



YCC Yachting News

July 2007

New boats are here!

XENON dinghy

"With its combination of power and ease of handling, plus its status as the boat of choice for the Endeavour Trophy, the Xenon looks set to become a modern classic club racer. If it is good enough for the best of the best it is certainly good enough for me."

DINGHY MAGAZINE

Your YCC Committee, and particularly John Fullerton and Reiner Geyer, put a lot of research and debating into finding the right replacement for the less sea (lake-?)worthy of our two 470s, and the Xenon registered earlier this year is already proving a winner. We class her as a straight D, not even ED, because

that is where we needed capacity most. She may take a maximum of four sailors and you can recognize her by the odd fluo green top corner of the mainsail as she sails by! The design is unusually beamy, providing plenty of room, and chine construction helps stability.

Her first race was the *Traversée du Lac* with Per Skalin skippering.

John has kindly made himself available to demonstrate rigging, for instance on Thursdays, so any current D license holder is welcome to try her.



Photo by John Fullerton

We have not made "rules" about learning rigging first, but please use your common sense, ask for help before just taking her out and read the information gathered by the dinghy section on http://cern.ch/yachting/dinghies/dinghy_xenon.html



The Xenon demonstrates poise under pressure.
Photo: Patrick Bestmann

Feedback and comments about this newsletter or to contact the YCC committee send your emails to:

club-yachting-committee@cern.ch

For information about the club, committee, members, events, external regattas etc.

Website:
<http://cern.ch/yachting/>

Datasheet

Model: Topper XENON Registration Number: GE 18545 Capacity: 4
Dimensions: 4.50 x 2.00 m Sail Area: 9 (15.50) + Gennaker 12.75 m²

GibSea 264

Most members know that we have been looking, for upwards of a year, mostly in Switzerland and then abroad, for a replacement for our venerable First 25, *Chick-En II* (named to honour our Honorary President Chick Nichols, member of the Club for thirty years). The biggest concern with *Chick-En II* was the non-functioning in-board engine and the difficulties of either fixing or extracting and replacing it. The temporary solution of adding an out-board was never going to be long-term, was only just powerful enough, and defeated the logic of a large cruiser.

On 17th May, Nick, Tomasz and Michal, following up an advert, went to Yvoire to see the GibSea 264, which, to cut a long story (and some agonising about costs, importation) short, we have now bought on behalf of the Club. Even on that first visit, they were impressed with the owner's care, and the general condition. We do hope that we can maintain the high standard of care and cleanliness that this boat is accustomed to!

She was subsequently sailed, viewed on a hoist, negotiated into Switzerland (many thanks Gijs, Jürgen, Sandro plus, over past months, Sascha, John, Micheal, Giovanni, and others) and registered and insured.

The only necessary adaptation to Swiss Lake

regulations is blocking the marine toilet.

Rearranged moorings

Many members will have noticed that some boats are not in their usual places. No changes so far to the dinghies and catamarans area, but - the older Yngling, Vas-Y, has moved back to her "legal" place alongside the Surprises, partly to accommodate a slightly wider boat, partly that the Port Authorities are becoming more importunate about private rearrangements and squatting - and we need their goodwill!

The valiant Surveillance Q-boat has taken the place of the unkindly-named "green tub" (well, never in her hearing ...): this is experimental, while we decide a) if the water's deep enough long-term, b) whether we really have sufficient use for the "green tub".

Chick-En II goes temporarily to our not-often-needed (but sometimes very useful) buoy down-lake of Port Choiseul, while her fate is decided. Never fear, we have intentions, and interest expressed in buying her (if you are also interested, please contact Sandro Vascotto).

The new cruiser goes, of course, to *Chick-En II*'s place.



Not the most elegant of positions for our new Flagship, but clear proof that she was well maintained by the previous owner. Photo: Georgic Bauduin.

And my CK key...?

Watch your e-mail for news of how and when to sail the new cruiser: she was an expensive purchase and your Committee feels it wise to ensure complete familiarity with her before even existing CK license holders are considered competent. Sascha and Sandro are preparing familiarisation outings. To facilitate the transition a new **GS key** has been introduced.

The size of the inboard motor (6.70 kW) requires a motor-boat licence. Hence, the GS key can only be attributed to the persons that have a valid motor-boat licence in the country of residence (e.g. Swiss 'A' Permit). Of course, just as with the CK key, the Swiss Sailing licence ('D' Permit) is also mandatory for those domiciled in Switzerland.

Datasheet

Model: Gib'Sea 264

Registration Number: GE 52923

Capacity: 6

Dimensions: 7.80 x 2.92 x 2.10(0.90) m

Sail Area: 30 (36,50) m² Engine: 9 hp

Surprises doing great!

