

LYC  GRAPEVINE

Spring 2006



The Magazine of
LIVERPOOL YACHT CLUB

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If you have anything you think will be of interest to members please feel free to put pen to paper, or, preferably, fingers to keyboards and send to the editor. The deadline for contributions for each Grapevine publication is listed in the current year dairy. Please remember that Grapevine is now published on the LYC website.

Email: grapevine_lyc@yahoo.co.uk

Website: www.lyc.org.uk

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Covering photograph:

Liverpool 08 and Ellen McArthur in *B&Q* at the start of Race 7 from Quingdao to Victoria.

Courtesy of Alastair Soane

From the Commodore.....

Here we go again, this is the last 'Grapevine' before the next AGM on Wednesday 26th April 2006. Please come along and support your management team, if only to cast your votes.

Wednesday's Yacht Club events have continued to be successful especially, Rich's Quiz nights and we are grateful to him for running these events. There is a rumour that the Cruising Section is going to put a team in for the next Quiz. So watch out you racers.

One club night we had a singer in the bar—an evening with Veronica. This was very successful but it was a shame that it was not supported as much as we would have liked, there was still some standing room left. Vinny was a great help supplying speaker and amplifier systems, thanks Vinny. We hope we can have more evenings like this in the future. We know we have lots of talent in our club so come on folks HELP us make it happen. Veronica is going to fit us in again in the autumn. Can I please repeat what I said at the annual Dinner Dance about Wednesday Club nights. The

attendance of members has been dismal. For the last few years there has been no more than 20 members present on a good evening. The object of club evening is to meet other club members in a congenial atmosphere and for boat owners to recruit and socialise with their crew. Could I ask all members to attend at least one Wednesday per month no matter how near or how far you live from Liverpool. If not for the above then to help with communication purposes.

I was looking forward to being Race Officer with my team from 'Quilla' for race BM8. My Race Control crew Ann, Pauline, Ken Tim, and Bob arrived with difficulty as it was snowing hard!! The Marina looked as if we were in Siberia. In the foyer the skippers of about 10 boats all looked down and miserable. A telephone call was made to Liverpool Coast Guard and the Commodore as the duty Race Officer announced that the Race had to be postponed due to poor visibility and other worsening conditions.

We packed up to go but I had left the car lights on and the engine wouldn't start.

Ken and Tim pushed the car round the car park in a driving snowstorm. Eventually we were off with all the skippers and crews on a very difficult journey home. It was definitely an experience and I thank everybody who turned up. As Ann said 'our brave yachtsmen and women'.

The Dinner Dance and Prize Presentation this year at the Crown Plaza was a huge success. Thanks to our Rear Commodore Vinny and his team from the House Committee, Mary, Helen, Trich and Angela. Helen was responsible for making the tables look so lovely.

It was good to see so many distinguished guests; Warren Bradley and his lady, Leader of the Liverpool City Council, Colin de Mowbray, Operations Director, Clipper-Ventures Plc., and his lady Vanessa. He thanked us for having a Dinner to celebrate the re-start of the Clipper race!! Ha, ha. Jack Yates, Marina Managing Director and his lady Sonia and the representatives of our Kindred Clubs, Richard and Jane Yeoward, Commodore of Royal Dee Yacht Club, Richard and Claire Booth Commodore of West Kirby Sailing Club, Paul and Margaret White Commodore of Royal Mersey Yacht Club,

Tudor Goodman and lady, Commodore of Tranmere Sailing Club was also with us as a member of Liverpool Yacht Club.

The remainder of the Kindred Clubs Commodores are invited to a separate event during the summer in which they compete for the Commodores' Cup in LYC members' yachts with LYC providing hospitality after the presentation of the cup.

Judith Feather, Head of Maritime Events for the Liverpool Culture Company will be giving a talk at the Yacht Club on Wednesday 17th May 2006 at 8pm. She will be giving us the latest information on the finishing of the around the World Clipper Race and the Return of The Tall Ships into Liverpool for the 08 Liverpool European Capital of Culture celebrations. All members are welcome.

This is Helen's last time as editor of *Grapevine*. We are really going to miss her expertise. Good luck Helen in all you are planning for your future and I thank you on behalf of all the members for your absolute dedication to LYC.

