs: from Port Choiseul to Founex harbour via a buoy near Hermance. It rarely calls for the spinnaker, let alone skilful manoeuvres with it: just concentrate on accurate helming close-hauled, and it's in the bag!

YCC boats unfortunately distinguished themselves last year by consistently coming in *after* all the other, CCS, boats. Yes, their boats are usually bigger, expensively maintained, but it would be nice to give them some serious competition. Well, this year we did! Of 28 boats signed up, only 13 actually finished within the requisite hour of the first boat crossing the line. It is nice to record that our two Surprises inserted themselves among these: Tim Hancox, Claude Barnerias and Paulo Moreira brought *Miss Match* into fourth place, and Yvonne Rogers, Helen Morris and Roland Widmer with *Mic Mac* completed within the time. Sadly, five other Club boats competing fell foul of a calm at the wrong moment and therefore were rated DNF (did not finish). For your future planning, note that the lovely old (1906) seven-tonne racing sloop *Phoebus II* came in some few minutes after *Miss Match*, in sixth place.