



YCC Yachting News

June/July 2009

Racing improves the breed

A Word from the President

The title of this first 2009 Newsletter certainly usually refers to horses or racing-cars - but I suggest it can refer to an active and enjoyable sailing club. Further on, you will find a racing report from Michel Chevallier on the first time that YCC has flown the flag for us in the *Atomiades*; you will also see that we did respectably well.

Another racing report from a member new this year details his participation in the world-famous *Bol d'Or* and our own Match-Racing of Surprises - never let it be said that a Club newcomer cannot make his way into competitive sailing merely through inexperience! Vince has another "first" in being the first to gain the newly created -this year- CC (Competent Crew) license, and is well on the way to being able to skipper a boat within the Club. It really underlines that you get as much out of the Club as you put into it, and the more you sail, meet people, participate - and of course, volunteer to do maintenance ...

The final article herein is about cruising in Brittany, contributed by Marco Silari: the second time in two years that the Club has elected this lovely area, although last year's *Pogoria* was somewhat larger. Nobody would deny that sailing there is more "interesting" than sailing the Med.: tides, more varied scenery, some would claim better food, rocks, channels. Versus cold water! But our Club thrives on variety and we always look

at many options, whether cruises, choice of our next boat purchase, social activities, etc.

I cannot close my *Word* without mentioning what we hope becomes a sea-change in our Club. In boat maintenance, for years, we ("we" are all guilty) notice and complain about badly maintained or dirty boats - without, frankly, doing enough about it individually. After a lot of consultation (which uncovered a very pleasing amount of good-will), I have appointed a person responsible for each boat—check the fleet page at <http://cern.ch/ycc/fleet.htm> (except, so far *ResQ* - volunteers, please?). This is the sea-change: rather than hoping someone else will fix something, or just reporting it, a single person has been nominated to take responsibility. I should stress that s/he is not thereby singly responsible for fixing the boat which you would like to find in perfect order: NO, s/he will mainly coordinate work and as usual, I urge you to be available, respond to requests - and better - **have fixed it yourself in the first place if you can!** Our boats collectively get a lot of use - probably more than the rest of Port Choiseul combined! - so the wear is to be expected. Proportionately, we expect active participation in the work.

Fair winds for the rest of the season,

Tomasz

The YCC at the Atomiade 2009 in Berlin (by Michel Chevallier)

The YCC sent three teams to the *Atomiade* sailing competition in Berlin, on June 13th and 14th. The *Atomiade* are the Olympics of the European research. They take place every three years at different European locations. This 13th edition, held in Berlin, *Atomiade*, boasted sailing for the first time in its program.

Ten teams (2 from the Austrian Institute of Technology, 3 from CERN, one from European Synchrotron Radiation Facility in Grenoble, 2 from the Max-Planck-Institut in Garching and 2 from HZ Berlin) were competing on a big monotype boats, namely the *Gruben Sprint* (<http://www.gruben.de/frameset.htm>).

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/>



The YCC Team at the Atomiades.

This 4.70 meters long dinghy weighs 160 kg and has a 14 sq meter main sail.

The regatta was organized by the "Seemannschaft Berlin e.V." in Berlin-Spandau on the lake called Unterhavel. The lake is long and narrow, with a very irregular shape and hills around its shores. All these characteristics are a recipe for irregular winds in strength and direction. Indeed, we had a depressionary wind on Saturday and a thermal wind on Sunday, both equally unpredictable and surprising.

The boats were provided by a sailing school and had neither spinnaker nor trapeze nor boom down-haul. Their maintenance state varied from one boat to another. There was neither possibility of sails nor of rigging fine tuning.

The YCC teams were made of Marco Benvenuti and Alex Cerri, Nick Ziogas and Michel Chevallier, and Jamie Boyd and Peter Wagner. Seven regattas were in the program, whether banana or triangles.

Saturday, we went on the water at 11:30 am and left at 2:40 pm. In the meantime we had raced only twice, given the strong wind (5-6 Bf, with very, very localized gusts). All boats but two capsized at least once and at times, the three rescue boats could not keep up with the need for intervention. There was some damage (broken rudder, shaky centreboard, broken tiller extension, torn jib, etc.) on almost all boats.

Sunday, the wind was much cooler (2.3 Bf) and we could race four times. The real discovery of the boats took place on that day and those who understood first the boats and the sailing area, those who best read the lake surface to look for wind and routes had a clear advantage.

The victory went to a team of the Austrian Institute of Technology, who won every single regatta. Marco and Alex finished second, while Nick and



The Regatta. Photo Marco Benvenuti.

Michel scored 6th, only one point beyond the 5th, and Jamie and Peter finished 7th.