JOHN D'Henin

.....From the Vice Commodore.....

Somebody once said “ it’s good to be busy! “ If that’s the case what a good year the club has had. Since the last AGM we’ve completed a very full year’s club racing, held the biennial Lyver Trophy started a Clipper Race and acquired *Gullmaren*. Talking of which, thanks to the efforts of Alan, Neil, Jim, Chris, Dave and the Moles. It’s now not the same boat we purchased and it has a full programme of events for the coming season!

We have now had a couple of months to test the courses as proposed by the three class reps. It is pleasing to report that the courses in the main work well with a few tweaks having been made to straighten out the odd anomaly. It is our intention to have a final checking session with each of the three class reps before publishing course cards.

Although Class 1 and Class 2 in particular have had good turn outs and close racing, Class 3 is still down in numbers. Hopefully this will improve with time.

I talked before about having a representative from each Class on the Sailing Committee, this has now been achieved with the

following volunteering (press ganged actually).

Class 1 Mark Blanchard
Class 2 Steve Harrison
Class 3 Andy Freeny

So please talk to them and use them to exchange information and comments—good or bad.

The Club Race Officer course was held in February. Congratulations to the following members who successfully completed the course.

Steve Williams
Ian Stockdale
Debra Davis
Jack Hilton
Steve Bowsall
Steve Roberts
Liz Fowle
Rod Darling
Ann Gardner
Tim Fowle
Ian Butler
Tim Piper

Well done to all— no excuses now!

As you will all know by now the Clippers are unlikely to finish on the scheduled date so we will have to fit the revised date into

our programme when it is confirmed. Alastair Soane, our President and contact with Clipper Ventures and Liverpool City will keep us up to date with developments.

Last but not least many thanks to Vinny, Helen and the House Committee for a great LYC dinner dance and prizegiving. The venue was good, the meal

excellent and the band very enthusiastic (loud). Hopefully next year more prize winners will attend to collect their trophies and then even more wine will be drunk and more volunteers can be press ganged into even more LYC activities!

Derek Sparks

.....and the Rear Commodore

Many thanks to you all for your support over the last year, we have had some very good functions and over my three terms as Rear Commodore you have all been very supportive, but now Vinny has run out of birthdays so its time for new blood to be brought in. May I ask you all to give our new Rear Commodore all your support as it does take a lot of hard work and effort especially the Annual Dinner.

The last of my house committee functions is a dinner to be held at the Athenaeum Club on Thursday May 25th, and for those who missed it last time now is the chance to wine and dine in opulence in one of Liverpool's finest and oldest private clubs. The cost will be about £30.00 per head with wine extra. This is not to be missed. (Oh the wine list!). Please make booking reservations through Anglea Oates, Trish Grout, Mary Dickenson or me.

Well as Bugs would have said "Thats all Folks".
Happy sailing to you all.

Vinny

Cruising Section

The Cruising Section is getting off to a good start this year. As I write this we are watching the weather to see if the proposed Easter Cruise will go ahead. We plan to leave the marina on Easter Friday, down to Menai Bridge and then onto Caernarfon before the return trip on Easter Monday.

We had a meeting at the marina with people interested in cruising and have so far attracted 15 boats who want to cruise in company. There may well be more out there.

For the season we are looking to organise a number of day trips to Hilbre Island – weather permitting. These will be organised at the end of the week, when we know the weather will be good enough. We now have a register of cruising boats and an email-shot goes to everyone.

There is significant interest in a weekend trip to the Isle of Man and we will try and organise this for the weekend of the Tranmere Midnight Race.

The Summer Cruise is coming together nicely, with the majority of boats wanting to join in. We

are planning on going to Douglas and then, dependent on the weather(!!), cruise either north or south along the Irish coast.

One of our number is planning to go clockwise around Ireland and is looking for company – anyone interested? Another member is looking to do the Celtic Raid, again anyone else interested ?

The vast majority of boats in the Section are sailing boats with a smattering of power boats – any more power boaters want to join in? Last year we had more power boats than sail for the summer cruise and everyone had a ball.

