



GRAPEVINE

Summer 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

Web-master: Paul.Fairfield.LYC@pfairfield.freemove.co.uk

Covering photograph:

Quattro and Ulula racing in SU3 on 16th July 2006

Courtesy of Roz Kelly

From the Commodore.....

Hello everybody I wish you all a great summer with good sailing

This is the first edition of the Grapevine for our new Editor Mrs. Liz Fowle, who sails on Ulula a very nice J-Boat. Please support her with lots of items of copy so she can make Grapevine worthwhile.

The AGM held in April was a very good meeting which covered quite a wide agenda for a good spirit for Liverpool Yacht Club. Thanks to John Gillick the out going Secretary of four years service. The following Officers and Management Committee members were voted in to serve you for the 2006 year. Just to remind you, they are as follows:

Commodore:- John D'Henin
Vice Commodore:- Derek Sparks
Rear Commodore:- Mary Dickinson
Hon. Secretary:- Roz Kelly
Hon. Treasurer:- Nick Ledingham
Dinghy Captain:- Dave Butterfield
Membership Secretary:- Richard Baldwin

Elected Members: - Alan Dickinson, Neil Thomas, Steve Harrison, Vinny Reynolds, Richard Booth and Jim Connolly.

Co-opted Members: -
Racing Captain: - Richard Booth,
Cruising Captain: - Jerry Turnbull
Publicity Officer: - Richard Baldwin.

Appointed Officers and sub Committees will be promulgated in the 2007 year book.

We are still looking for volunteers to take on the job of;-

1. Sponsorship Officer
2. Regalia Officer
3. Children's Officer

If you can help in these positions please talk to the Commodore or the Hon. Secretary.

The sailing season is well under way with plenty of races at home and away. At home we had a nice 3 Race Easter Bunny Series, Low Water 1 and 2 and a Spring Series 1 to 5. The Long Series got off to a good start with W.C.S.C. Carpenter Trophy, T.S.C. Tranmere Offshore Challenge to Llandudno Bay, and the following week the Tranmere Isle of Man Midnight

Race, L. Y.C. Off-Shore in Liverpool Bay, Wallasey Yacht Club to Puffin Island and Blundell Sands Sailing Club Altmouth Cup Race in Liverpool Bay.

I managed to sail in my boat three of the above races, the first being the Isle of Man Midnight Race. The second, the Wallasey Yacht Club Flying Dutchman offshore race to Puffin Island and the third was Blundell Sands Sailing Clubs' Altmouth Cup in Liverpool Bay (the weather was atrocious). I managed to finish in two of the races out of three.

The Race started very early at 0515 at New Brighton. We had great weather, wind, no wind, light airs, sunshine and basking seals. Only two boats finished, Another Nods crossed the finishing line at 15:00 and won his class of one, well done Richard Booth. Mighty Max had a few problems at the start and retired. Neil sailed the course and was there to welcome us at the Gazelle Pub. 'Quilla' took the off-shore course and was well in the lead from Skukusa, Impact and Musketeer; the Wallasey boat also went for the in shore course. As we proceeded and passed the Great Orme, about a third of the way across Conway Bay the wind dropped completely and we started to drift backwards towards the Orme. We broke out

the sea anchor which held us off the Orme for about an hour. By this time, the other LYC boats caught up with us. A slight offshore breeze sprang up and we were underway again and by this time so was Skukusa who had gone around the Orme into Conway Bay and anchored for a while and then made her way across Conway Bay towards Puffin, he was then followed by Musketeer and Impact. We managed to get within 150 meters of the finishing line at about 18:30 and tried very hard to finish, however the ebb tide coming out of the straights would not allow us to finish. Skukusa managed to get his bow over the line to give him a first in class 2. Musketeer went inshore on the Anglesey side of the channel; he also lost way and then retired. Just after 19:00 Impact retired as he was going astern. At 19:20 Quilla also retired. We navigated the Channel passing Beaumaris and arrived at the Gazelle pub at 21:00 for a well deserved pint. A nice time was had by all at the presentation with many thanks to Wallasey Commodore Barbara Carrier and members of WYC for their excellent hospitality and a wonderful Buffet. A good time was had by all and here's to next year.

Club night on a Wednesday is improving with a greater attendance especially on the first Wednesday in the month as it is Quiz Night. We are getting close to 50 people taking part and so prize money is increasing; thanks to quiz master Richard McCormick. Recently on a Wednesday night I have had several enquiries from 'New People' looking for crewing positions in Yachts from novices to experienced. If you need crew please let me know. It was reported at the last Management Meeting that the membership numbers have now increased to over 350 members; well done to Richard Baldwin.

The House committee are busy arranging items for the Club Nights in the way of talks of interest and outings. Please watch the Notice Boards. Have you managed to attend the Club once a month as requested? Try and get to the marina bar for 21:00 after which it all happens. The Commodore's Cruise Takes place in August and you are all invited. This year we will be going to Hilbre Island to join West Kirby Sailing Club's annual event on the sandbanks. A BBQ and Pay Bar will be open all day for the use of both club's members. All club boats and members are invited to this event. We will be locking out about 10:00 and back into the

Marina in the early evening. The date is in the year book please give it your consideration. If you do not have a boat, book your berth on our Flagship 'Gullmaren' with one of the Mushroom Men. The around the world Clipper Race finishes in Liverpool on Saturday 29th July 2006. Special Events are being arranged by Jim Connolly for Club Members, please give him your full Support. There are restrictions on boats following the Clippers in to the Albert Dock after the finish.