Our same two, *Mic Mac* and *Miss Match*, have already had a full, demanding and rewarding start to the season: one skippered by Michal Kwiatek, the other by Sebastian Lopienski, flew the Club flag in the *Genève-Rolle-Genève*, a couple of weekends back, and both completed the race despite lack of wind, some 30 minutes before the closing of the finishing line, after more than 17 hours of sailing. Sebastian notes, even more interesting, that Michal

Then both *Mic Mac* and *Miss Match* were again called to the starting line for the *Bol d'Or*, last 16-17 June - the "largest inland regatta in Europe". Again we congratulate all Club crews and their respective skippers, Daniel Litim, who came in 54th in the Surprise class, some six hours after the first Sur-

This year's YCC Surprise Match Race took place the same weekend as the beginning of the America's Cup—23-24 June. Our loyal club spectators were definitely not disappointed with a number of very exciting races in all kinds of conditions (from a gusty force 4 in the eliminations down to nearly 0 wind in the first race on

brought *Miss Match* in right after *Mic Mac* with himself - no other boats between them out of 250 that participated and only 167 that finished. The Club is proud of 21st and 22nd places in the Surprise class, out of 61 registered for the race. *Mic Mac* had been taken out of water and repainted before the race by the participating crews.

We deduce, with this photo-finish, that the two were well-matched for Match-Racing!

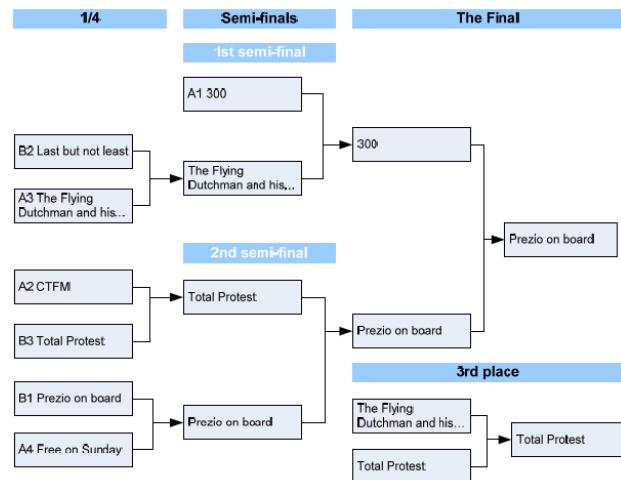
prise home (which, for a 27-hour race, is also good going in a tiring trip to Villeneuve and back!) and Christian Mester, 75th - the Class must be one of the biggest in the regatta.

To top it off, both boats have further participated in the CNV Semaine de Soir 25-29 June.

Sunday, which was still very eventful). Special thanks go to the organizer: Michal Kwiatek, helped by Haude Morel, Tim Hancox, Marco Benvenuti, Rob Veenhof, Patrick Diday and Aaron Dominguez. There were seven teams in total, listed below with the name of the skipper in bold:



With lots of care and affection *Mic Mac* prepared to match *Miss Match*. Photo: Michal Ropka



Results of the Finals (Sunday)

Start	The yellow boat	The blue boat	Result
11:00	The Flying Dutchman and His Crazy Crew	Last but not least	1:0
12:00	Total Protest	CTFM	1:0
13:00	The Flying Dutchman and His Crazy Crew	300	0:1
14:00	Free on Sunday	Prezio on board	0:1
15:00	Total Protest	Prezio on board	0:1
16:00	300	Prezio on board	0:1
17:00	The Flying Dutchman and His Crazy Crew	Total Protest	0:1

Results of the eliminations (Saturday)

Start	The yellow boat	The blue boat	Result
09:00	Free on Sunday	300	0:1
10:00	The Flying Dutchman and His Crazy Crew	300	0:1
11:00	The Flying Dutchman and His Crazy Crew	CTFM	0:1
12:00	300	CTFM	1:0
13:00	Prezio on board	Total Protest	1:0
14:00	CTFM	Free on Sunday	1:0
15:00	Last but not least	Prezio on board	0:1
16:00	Total protest	Last but not least	0:1
17:00	Free on Sunday	The Flying Dutchman and His Crazy Crew	0:1

2007 Surprise Match Race Results

1. The Flying Dutchman and His Crazy Crew: **Gijs de Rijk**, Marco Silari, Sophie de Rijk, Johannes Gutleber
2. Total Protest: **Michal Kwiatek**, Michal Ropka, Mikolaj Misiak, Piotr Skowronski
3. CTFM: **Thierry Boileau**, Fabrice Pichon, Miguel Chamochin, Cooper Rees/Giacomo Bruno
4. 300: **Marco Benvenuti**, Gennaro Ruggiero, Rolf Traeger, Cristina Morone
5. Prezio on Board: **Sebastian Lopienski**, Tomasz Ladzinski, Maciej Stepniewski, Piotr Kolet
6. Free on Sunday: **Haude Morel**, Sarah Fullerton, John Fullerton, Marleen Van Nes
7. Last but not Least: **Giovanni Cervelli**, Paulo Dos Santos De Campos, Michel Chevallier