With different sizes of boats the cruises will cater for all by waiting in port for the slower boats before moving off again. The summer cruise will not be all sailing as everyone wants time in the various ports to see them and have some much deserved R&R.

I took on the role of Cruising Captain as no one else wanted to do it – we now have a willing volunteer who is chomping at the bit to take things further. He

is Jerry Turnbull and has a Maxi 100 at the marina – vote for him at the AGM.

The officers of the club are being most supportive and the Commodore has offered a number of trophies that could be awarded at the annual dinner, in the hope that the dinner will attract a greater cross-section of club members.

If you are interested in cruising in company or you are a member who doesn't have a boat but wants to crew on cruises – contact me, we have a number of boat owners who have indicated that they would be willing to take on crew.

Happy cruising

Doug McGarvie
Email dougmcargo@aol.com

From Race Control....



RACING RESULTS 2006

CLASS 1

BRASS MONKEY

1. Daydream
2. Another Nods
3. Mighty Max

CLASS 2

- Flash II
- Skukusa
- Musketeer

CLASS 3

- Clarevouyant
- Tango
- Ameera

BST alteration to club yearbook

Please note that the Sunrise Trophy will now be competed for on 30 July 2006 start time 14.00 hours BST and Summer 3 will now take place on 16 July 2006 start time 15.15 hours.

MIDWAY MARK

Skippers please note :
The temporary midway mark has now been laid. The mark is an orange fender inscribed 'L.Y.C. race'

The mark's position is
Latitude north 53° 2167'
Longitude west 002 ° 5725'

Please note all LBSA events this year are to be sailed under IRC handicap system. Watch the Notice board and the web site for more details.

The Progress of a Flagship



The Commodore, Vice Commodore, and the rest of those gentlemen, having asked me to write down the particulars surrounding *Gullmaren*; I take up my pen in the year of grace 2006, and go back to the days when the Liverpool Yacht Club was in its infancy, and we held our first Autumn Regatta.

This was the brilliant brainchild of the then Commodore Steve Harrison, and came to fruition following a Sailing Committee meeting in the summer of 2003.

The idea was simple... Find a weekend in the Autumn when the tides were suitable for Low water racing, and get out there! By definition in Liverpool this means a neap tide with low water around lunch time.

The date was picked, boats were entering, Race Control fielded their usual first team, and a suitable Committee boat was found, Lady Lorna.

Unfortunately, she could only do one day, so the Race Team

very courageously decided to use the RIB, but to transfer to *Mighty Max* between races for tea, coffee, and a warm up.

The weekend went extremely well, fantastic photographs were taken, a video was produced, and at the end we retired to the bar all very pleased with ourselves... Except that more than a few of the racing sailors had noticed just HOW cold the race team got on board the RIB, and how lucky we were having such a keen bunch to run our events.

This was mentioned several times over the following year at Sailing Committee. The very real dangers of hypothermia were examined, and the germ of the idea of a Committee Boat began to sprout.

The problem with the local Committee Boats at e.g. Royal Mersey YC or Wallasey YC is that they are really ONLY used to start races, and lay the odd buoy. In effect they are work boats with a cuddy. We felt any LYC owned club boat should be able to do much, much more...

- Go Offshore safely, with water, heating, cooking, power, loo, windlass.
- Sleep 4 people
- Lay Buoys
- Chart the Rock Channel
- Start & Finish Races
- Be available for City Parties
- Host BBQ's at Straits, Holyhead, Cork.
- Be a host boat for LYC *anywhere*.

Suddenly we were looking for a FLAGSHIP



A boat which was big enough, tough enough, and pretty enough for us to be proud of.... and which would do all the above jobs very easily.

It also had to be small enough to be handled by a bunch of yachties, and be maintained easily and relatively cheaply by a bunch of amateurs... Tall Order.

In truth, we thought it was probably an impossible dream... There was nothing out there which would do that job, except maybe a small trawler... horrendously expensive in steel, unusual to find a good, cheap one in wood.

We looked around that summer of 2004; Liverpool, Fleetwood, Holyhead, Straits, Caernarfon. My goodness! There are some rough boats out there!

Some will remember we looked at *Michelle* here in the marina... Quite cheap, but needed a lot of work.