The next meeting of The Dining Club is at the Liverpool Airport Marriott Hotel on the evening of Friday 29th September 2006. Please book with the Rear Commodore Mary Dickinson.

JOHN D'Henin

WANTED

Sailing orientated trivia and interesting facts to fill in any small spaces that remain once all the other content is in place. Can you fill this space? If you can, please email the editor with your facts and trivia on:

grapevine_lyc@yahoo.co.uk

.....and the Rear Commodore

Firstly a sincere apology to Jane Caldwell and family, for the printing error in the last edition of Grapevine; it should have read "A Tribute from Gus' Son".

This is the first time since the AGM to say thank you to all those members who voted me in as Rear Commodore. I hope that with the support of the House Committee team we can have an eventful year. Please try and make an effort to attend our future events, it's where you will meet other club members and strike up new friendships and have some great times.

HOUSE COMMITTEE TEAM
Vinny Reynolds, Tricia Grout,
Angela Oates, Helen Blanchard,
Annie Ward.

EVENTS FOR THE COMING MONTHS

TALK: Wednesday 26th July on 'The Williamson's Tunnels'. 8.00pm at the club. We will be arranging a visit to see the tunnels later in the year.

VISIT: Wednesday 16th August around the local brewery. Meet 6.30pm PROMPT at the gates of the BREWERY TAP, Stanhope

Street, directly up the hill opposite the entrance to the Marina. Price is £3.75 inc. 2 free beers & buffet. Only 12 places are available, so make sure you're one of the lucky people to enjoy a great night out and see a piece of Liverpool's history.

TALK: Wednesday 23rd August about Storms (weather) by one of our local historians Steve Binns. Meet 8.00pm at the club, well worth a listen. We hope this will be the first of many talks by Steve, what he knows about our beautiful City is second to none.

SYD, RHYMIN
FIREMAN!! Wednesday 13th
September; meet at 8.00pm at
the club; turn up and find out!

TALK: Wednesday 27th
September on Lifeboats by
Steve Purcell. Meet 7.30pm at
the club. Christmas cards and
gifts will be on sale all evening.

DINERS CLUB: Friday
29th September, meet 7.30pm
for 8.00pm at the Marriott Hotel,
the old Speke Airport site, Speke
Road L24. Well worth coming to
see this beautiful Art-Deco
building as well as for good food
and good company. The three

course meal is £30.00 per head; wine extra.

AUTUMN REGATTA

Saturday 14th October. There will be a Hot & Cold buffet after racing, at the 'COBURG PUB' opposite the entrance to the Marina.

Sunday 15th October. There will be Hot Pot after racing for those who want to stay at the club. Price will be approx. £6.50 per head. If you could let me know numbers as soon as possible so that Mike, Marina Manager can cater for us.

LAYING UP PARTY:-

Friday 27th October: It will be a great night and you can have a lie-in the next day!! Please try and support, it's another occasion to meet with club members and make some new friends!!

I will keep you all informed about future events either through Grapevine or on the Club Notice Board. Enjoy your summer and happy and safe sailing.

Mary Dickinson



Treasurer's Corner

I have recently moved house and I thought it might be useful if I let you have my new address:

51 Caldly Road,
West Kirkby,
Wirral,
CH48 2HF.

I can still see the sea and yachts from my bedroom window; this time it's the Dee rather than the Mersey! My phone number remains the same: 07778 527479

In order to make it easier for those people wanting any money to send a "Request for a Cheque" form and for those people who bank money to send me a "Notification of Banking" the forms are now available online at

www.lyc.org.uk/treasurer.htm

Don't send me too many though!

Nick Ledingham

Membership Secretary and Publicity Officer.

Membership

We now have almost 350 club members. If you have crew, family or friends that are not already members now is a good time to persuade them to join as membership is at a bargain rate of £42.50 for an ordinary member and £67.50 for a Family membership including the joining fee. Membership application forms can be found in the foyer of the marina or from the web site www.lyc.org.uk

Emails

I am routinely emailing a monthly activities programme to all members, as well as other updates to all members or specific groups such as racing yacht skippers. At present I have over 230 email addresses on my database but some of these are incorrect. Therefore if you are not receiving information from me by email and wish to do so please send your address to: richard.baldwin10@btinternet.com

Press Reports

Press reports are being regularly sent to Yachts and Yachting, Sail-world .com and a journalist who submits them to the local press. To access these reports go to www.yachtsandyachting.com then go to clubs and in the search enter Liverpool Yacht Club (Printed reports can also be obtained by purchasing Yachts and Yachting). Alternatively go to www.sail-world.com/uk where recent reports will feature on their headline pages or go to search and again put in Liverpool Yacht Club, there can be a bit of a time delay before the results appear!