All in all, it was a very enjoyable week-end, although a bit wet! The custom of drinking beer in the clubhouse after sailing was very reminiscent of Versoix!

The sailing school deserves thank-you for allowing us to race on its boats, as does Alex Cerri for organizing the CERN participation.

A NOVICE'S VIEW OF THE YCC (by Vince Tickle)

We landed as a family of four in Geneva last September. A friend suggested the YCC as it was a friendly club. I applied as a novice via the lottery system and was fortunate to get on the *Competent Crew* course. Since then I have passed my course, participated in the *Surprise Match Racing* and also the *Bol d'Or*.

Along the way I have also made some great friends, acquired some sailing skills and now really feel part of the Club.

What follows is a brief account of my experiences of the Match racing and the *Bol d'Or*.

Surprise Match Race 2009

I was crewing on Michal's Team and knew nothing about match racing. To enlighten me I went along to the briefing earlier in the week at the Buvette. It was a worthwhile exercise and I came away with the following thoughts:

- Rob was undisputed king of the rule book.
- Luca is pretty hot with spreadsheet presentations.

- Although friendly, there was obvious history and keen competition between the skippers.
- Michal was relieved his parent's didn't phone him on "skype" during the large screen presentation.
- Finally, that there are rules about rules about match racing and the best thing I could do was have a beer and just turn up on the day and do my best!

Saturday

Race day came and there was wind! Crews gathered at the Buvette and the boats were readied. After a bedazzling sequence of gunshots, flags and horns the racing began. After a day racing the following became clear:

- It was tricky changing crews on the lake in high winds, even with Rob's undoubted skills with a motorboat.
- Getting the spin up for that final downward leg is definitely not as easy as it looks.
- Polish people are great company
- There are two more "Competent Crews" that will surely make the final tomorrow!
- The Buvette serves tasty bagels.

Sunday

Despite our best efforts we lost in the semi-finals. Let's be honest we were not favourites but we certainly learned a lot from the experience

The final - as expected - was closely contested between *President on board* and *Flying Baguette*. I sensed tension in the air! I am guessing, but perhaps Sebastian (*President on board*) has been top dog in previous years with Thierry (*Flying Baguette*) often chasing? Whatever the history it was show-down time and Skipper Thierry had a secret weapon - Ian at the helm! With the strong winds we had high drama over the weekend with a ripped spinnaker and then in the final a snapped outhaul. Michal made a decision. With the final at 1-1 the deciding leg would be done with a reefed mainsail over a shortened course. The rest - as they say - is history! The *Flying Baguette* cruised home leaving a disgruntled *President on board* to pick up the crumbs!

This was certainly a different kind of sailing! Great tension, excitement and fun - I hope to be there next year!

Bol d'Or 2009

I had a fantastic opportunity! New to sailing, new to the club, but the brave Michal was prepared to take a novice onboard for the *Bol d'Or*. Needless to say I went for it and what a great time we had.

O.K. - I can hear you! - there was no wind (Worst since '68 - so I gather). But who need wind with our stout and hardy YCC crew.

Namely - Michal (Skipper) Kwiatek, Pawel (Cecils*) Grzywaczewski, Jarek (Martini hour) Polok, Tim (The Swim) Huckstep, Vince (Giveusatune) Tickle (It's my new Polish middle name!)

The day started early in Versoix. The two YCC Surprises motored down to Geneva. Both Skippers wished each other luck (Michal and Thierry), then we were on our own, jockeying for position at the start. It is a memory that will stay with me. Hot air balloons overhead, a Ferris wheel behind the old town skyline, spectators on the banks, Mont Blanc in all its glory and the wonderful sight of so many vessels on the lake at the start.

The cannon fired - we were off! This moment had gone through my head a number of times over the previous week - the tension, the drama, boats tacking and jibing for position, skippers shouting at each other in protest of manoeuvres BUT this failed to materialise due to the wind. Like many others we took a while to get over the start line and the atmosphere on the boat was relaxed. However, in such situations you make the most of it and at least it gave us time to get to know each other and this is what I will take away from the experience!

- That Michal likes to swim in his YSL underpants when it gets hot!
- I now know some Polish Shanties (Same as English with different words)
- That Tim can swim faster than a Surprise
- I now like Martini with citron on ice - thanks to Jarek's beloved "Martini Hour"
- I now like "Cecils" - a wonderful Polish dish akin to meatballs - Thanks to chef Pawel*

The Bol d'Or finished for us at Yvoire. Michal checked the GPS that told us we had another 20 hours sailing in the current conditions to reach the halfway point at Le Bouveret. With this information we notified the officials of our abandonment and started the motor for home in Versoix via a cold beer in Yvoire.

I look back with fond memories of the day where friendships were made. In fact, I enjoyed it so much it inspired me to compose a song as a tribute to a fun day with some great people.