At the AGM 2005 I finally passed on being Vice Commodore. Back to dentistry and just racing *Max*. For a whole 3 weeks!

Beginning of May 2005 and I'm welcoming one of my character patients into the surgery. Robbie is well known both around

Wallasey and the docks of Birkenhead. He has a live aboard part converted 40' wooden trawler. He loves fishing, and is something of a body builder... Works the doors part time; collects the odd debt.

"Started a business", announces Robbie... "Bought the Iron Door Club".

New wife. New family. New business... Well done Rob.

"What about the boat?" An idle question, as I lower back the chair.

"Oh. What a pain! Not enough time in the day", Robbie sighs. "If someone gave me 5 grand I'd rip their hand off!"

Hmmm..... Five Grand for a wooden part converted 40 footer?

I 'phoned the boys... Should we have a look? Probably rubbish, but...

We need someone who knows wooden boats, an engineer, preferably a marine engineer, and the Club Officers.

That Sunday, virtually the whole Sailing Committee turned up, along with Alan Dickinson and Gordon Dewar as the experts.

Gordon likes Gardener diesels... It starts and runs... Beautifully, but smokey "Normal", says Gordon. "Normal", says Vinny.

"The smoke will stop", says both. It does. Wow. Impressive.

"Smells OK", says Alan... "Can't smell anything," says I, nose down in the bilge alongside him. "That's what I mean... smells OK!"....I must look dumb... "Rot smells. Idiot". Wow again.

We look at her three more times over the next fortnight, a mixture of ages, a mixture of experience.

"I think", says Gordon through a mouthful of beer froth in an incredibly rough dockside pub a little after the third visit "If the club doesn't buy it... I will!"

The next week it's the June meeting of General Management, and I have put together a Powerpoint presentation of my photos, and a breakdown of costs. The important points are the projected running expenses, and the costs of conversion.

- £5000 to buy her
- £5000 for the conversion
- £3,300 per annum running costs.

There would be a small offset in

reduced petrol for the RIB, and a saving on the RIB's mooring (she would live on *Gullmaren*).

Finally, a converted boat is worth much more than a part converted one, so the asset increases in value.

The presentation goes well, and with a historic unanimous decision (with one abstention) LYC make the move to bring *Gullmaren* across to the Marina, lift her, and have a survey of the hull... If it's sound..Buy!

"We should call her *Soggy Log*".

She leaks like a sieve on the relatively smooth crossing from Birkenhead, the water is up to the gearbox by the time we are moored up, and the 240volt bilge pump connected. All the upper seams have opened up with the many years of dry weather, and a huge amount of caulking is required. Paint is peeling, the engine is filthy, the wheelhouse door is broken, there is no security for the saloon and the batteries are completely ruined.

Some are not impressed... But fortune suddenly smiles... God Bless Jack Yates!

A free lift in a fortnight is offered, and by the time she is high and dry a group of "Mersey

Mushrooms" have...

Replaced the batteries
Repaired the door
Cleaned the engine
Painted the wheelhouse
Done a lot of caulking

All for free! She now starts, runs, steers, and keeps the sea out.

Steve Roberts gives her hull the OK, and values her, as she stands at about £10,000. We have doubled the Club's money in 2 weeks. The deal is finalised.

The *Soggy Log* nickname will live on... but not quite so soggy now....

LYC has a Flagship.



Obituaries

Major Frank Kirk (rtd)



These are key words that were important in Frank's life. - Strength, Service, Sharing, Sailing, Tradition, Ceremony.

First and foremost Frank Kirk was a family man. Loyal and loving husband to Jane for 52 years and supportive father of their daughter and three sons. His 10 grandchildren knew him as a gentle and caring man.

Frank was a proud gentleman. A man who was proud of tradition and values. A man of principle and strong opinions he was always happy to share.

Happy to lead, he was never afraid of responsibility and indeed thrived on it. Frank sought out new challenges and causes to share and contribute his time to. Frank got involved. If he saw something was not right or he felt he could offer something he volunteered his services. A determined man when motivated he enjoyed achieving

what he set out to do.