Members discounts

Please do not forget that we have several advertisers in our yearbook that are prepared to give LYC members a discount, these together with their contact details can be found on our web site or from the winter edition of Grapevine.

Other Issues

Now that we have a membership email database it is possible that other issues could be circulated. If there are any other issues that you would like information on, circulated please send me an email.

We will shortly be looking for advertisers for our yearbook, if you own, manage or know of any companies that would like to advertise with us please let me know.

I hope everyone is enjoying their sailing and membership of LYC.

Richard Baldwin

Membership Secretary and Publicity Officer

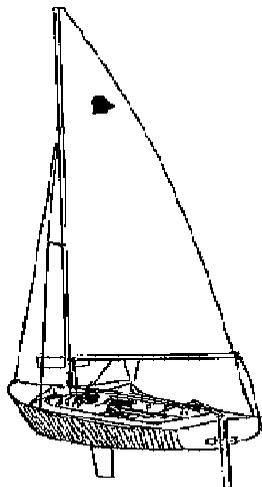


Summer 2— Photograph courtesy of Roz Kelly

Dinghy Section

We've had a great start to the new season with several newcomers coming along including, Tony Loftus and his family, Ken Johnson and David and Tom Higgins. All the usual suspects are still having a great time, although GCSE's etc have definitely interfered with the sailing during June! Many thanks also go to the Blanchard family for their support.

In May, Richard Booth passed us a set of sails; they now get used every week on LYC GP14 No 2. Excellent, thanks Richard.



We're now looking for two GP14 spinnakers, if there are any out there going spare, we're always grateful.

In early June, Paul Armitage spent a full day cleaning the safety boat for the LYC Regatta and she came up like new. Many thanks also to Paul for driving the safety boat every Saturday, wind, rain or snow, this also applies to Andy Freeney for all his efforts on Wednesdays.

Also during June, Andy Freeney, Derek Sparks and I completed a First Aid course for LYC, hosted by Mersey Regional Ambulance. Mouth-to-mouth resuscitation can now be provided, strictly on the basis that you don't sport a moustache!

The new Friday night sessions have been a little quiet, maybe because it's a new arrangement and we're not used to it, but we'll see how we get on for the rest of the summer. Friday's are normally hosted by Darren, so if you're looking for a bit of extreme sailing, do come along and join in, particularly while the water's warm!

I'm delighted to advise that Darren (from Jenevieve and OZ), has accepted my invitation to run dinghies with me, we now have a great deal of experience in the entire team covering the three days per week we sail in the Queens Dock.

With regard to the proposed safety boat course I've arranged with Rob from Mersey Watersports, we're just waiting for Bob (Baxter) to complete his Power boat level 2 course then Andy, Bob and Derek will be doing the course over two Saturday mornings. This will be a benefit to the entire club, taking into consideration the RIB is often used by Race control in the Mersey.

So with five days cancelled due to gale force winds, one due to the Isle of Man midnight race and one due to the England v Trinidad & Tobago game, attendance is still up on last season, so a big thanks from me to everyone involved with LYC dinghy's.

Dave Butterfield
Dinghy Captain



From Race Control...

Race Results 2006

Class 1
SPRING SERIES

Class 2

Class 3

1. DINAMITE-TOO
2. MIGHTY MAX
3. FLASH 11

- SKUKUSA
- IMPACT
- MUSKETEER

- TANGO
- AMEERA
- CLAREVOUYANT

LYC SUMMER REGATTA

1. FLASH 11
2. DINAMITE-TOO
3. CHIA-CHIA

- QUATTRO
- BILLY WHIZZ
- SKUKUSA

- HOCUS POCUS
- CLAREVOUYANT
- TANGO

LATE ENTRY NOTICE TO YEARBOOK

THIS YEAR'S BRITANNIA TROPHY RACE WILL TAKE PLACE ON THE
AUGUST BANK HOLIDAY, MONDAY 28TH AUGUST 2006
START TIME 13:30 HOURS BST

A PURSUIT RACE AGAIN THIS YEAR, THE RACE WILL START AND
FINISH IN FRONT OF THE BRITANNIA PUB AND PRESENTATION OF THE
TROPHY WILL TAKE PLACE AFTER RACING AT THE BRITANNIA.

THE RACE WILL BE OF 100 MINUTES DURATION AND INDIVIDUAL
YACHTS WILL START AS ILLUSTRATED IN RELATION TO THEIR
HANDICAPS.