Click on the [link](#) to hear the tune of "Ye Olde Bol d'Or" with some pictures from the day!

The words if you dare to sing along are on the last page!

* Note from the editor: according to some online dictionary that Pawel was using, *Cecils* is supposed to be an English term for the Polish *Pulpet*...

Sailing Brittany

(by Marco Silari)

Going on a sailing week in Brittany (Bretagne) on the Atlantic coast of France one would expect rather cold weather (and possibly some showers) and lots of wind. Well, we had exactly the opposite: an entire week of sunshine (except for the last day which was a bit cloudy, but we had to return the boat by early afternoon anyhow) and relatively unstable and weak winds. Not exactly the warm climate as in the Mediterranean, and of course forget swimming (not just for the cold water, but also for the rather big jellyfish often floating around the boat), but still very pleasant air temperature during the day (a bit chilly in the evening). Rather than experiencing the west or north-west wind usually dominant in the region, we had constant NE or E winds for the entire week, 2 to 4 Bf (we never had to reduce sails) often dropping to a few knots (which also meant switching on the engine) in the afternoon.

We were ten participants split in two boats, "Bakea", a Grand Soleil 37, and "Wagoo III", a Sun Fast 37, both comfortable for five people. We set separate courses but kept in regular contact via sms and VHF (when close enough). This is a short report for Wagoo III, sailed by Marco Silari (skipper), Johannes Gutleber (co-skipper), Sandro Vascotto, Sonia Von Kanel and Christine Darve.

We had planned the entire cruise in advance, and then slightly adjusted our course during the week. We set out early on Saturday afternoon from La Trinité-sur-Mer, sailing across the Passage de la Teigneuse to head towards Belle Ile, where we spent the first night moored at a buoy in the nice harbour of Sauzon with its coloured houses. As we saw in many other places the following days, in the inner part of the harbour the boats end up aground with low tide.

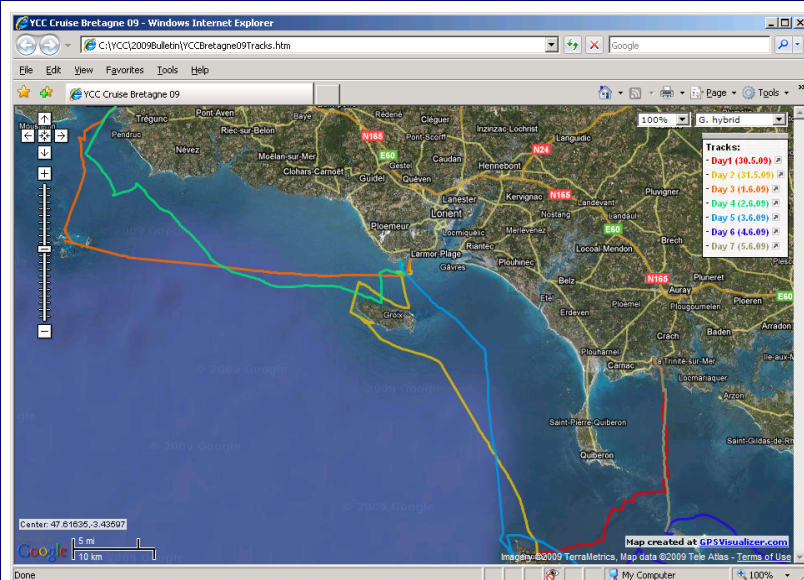
The following morning we left soon after 9 and sailed with a nice NE wind to Ile de Groix, passing over the Plateau de Birvideux with its lighthouse sticking up out of the shallow water. On the south-east side of Ile de Groix, the Pointe des Chats (kept at safe distance), we turned south and anchored for lunch in shallow waters in the little bay of St. Nicolas, crowded with boats. We then sailed around the west side of the island and turned north with the intention of spending the night in Port-Tudy. It happened that the little harbour was rather crowded because of a regatta that was taking place that week, so we decided to take advantage of the nice wind, and keep sailing for a while, finally mooring on a buoy in the small bay of Lomener, on the coast just before Ile de Groix. As it is often the rule in this area, the approach to the bay had to be made along a predefined course, to

avoid various dangers. The following day the plan was to leave early in order to get to the archipelago of Les Glenans and cruise across it before heading to Concarneau for the night. Unfortunately that was a day with very little wind, so that we had to cover most of the 20 miles from Lomener to Les Glenans under engine, in order to get there by around noon and be able to cruise in-between the little islands with the high tide. It was a nice exercise, as one really has to follow a precise route, passing over waters that with low tide would be too shallow or just ground. One of us as constantly checking the chart and providing the route to follow, a second person was checking references on land, taking compass bearings and passing on the information to the person at the helm.