The Service ethic is something that was inbuilt in Frank. In every aspect of Frank's life he demonstrated his commitment to service of the community.

A service career: As a Military officer, achieving the rank of Major. In Retirement he maintained an interest in the TA/TAVR. He was particularly proud of 'his baby' the HSF (Home Service Force)

Service to charities: He was a tireless fundraiser. Chairman of the local RNLI.

After his experiences as a patient over the years in the Royal Liverpool Hospital he became Chairman of the Hospital PPI (Patient and Public Involvement in Health Forums) and wanted to help improve the public's representation and care with the authorities.

An active mason. His dedication to Masonic activities and their charitable and good works were very important to him.

Service to clubs and societies: Frank loved Rugby Union and in his younger days played at senior level with Sheffield Tigers and Darlington. When his knees gave up he took up sailing and was a very active member at West Lancs Yacht Club in Southport for many years. He was Chief Executive for the 24 hr race for 2 years during that time.

Frank was a founder member of the Liverpool Marina Yacht Club and over time occupied the positions of Secretary, treasurer and Vice President. He enjoyed helping the club develop and grow. Frank liked big events, especially if they included some ceremony, tradition or challenge. Events like the Tall Ships race, the Clipper race and the Mersey River Festival were events Frank looked forward to and relished association with.

During Frank's lifetime few people knew that in addition to being a soldier he was at various times, an engineer, a politician and a businessman.

In his early 20's Frank was a talented amateur racing driver driving for Lotus. In the 1960's Frank was a local councillor for Rainford near Ormskirk where his enthusiasm and drive built a school. Later in the 60's he was a parliamentary candidate for the Liberal party in Garston Liverpool where he cut the Labour majority by two thirds in the general election. In addition he was a governor at three schools over the years.

Perhaps one of his least known achievements but most significant contributions to us all was that, as a

businessman and engineer, he worked quietly with medical teams at Sefton General hospital in Liverpool where he co-invented and then developed the world's first Peritoneal Dialysis Kidney machine. This allowed, for the first time, patients with kidney failure to be treated safely in their own home.

Frank was an avid reader and soaked up information like a sponge. His children say it was frustrating growing up as there wasn't a subject from astro physics to pop music that their father didn't know something about and, of course, they had to respect his opinion which was always correct.

Frank's dry sense of humour was constant in all his activities until his last days. For example, in the hospice just a couple of weeks ago, one member of staff was pessimistic about his condition. When she left the room he faintly quipped under his breath "she needs some of my happy pills".

Frank was a leader and a contributor and served his family and us all well. Along the way he put smiles on many faces too...and that's how we will remember him.

Gus Caldwell

26 December 1927 to 2 February 2006

Founder Member of Liverpool Marina Yacht Club
1992 - Trustee
1993 -1998 Hon Secretary
1998 - Elected Vice President

Gus was a tireless member of the club and gave so much of his time and energy to get the club to where it is today, including drafting of the club constitution. He will be greatly missed by all who knew him and enjoyed his company and sense of humour over the past 17 years.



Gus Caldwell— a contribution from his daughter Jane.

Dad hated procrastination. He didn't like waffle and believed that words should express accurately the writer's or speaker's intention.

So there is not really much pressure in writing about his life!

Scholar, Marlburian, Cambridge man, soldier, chemist, advocate, patent agent, yachtsman, club member, gardener, active in politics, supporter of the RNLI, the Church.

Grandfather, Father, Godfather, Father in Law, and Husband.

This was a life lived to the full and therefore this should not be a mourning but a celebration of a fantastic life which continued at a pace to the very end—and father would not have railed against that end—as he constantly reminded us.

“Only worry about those matters that you can affect”.

This, and his understated but strong faith led to a calmness and certainty in everything he did.

Father rarely used three words when two would suffice and this

clarity has appeared time and again in the letters and cards we have received in the last week.

'True friend' the exact words written in the early 1900s in mandarin on silk about his own father.

A 'wise council', but as many of you added—one with that rare gift of only offering advice when requested.

A 'perfect gentleman' and 'lovely man'. I am glad that this has always been tempered with a dry wit and healthy bite—normally against large corporation and bureaucracies against whom he wrote the most magnificent letters normally ending with 'I shall expect your reply in writing'.