THERE IS **NO** FINISH LINE. THE YACHT IN THE LEAD AT THE END OF
100 MINUTES WILL BE THE WINNER

| <u>YACHT NAME</u> | <u>SAIL NO</u> | <u>T.C.F.</u> | <u>START</u> | <u>TIME</u> |
|-------------------|----------------|---------------|--------------|----------------|
| FOLKSONG | 244 | 0.660 | START 'A' | START |
| CLAREVOUYANT | 187 | 0.774 | START 'A' | START |
| AMEERA | 34 | 0.834 | START 'B' | START +10 MINS |
| CATCH 32 | 4085 | 0.842 | START 'B' | START +10 MINS |
| RAGTIME BLUES | 9832 | 0.851 | START 'B' | START +10 MINS |
| TANGO | 8640 | 0.845 | START 'B' | START +10 MINS |
| DI-RICH | 7195 | 0.847 | START 'B' | START +10 MINS |
| NIGHT FLYER | 3 | 0.849 | START 'B' | START +10 MINS |
| QUILLA | 5336 | 0.875 | START 'C' | START +15 MINS |
| SPRING ONION | 5345 | 0.880 | START 'C' | START +15 MINS |
| SKUKUSA | 9584 | 0.885 | START 'C' | START +15 MINS |
| IMPACT | 9554 | 0.888 | START 'C' | START +15 MINS |
| MOSIKA ALMA | 5400 | 0.898 | START 'C' | START +15 MINS |
| BILLY WHIZZ | 6198 | 0.916 | START 'D' | START +17 MINS |
| FLASH 11 | 6998 | 0.918 | START 'D' | START +17 MINS |
| ARTFUL DODGER | 2163 | 0.922 | START 'D' | START +17 MINS |
| DEFIANCE | 5836 | 0.921 | START 'D' | START +17 MINS |
| ANGRY ANNIE | 9814 | 0.925 | START 'D' | START +17 MINS |
| MAGIC MOMENTS | 1661 | 0.925 | START 'D' | START +17 MINS |
| QUATTRO | 1538 | 0.925 | START 'D' | START +17 MINS |
| RETRIBUTION | 4584 | 0.925 | START 'D' | START +17 MINS |
| MUSKETEER | 4439 | 0.925 | START 'D' | START +17 MINS |
| CHIA CHIA | 584 | 0.942 | START 'E' | START +20 MINS |
| JENEVIEVE | 4931 | 0.981 | START 'E' | START +20 MINS |
| XTREME | 8997 | 0.991 | START 'E' | START +20 MINS |
| PANDANOVA 11 | 8275 | 0.990 | START 'E' | START +20 MINS |

| YACHT NAME | SAIL NO | T.C.F. | START 'F' | START TIME |
|---------------|---------|--------|-----------|----------------|
| ULULA | 2067 | 1.03 | START 'F' | START +25 MINS |
| RAGTIME 3 | 775 | 1.065 | START 'F' | START +25 MINS |
| ANOTHER NODS | 6505 | 1.081 | START 'F' | START +25 MINS |
| MIGHTY MAX | 8383 | 1.0830 | START 'F' | START +25 MINS |
| DINA-MITE TOO | 5524 | 1014 | START 'F' | START +25 MINS |
| JUKE BOX | 910 | 1030 | START 'F' | START +25 MINS |
| SLEEPER | 9201 | 1.000. | START 'F' | START +25 MINS |

COURSES

THE STARTING LINE IS A TRANSIT BETWEEN THE FLAGSTAFF ON THE BRITANNIA PUB CAR PARK AND AN ORANGE DIAMOND ATTACHED TO THE WATERSIDE RAILINGS.

THE COMMITTEE BOAT OR RIB WILL BE THE OUTER DISTANCE MARK.

THERE IS NO FINISH LINE: THE YACHT IN LEAD POSITION AFTER 100 MINUTES RACING WILL BE THE WINNER.

COURSE 'A'

START IN A SOUTHERLY DIRECTION :

G5 TO STARBOARD >>>>

DINGLE TO STARBOARD >>>>

NELSON WRECK MARK TO STARBOARD >>>>>

G3 TO STARBOARD >>>>>

REPEAT THIS LAP TILL 100 MINUTES HAVE ELAPSED.

COURSE 'B'

START IN A NORTHERLY DIRECTION.

G3 TO PORT >>>>

NELSON WRECK MARK TO PORT >>>>

DINGLE TO PORT >>>>

G5 TO PORT >>>>>>

REPEAT THIS LAP TILL 100 MINUTES HAVE ELAPSED.

COURSE TO SAIL WILL BE ANNOUNCED BY VHF CHANNEL

Clipper Race Update

As *Liverpool 08* maintains a slender lead in the leg from New York to Jersey, preparations are in full swing for the finish.

Arrangements for the flotilla are given separately but for those not on the water the timetable for 29th July is as follows:

Approx 09:00—10:00: Final Clipper Race, Holyhead to Liverpool Bar finishes with Gullmaren as the committee boat and LYC Race Control in charge of proceedings.

Approx 11:30: Race Director starts Clippers on Mersey Dash from Crosby.

12:30: Finish of Mersey Dash at the International Finish Line to the south of Albert Dock. Clippers and flotilla will parade off Albert Dock finishing with a steam past from south to north.

14:00: Clippers enter Canning Half Tide Lock.

14:45: Clippers enter Albert Dock.

16:00: Prize giving on floating stage in Salthouse Dock.

Liverpool 08 is lying 3rd overall but good results in the race to

Jersey, and then in the short race from Jersey to Holyhead and the sprint to the Bar, could improve the position to an even higher place. Most races have 10 points for the winner, 9 for 2nd place and so on, but as the final two legs are short there are half points for each. Two good results in these could be vital and final positions in the fleet may not be decided until they get to Bar. On board are several LYC members and others who practiced their racing skills with us before joining the Clipper. We want all our members and their friends and families to cheer them to the finish and then join the crews in a bar at the Albert Dock for some serious partying. Last time Adam Kyffin brought the Liverpool Clipper home in 3rd place and with another podium position in sight, Liverpool and LYC stand high in round the world racing.