After a lunch stop at the buoy in a small bay called La Chambre, where boats remain afloat only during the high tide, we left around 3 pm, exited Les Glenans north and headed to Concarneau with weak wind but still sufficient to sail. The harbour of Concarneau has to be approached on a well-defined route: since we were rather off-course, unfortunately we had to lower sails and use the engine right at the moment the wind was picking up to more than 15 kt! That also meant manoeuvring in the harbour with more than 10 kt of wind. Here, as in La Trinité, mooring is bow to the jetty along a catwalk. In Concarneau we allowed ourselves a walk in town, a nice fish dinner in a small restaurant in the evening and breakfast at a bar in the morning. The following day, Tuesday, we had the best day of sailing, about seven hours of a nice, constant NE wind of 3 Bf, which took us to the Anse de Perello, a small bay not far from Lomener, where we moored at a buoy for the night.

The following day we left around 8:30 to head back to Belle Ile, again passing over the Plateau de Birvideux. We had a nice wind for the entire trip, destination the north-west side of the island, here we stopped for a couple of hours in Ster Ouen, a small calanque cut on one side of the bay of Ster Vraz. In Ster Ouen there is only space for a few boats, which have to moor with anchor and a line on ground astern. Rather than putting the tender in the water, we sent Christine, fully equipped with her wetsuit, to swim to land among jellyfish with our mooring line. The manoeuvre took some time because of the wind that kept turning the boat alongside the axis of the calanque whilst we had to moor her perpendicularly. Finally we succeeded and allowed ourselves lunch in a beautiful environment. We left mid-afternoon, when the wind had completely dropped, and headed under engine to Le Palais, the other little harbour of Belle Ile.

Le Palais only has a few places for visitors. Boats moor taking a buoy in front and with a line astern to a rather high wall (which is actually the breakwater of the harbour). To get to land, one has ei-



GPS track from Wagoo III by Johannes Gutleber.

ther to cross the harbour with the tender or reach the wall with the tender and then climb it via a rusty ladder. This is the solution we adopted, as can be seen in the picture. To get to the small village which was just in front of our boat but on the other side of the harbour is a 10 minute walk, and then across the bassin de marée (tidal basin).

couple of hours, exploring the surroundings and meeting a few cormorants and a colony of sea-gulls.

The last day the weather started to change, as anticipated by the weather forecast, no sunshine but a nice wind of 4 Bf, which allowed us to happily sail back to La Trinité-sur-Mer where we returned the boat around noon.



Sandro Climbing a ladder in Le Palais. Photo Marco Silari.

"YE OLDE BOL D'OR"

(Lyrics and music by Vince Tickle)

1.

NOW HERE IS A TALE OF MEN WHO SET SAIL,
WITH A LUST FOR ADVENTURE AND FUN.
WE STARTED THE RACE WITH A SMILE ON OUR FACE,
IN THE QUEST FOR "YE OLDE BOL D'OR"

CHORUS

WITH HONOUR AND PRIDE BUT NO WIND AT OUR SIDE
WE MERRILY TACKED ALL DAY.
WE'RE SAILING ALONG AND WE'RE SINGING THIS SONG
IN THE QUEST FOR "YE OLDE BOL D'OR"

2.

WIND DIDN'T APPEAR BUT WE HAD LOTS OF CHEER,
IN PURSUIT OF "YE OLDE BOL D'OR"
WITH MICHAL AT THE HELM WE WERE KNIGHTS OF THE REALM
- POLISH FOLKLAW REWRITTEN TODAY.

CHORUS

3.

AS TEMPERATURES SOARED - WELL THE CREW WERE NOT BORED.
POLISH SHANTIES THEY BRIGHTENED THE DAY.
JAREK'S "MARTINI HOUR", PAWEŁ'S "CECILS" FOR POWER
THEY ENSURED A GREAT PASSION TO WIN.

CHORUS

4.

WE WOULD LIKE TO SAY THAT WE ROUNDED BOUVERET
- BUT THAT WOULD BE TELLING A TALE.
AS WE PASSED YVOIRE, WELL THE LURE OF THE BAR,
WAS JUST LIKE A MERMAIDS SONG.

5. (SLOWLY)

NOW THE END OF THIS TALE - T'WAS BEFORE WE SET SAIL,
WE BRIBED MICHEL GLAUS WITH SOME WINE.
THE PRESENTATION CAME, Y.C.C. IS NOW FAMED,
AS WE RAISED "YE OLDE BOL D'OR"

- INSTRUMENTAL FINI !



This song recorded at the Buvette and other films available now on **YCCLife** channel from YouTube:

<http://www.youtube.com/user/YCCLife#play/uploads/0/XB1-UqyEpd0>