And finally a wonderful partnership with mum—they were truly two sides of the same coin.

But to go further than this would exceed my brief—the sum of his life is a full church of friends, colleagues and family each of us with our own memories.

And a wedding.....

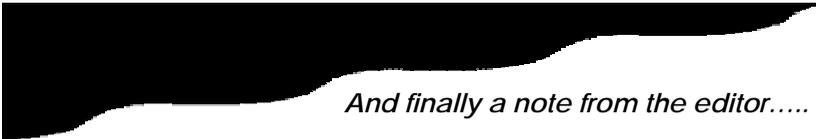


Wedding picture: Helena Roberts, "H", with her new husband, John Jones, (plus uninvited guest in the background!). Standing aboard their yacht, "Joker", a Sadler 32, following their wedding on Saturday, 8 April 2006 at Urquhart Castle on the banks of Loch Ness.

Helena arrived by yacht to be greeted by her bridegroom for the wedding ceremony at the castle, attended by some 100 guests.

Afterwards, both bride and groom left by yacht for the reception at the Loch Ness Lodge Hotel, followed by a ceileidh and drinks, with festivities (and more drinks) continuing into the wee small hours.

Many of you will remember Helena who, as an active former Member of the Club, crewed on Valkirie and Sonnet, plus sailing on a number of legs on board "Liverpool Clipper" in the 2000 race. Helena moved to Aberdeen a couple of years ago, where she is now living with John.



And finally a note from the editor.....

Little did I realise when I was asked (arm twisted, cajoled, press ganged) to be the next editor of Grapevine, that I would be fulfilling that role for the next four years....where does the time go? Some said I was brave as LYC was 'very proud of it's magazine'. Well, I hope LYC is still 'very proud of it's magazine' but, for me it is time to move on. Paul and I have recently started a new company (Viseko Hair and Beauty) and I am still doing a full time day job. Hence, I have found it increasingly difficult to fit 'a quart into a pint pot' as far as time goes. Now is the time to hand over the helm to give someone else the opportunity to take *Grapevine* to new horizons.

Being the editor of *Grapevine* has certainly been a challenge but it has also given me the opportunity to know club members through their contributions ...and many have made me laugh out loud as tap away. I wish *Grapevine* and LYC all the best for the future.

Helen

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LYC RACE OFFICER CALENDAR 2006

DATE	RACE	RACE OFFICER	START
15 04 2006	E.B 1	CATCH 32	11.30 BST
16 04 2006	E.B. 2	SONNET	12.30 BST
17 04 2006	E.B. 3	CLAREVOUYANT	13.00 BST
23 04 2006	LOW WATER 1	RACE CONTROL	10.30 BST
30 04 2006	SP. 4	MUSKETEER	12.30 BST
06 05 2006	CARPENTER TROPHY	W.C.S.C. (LONG 1)	T.B.A.
07 05 2006	LOW WATER 2	RACE CONTROL	10.00 BST
14 05 2006	SP. 5	MAGIC MOMENTS	11.30 BST
20 05 2006	T.S.C. OFFSHORE.	T.S.C. (LONG 2)	T.B.A.
02 06 2006	TSC MIDNIGHT RACE	T.S.C. (LONG 3)	T.B.A.
06 06 2006	EVE. 1	ARTFUL DODGER	19.00 BST
18 06 2006	LONG 4	LYC OFFSHORE	8.30 BST
01 07 2006	WYC (LONG 5)	WYC OFFSHORE	T.B.A.
02 07 2006	SU.1	DINA-MITE TOO	15.30 BST
06 07 2006	EVE 2	BARE NECESSITY	19.00 BST
09 07 2006	BSC (LONG 6)	ALTMOUTH CUP	T.B.A.
15 07 2006	RACE CONTROL	RNR TROPHY	14.00 BST
16 07 2006	SU. 3	IMPACT	15.15 BST
20 07 2006	EVE. 3	LADY DOROTHY	19.15 BST
23 07 2006	SU 2	MIGHTY MAX	11.00 BST
30 07 2006	RACE CONTROL	SUNRISE TROPHY	14.00 BST