Our distinguished honorary member Sir Robin Knox-Johnston, Chairman of Clipper Ventures, is currently sailing his new Open 60 *Grey Power* single handed from New York in preparation for the VELUX 5 Oceans. This is the oldest, most established, continuously

run, single-handed round the world yacht race. It has taken place every four years since 1982 and is considered to be the longest and toughest event, for any individual in any sport. Starting in Bilbao in October 06 the first leg is to Fremantle, and after a short pit stop the competitor's race to Norfolk Virginia, and then back to Bilbao by April 07. By the finish the skippers will have sailed 30,000 miles.

Robin's account of his original circumnavigation in 1968-69 'A World of My Own' has been re-printed by Adlard Coles Nautical and makes fascinating reading. There are rumours that he may bring *Grey Power* to Liverpool for the Clipper finish but we will only know on the 29th July. If so it will be an opportunity to present him with an LYC burgee for his yacht. During the race we will find ways of supporting him and keeping in touch. We will soon need to have a board in the club house for 'Circumnavigators'.

Alastair Soane

**Liverpool Yacht Club
Clipper Round the World Race Finish
Saturday July 29th.**

~ 08:00 BST at the BAR buoy in Liverpool Bay

- ◆ Breakfast Rally at ~07:00 by LYC's flagship MFV Gullmaren, the official finish boat.
- ◆ Mementos to all vessels participating at the BAR
- ◆ Fun race leaving Liverpool Marina @ 04:00 BST
- ◆ Alternatively cruise to the BAR from Liverpool, the Dee, Alt, Holyhead or the Straits area.
- ◆ After the Breakfast Rally see the Clipper Finish
- ◆ Accompany the Clippers down the shipping channel.
- ◆ Watch the Clipper's parade starting from the Crosby Buoy.
- ◆ Join the welcoming flotilla off the Albert dock.
- ◆ Entry details from Jim Connolly (Tel.: 0151 426 0851) or Club Notice Board

For further information and details on the clipper finish, please see the insert.

LYC Yachts at home (sort of).....

Wallasey Offshore Challenge 2006 – view from *Skukusa*

Whether it was the prospect of a 04:00hrs marina lock out time or the dubious attraction of a major England football game in Germany, the number of boats pushing out onto the Mersey on a windless 1st of July morning was slightly down on those competing in recent years.

However, 8 boats lined up for the 05:30hrs start at New Brighton where fortunately, the lightest of southerly breezes had filled in to at least give boats some measure of pre start manoeuvring if not blistering pace. As with all other boats, we on *Skukusa*, held an upstream position to keep on the course side of line, paying healthy respect to the tide strength although it was a slight concern to see the two Prima 38 start aces a good way from us, *Another Nods* a little further upstream and *Mighty Max* well inshore.

In the event all boats were fairly shy of the line on the start and well spread across the river with *Mighty Max* still holding the inshore position - quite how far inshore soon became apparent when we saw a blur of sail handling and heard a few engine blasts as Neil successfully managed to re-acquaint the boat with deeper water after a slightly unorthodox pre Cork Week keel scrub...

With perhaps an eye on the lack of wind and late state of the tide, *Sleeper* chose to avoid the Rock Channel course and made for the main Crosby Channel, but the remainder of the fleet tentatively pressed on down the Rock with spinnakers filling and collapsing in equal measure. Given the strength of the westward ebb, glances at the depth gauge began to outnumber those at the wind instruments in our trimming sequence as did the occasional thought of having the anchor and engine key at the ready. Although painfully slow, all boats emerged from the Rock Channel without

incident, with *Another Nods* making full advantage of an increase in the wind and pulling away from the fleet into the mist (never to be seen again...).

The rest of the fleet was led by *Quilla* making steady progress, with *Musketeer* behind them, closely followed by us on *Skukusa* with *Impact* nearby and *Verlwind* not too far off the pace a little further back.

By Sewer Buoy, the wind had picked up quite nicely to around 16 knots from the south east and all boats were doing well under spinnaker. At this point, *Quilla* chose to run offshore whilst we, *Musketeer* and *Impact* settled on spinnaker reaches to the southern end of the wind farm. Progress was good and for a long period we enjoyed very close boat to boat racing and mutually derogatory banter trading with *Impact*, but on reaching Rhyl the wind died off again and we concertinaed back into very close contention with *Musketeer* which had pulled away to some extent. *Quilla*, by this time, was well out of sight a good way offshore.