Miss Match with the "300" team way behind Mic Mac with Sebastian & the "Prezio on Board" crew in the Surprise MR finals. Photo: M.Silari

Boat Names

Your Committee is not unaware of the indignity of not so far having named two very significant new additions to the fleet. We plead guilty, but note that we have been very busy. If you think of a name, just send the proposal to the Committee—the choice will be made during the Closing Dinner.

2007 Beginners Cruise

Contrary to the traditional Jeûne Genevois cruise editions, the 2007 YCC cruise organized by Rob Veenhof targeted absolute sea beginners and took place already in June. Rob involved the crew members in the organisation from the very start. The participants identified the region to visit, looked for a boat to rent, negotiated the rental fee, arranged transport etc. ... and finally had lots of fun! Below, a short report by one of them:

We left Geneva at 7am on Saturday June 9th and drove to Salivoli, where we arrived around 3 pm. After completing the check-in formalities and doing some residual shopping of local products, we had a good look at the boat and left at 7 pm, after the security briefing. For our first sailing leg we crossed the Piombino Channel towards Elba, passing west of the lighthouse in Palmaiola island. We moored near Capo Bianco (Porto Azzurro) where

we had the first of several superb dinners - in this case, a Brazilian chicken in beer sauce with rice and salad.

After dinner we organized the first watch schedule of the cruise. Each crew member was given a 2 hour watch period and the schedule was arranged so that at least 2 people were on deck at any given time. At 2 am next morning we left for Capraia, where we arrived at 11 am. After a brief break in the Anse Ceppo and a longer one just outside the harbour, we left for the Cap Corse. Considering the swell resulting from the SW wind, we opted to moor in the Tamarone bay on the east side of the Cap.

Monday morning, we rounded the Cap and then anchored in Centuri where our gastronomic-in-residence suspected abundant supplies of lobsters. After further inspection on land this turned out to be indeed the case. A satisfied crew returned afloat with a sea-food salad presented in a crab shell, which was offered to the boat-watcher and received with high praises. That evening, we anchored at the Saleccia beach. Here, we ate a fish (orata) we had caught earlier in the day in

Centuri, accompanied by grilled vegetables and cous-cous. Dinner talk by now focused on the subtle differences between the various Corsican wines and on the right wine to serve with this particular fish. After dinner we organized a nightly anchor watch schedule, given the forecast of strong SW winds for the next day.

On Tuesday, the SW wind had picked up to a nice 4-5 Bf which we used to sail to Calvi - a town that we visited in the afternoon. Our study-team had done its homework: an adequate restaurant had been identified in advance and excellent relations with one of the restaurant staff had been established.

The original plan of spending a night at Scandola was dropped, due to the absence of adequate shelter in the area considering the wind, in favour of an extended visit on return to Elba. On Wednesday we therefore headed N again. After a visit of the bay of St Florent for lunch, anchoring just below the ruins of the starboard entrance lighthouse, we passed by Cap Corse at dinner time. We also moored there for the night, in the Barchaggio bay just S of the lighthouse - well protected from the

SW swell.

On Thursday we first sailed to within 2 cables of the S-tip of Capraia, with remarkable colour contrasts between the various kinds of volcanic rocks, then headed to Elba with a lunch swimming stop at San Andrea. Followed a pursuit race with a local fishing boat, which resulted in a magnificent pesce cappone of 1.5 Kg, also known as scorfano rosso, which translates in English as redfish, a translation that doesn't really do justice to this beast. After shopping in Marciana, we moored in the Biodola Bay.

Considering the forecast of thunderstorm and near gale in the afternoon, we left early on Friday and returned to the starting point and final destination of the cruise, Salivoli harbour. A total of 245 nautical miles had been sailed at that point. We used the rest of the day to visit Volterra. The town is renowned for its alabaster sculptures and its Etruscan remains.

Saturday morning, we completed the check-out and left for home. For some, the way back included a hiking stop near Portofino.

Upcoming Events

July

15th, Sunday: Monthly Regatta (Les 3 heures de Versoix)

August

5th, Sunday: Monthly Regatta (Drag Race)

Many external regattas: SdS Rolle, Nyon, Founex—check out the [External Regatta web page!](#)

25th, Saturday: CCS'ène

September

2nd, Sunday: Monthly Regatta

15th and 16th (weekend): Match Race 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)