This stage of the race proved somewhat pivotal in what was to follow because after about an hour of calm in which we were just able to stem the flood tide, the wind re-emerged from the North East and the Great Orme dilemma of “do we go offshore for the hope of more wind or stay inshore in the hope of picking up a sea breeze and back eddies on the tide?” presented itself. The decision of each boat became apparent over the following hour or so with *Musketeer* and *Impact* heading further out whilst we pushed on closer towards the Little Orme. By this point, *Musketeer* and *Impact* both began to push on well to the west and were clearly in better wind than us but we consoled ourselves with the fact that “all will get better once we get around the Little Orme”. Err, no, it didn’t... It took ages to even get to the Little Orme and once into Llandudno Bay, the wind dropped further – so much for smart tactics as we saw *Musketeer* and *Impact* practically disappear off the horizon ahead of us (but critically, now a long way offshore).

With no choice but to stick at the inshore route close to the Great Orme, we slowly pressed on and after an hour's wishful thinking, we began to realise that we were actually clawing our way back against the others despite having very little wind (and the wind such as it was, was varying around the compass by the second). By the time we reached the signal station (and having been deafened by the birdlife), we were definitely enjoying a clear westerly flow and on clearing the Orme picked up the delightful benefit of a steady, if light, north easterly breeze.

With the kite now back up, we cracked on at a massive 4 knots over the ground across Conway Bay and found ourselves a good way ahead of both *Musketeer* and *Impact* and even pulling out on them much to our relief (Well, maybe unbridled joy rather than relief if we're honest about these things).

From there, everything was quite simple - all we had to do was nip around the top of Puffin Island and cross the line...

Slow but steady progress was made around Puffin but it was clear that making the line would be difficult against the foul tide screaming out of the Straits entrance and, oh, the fact that the wind had (just a tad inconveniently) decided to drop away to nothing again.

All we could do was persevere with multiple spinnaker gybes in efforts to gain some momentum over the ground and eventually it paid off, but taking the best part of an hour to cover the last half mile and cross the line was a bit tense (but maybe not quite as tense as the stuff coming out of Germany we could hear on the radio...).

With a time limit on the race, it was not looking good for the boats behind us and unfortunately, retirements for *Quilla* and *Impact* were joined by *Musketeer* (despite their great effort to get so very close at the Straits entrance) and *Verlwind* who had done well to get to Llandudno before retiring around 1700hrs.

On speaking to the Race Officer on finishing, we were surprised to hear that only one

other boat had finished but this being *Another Nods* was obviously less of a surprise of course, as was the fact they'd arrived almost three hours earlier taking the well earned Overall Winner spot.

All boats motored up the Straits and having picked up moorings by the *Gazelle* enjoyed a great evening with the Wallasey crowd who made us all so very welcome.

Our thanks go to Wallasey Yacht Club for such great organisation ,not only for the race but for the excellent buffet at the *Gazelle* and the water taxi arrangements.

Looking forward to (more wind!) next year.

Stuart Lofthouse



Skukusa in Wallasey Offshore - Photograph courtesy of Roz Kelly

BMW Round Ireland Race.

Two Liverpool Yacht Club boats competed successfully in the BMW Round Ireland Yacht race. This 704 mile non-stop race started on July 1st and there were unusually light winds for much of the race. Derek Mathews in his Sigma 38 Pandanova II completed the course in 153hrs 18 mins giving him fourth place in IRC class 3 and an overall 13th out of the 40 starters. Derek said "It was a rather slow but very rewarding race of 704 miles, a lot further through the water, with stunning scenery and wild life; dolphins, whales and seabirds."

Nick Ogden sailed his J109 Ulula in the two handed class as well as IRC class 2. Nick finished just 10 minutes ahead of Derek to take third place in the double handed class, 8th in class 2 and 26th overall.

Additionally Derek and Nick formed a team with another J109 and they were second in the team competition.

Royal Dee Regatta.

Liverpool Yacht Club boats dominated the Royal Dee Regatta at Holyhead on May 26th 27th & 28th.

Day 1 delivered a perfect start to a regatta – 15+ kts of breeze without large shifts or lulls to catch those unaware. It was however, rather wet, and rained solidly throughout the first race!

Race 1 started with several boats looking a bit rusty, and being caught out by a biased start line. The racing was fast and furious, with a long beat to windward, and a fast run to the bottom of the course. Racing in both Class 1 and Class 2 was close, and the result proved a good indicator as to which boats would be filling the podium places at the end of the weekend.

Race 2 was more of the same. A large shift during the start sequence saw a short postponement while the line was re-set. Class 1, having been in start sequence, were sent to the back of the starting queue, giving Class 2 yachts the added problem of the faster boats slowly coming through the fleet during

the race. The fresh conditions were starting to take their toll on some boats, with both Chia-Chia and Wennol II in Class 2 suffering breakages. Race 3, and the final race of the day saw a collision on the start line in Class 2, with Xpletive effectively clearing 2 boats out at the committee boat end of the line. Ace of Hearts took evasive action early, but Amoress got caught out – the resulting collision put Xpletive out of the race with a hole starboard side. Mighty Max in class 1 was also having headsail problems, but put in a good result. Class 2 saw a very close finish. With Wil2Win winning by 2 seconds from “Chia-Chia”. The protest committee would later award the redress score of 1.5 points to Xpletive.

Day 2 was the traditional Coastal race. This year the course was Middle Mouse to starboard. The start for race 4 took place within the harbour, near the Holyhead start/finish line. The westerly breeze left no opportunity for clear wind, and with both fleets starting together there was 23 wind hungry spinnakers battling for pole position out of the har-

bour. In Class 2 Daydream sailed into the lead, flying an asymmetric kite on the beam reach to Carmel head, where most boats had to white sail reach. The kite run from Carmel head to Middle Mouse provided a chance for a snack, before the 10 mile beat home. Mighty Max had more sail problems, and retired – not before reaching the furthest point of the course....

Day 3 had a weather forecast predicting 15kts from the North. This was actually 30 kts from the North West. Despite having 2 races scheduled, only race 5 would get sailed. Several boats had decided that they would not risk it, and both Class 1 and Class 2 had fewer numbers. This gave plenty of room on the start line for both fleets. Two laps of a short course were sailed, with many boats deciding that spinnakers were too risky on the downwind legs. Converting Machine took advantage of the conditions to score their only win of the weekend in Class 1, and in Class 2 Xpletive won a

close battle with Chia-Chia securing a perfect end to their weekend.

Results:

Class 1:

| Boat | Race 1 | Race 2 | Race 3 | Race 4 | Race 5 | Total | Final |
|---------------------|--------|--------|--------|--------|--------|-------|-------|
| Deliverance 2 (LYC) | 1 | 2 | OCS | 1 | 2 | 20 | 6 |
| Another Nods (LYC) | 2 | 1 | 1 | 2 | DNF | 20 | 6 |
| Mighty Max (LYC) | 3 | 3 | 2 | DNF | 5 | 27 | 13 |
| Turbulent Flo (LYC) | 4 | 6 | 3 | 3 | 4 | 20 | 14 |
| Converting Machine | 5 | 5 | 10 | 10 | 1 | 31 | 21 |
| Bare Knuckles | 9 | 7 | 6 | 6 | 3 | 31 | 22 |
| Hooligan | 6 | 4 | 5 | 7 | 9 | 31 | 22 |
| Jukebox (LYC) | 10 | 9 | 7 | 4 | 6 | 36 | 26 |
| Va Va Voom | DNC | DNC | 4 | 5 | 7 | 44 | 30 |
| Dynamite 2 (LYC) | 7 | 8 | 8 | 8 | 10 | 41 | 31 |
| Karu Kera | 8 | 11 | 9 | 9 | 8 | 45 | 34 |
| Ogam Igam | 11 | 10 | 11 | 11 | 14 | 57 | 43 |

Class 2:

| Boat | Race 1 | Race 2 | Race 3 | Race 4 | Race 5 | Total | Final |
|-------------------|--------|--------|--------|--------|--------|-------|-------|
| Xpletive | 2 | 1 | 1.5 | 2 | 1 | 7.5 | 5.5 |
| Chia Chia (LYC) | 3 | 5 | 2 | 4 | 2 | 16 | 11 |
| Pandanova 2 (LYC) | 4 | 2 | 4 | 3 | 3 | 16 | 12 |
| Rebel (LYC) | 1 | 3 | OCS | 5 | 7 | 31 | 16 |
| Daydream (LYC) | 7 | 4 | 6 | 1 | DNF | 33 | 18 |
| Amoress | 5 | 6 | 5 | 6 | 4 | 26 | 20 |
| Wil2Win | 6 | 10 | 1 | 8 | DNC | 40 | 25 |
| Ace of Hearts | 12 | 9 | 3 | 10 | 6 | 40 | 28 |
| Gwawr | 11 | 7 | 8 | 7 | DNC | 48 | 33 |
| Satisfaction | 8 | 11 | 15 | DNC | 5 | 54 | 39 |
| Sleeper (LYC) | 9 | 8 | 7 | DNF | DNC | 54 | 39 |
| Wennol 2 | 10 | DNC | DNC | 9 | DNC | 64 | 49 |

Hamblin Round Mann Race

On the 26th May, Ulula slipped her berth on her way to Port St. Mary in the Isle of Man to take part in the Hamblin Round Mann Offshore Race. Arriving on the 27th, after a bouncy, windy journey, we rafted up at the quay and went to discover about paying for the privilege of scaling the ladder. The harbour master told us that as we were entrants in the race we didn't have to pay anything—bonus! We slept for a while and then went to find lunch. Later we were invited to the Isle of Man Yacht Club for a free buffet and drink.

A very warm welcome was waiting for us as well as free T-shirts for all the crew. The race started at 08:30 on the 28th. A good strong breeze boded well for the race and it was somewhat hectic but we got a good start. The course was to go anti-clockwise round the island and leave the Calf of Man to port, round a mark in Peel Bay and finish at Port St. Mary. Fourth on the water, three quarters of the way round and we were going really well; then the wind died! Close inshore, we had anywhere between 0 and 3 knots of breeze and our light airs spinnaker was flapping - de ja vue from last seasons long races! When the breeze finally filled in the rest of the race fleet had disappeared. We finished the race at 19:55; not last but not where we had hoped to be. The joys of racing - beholden to the wind (or lack of it!). Rafting up, we left a notice on the boat telling anyone who was considering rafting up alongside what time we were leaving - midnight - and then retired to the pub. A Chinese take out was dinner and we retired to bed for a couple of hours, although for some of us it was longer. We slipped at midnight and motored back to Liverpool in somewhat bouncy seas. We will be doing the race next year as well, but this time plan on leaving on the Monday night so that we can partake of the free buffet and drinks at the prize-giving. It would be nice to see more LYC boats there; it is definitely worth going:

- ◆ Free entry
- ◆ Free berthing
- ◆ Free food and drink, twice!
- ◆ Free t-shirt
- ◆ And a really good race.

All of us on Ulula would like to thank the Port St. Mary Harbour Master and Isle of Man Yacht Club for their very kind hospitality. We look forward to seeing you again next year.

Ulula



The Quarter Ton Cup

Do you remember a boat called Pacifist?? Well she has been languishing in the lakes for the last few months and has finally come out of hiding to compete in the Quarter Ton Cup, a fleet which is being revived by Royal Corinthian Yacht Club in Cowes. The following is an account of Pacifist's campaign. Some names have been changed to protect the innocent.

The damage to the Land Rover towing the boat would have to be sorted after the event. A temporary lapse in concentration from a travelling gentleman in a Ford Transit had resulted in a significant, if not serious, gash on the rear quarter. But for now it had to be ignored, we had to drive through the night to get to Hamble. We arrived at about 3am and tried to get a bit of shut eye on the boat. If you have ever been down below on Pacifist.... Well you know.

At about 5am I decided it was a lost cause and went to

stretch my legs and look at some of the monster boats in the yard. In one of the more surreal moments of the week I popped my head out of the boat to behold a crowd of thousands rushing around loading up hundreds of **seeeeriously fast** boats. Any guesses? After a couple of bewildered minutes my brain kicked in with the answer: the Round the Island race. Within the hour, the yard returned to its deserted state and I managed a couple of hours of broken sleep.

A little later the boat went in the water and the mast went on. The rig was tensioned to the required setting (significant later) and off we went for a practice. The session didn't fill us with confidence about our impending performance, and my case for windward dropping the kite had not been strengthened by an ugly looking tangle of jib sheets and spinnaker pole after the jibe. Sorry lads. Sometimes, even if training goes badly, it's still worth doing because it does exorcise demons. We would be thankful of that as the week went on.

We arrived in Cowes and went to introduce ourselves at the Royal Corinthian. We received a fantastically warm welcome from Louise Morton, the main driving force behind the revival of the Quarter Ton fleet. After Steve had sorted the paperwork, we went into town to join the RTI party. The party atmosphere was a little subdued. There had been light and fluky winds all day, and whilst some boats were still out there, it had been a long haul for those who were back. There were some tired legs about. We had a drink with some of the Bear of Britain crew and they had had a pretty frustrating day. By the way, if you think that was name dropping, wait until the next paragraph.

The morning of the first day, and it was slowly dawning on us that the level of competition was infinitely high. Andy Beadsworth would be helming Ed Dubois designed Enigma, skippered by.....Ed Dubois. Ron Holland was helming Manzanita, and there were some "serious boys" (as described by Olly from Supernova) on Catch (I said there would be name dropping).

Also making an appearance were last year's winners of the QT and RTI: Purple Haze. Phil Eagleton has raced them at Cork week and had mentioned to me that they are "tough" to beat.

So to the racing. After a good start and no mistakes, we were pinned back in fourteenth from twenty boats. The boat was struggling upwind. This is unfamiliar territory to Geoff and Steve: back of the fleet and not pointing as high as the other boats. But what are you going to do? You can't just retire because you are not doing well. When the breeze filled in the main shaped like a pig and it could be seen that the top of the mast was falling away. The rig needed another tighten. Meanwhile we had already been pinned back even further, this time to eighteenth, twice. Despite the results, the racing had been fantastic. Three windward leeward courses had ensured some exciting boat on boat action.

Later in the club, there was a sausage and mash dinner, prize giving and inevitably, a

few drinks. The first day hadn't gone well for the Purple haze guys either. They were currently standing at tenth and couldn't believe how much tougher the competition had got since the previous year. Ed Dubois had slightly better fortune, picking up only three points all day.

Licking our wounds, the Pacific crew wandered into town with some of the more sociable crews. When the bell had been rung in every pub in town, we returned to RCYC (where we were staying) to find that we had misunderstood the entry system and were locked out. There was an open window on the first floor, which was hopefully a corridor or other common area. Once I had scaled the front porch, I stuck my head through the said window to hear a sleepy Irish voice coming out from the darkness. "Hillooo". Luckily enough, this was the room of the Manzanita crew, and the owner of the sleepy Irish voice was Joxer O'Brien. Joxer was more than sympathetic to our plight, and after letting us in, he recounted a few stories about his own "lock outs".

Day two of the racing, and things weren't to get much better. The rig had been tensioned and upwind, we were going a little better. On the first race we chose the wrong side of the beat and had come onto the windward mark dead last. Okay, "lets not finish last on the water" we worked our way back enough to get inside and overlapped on Merlin at the leeward mark, but we were going to need that windward drop. "Tish and pish to it" said Steve Carruthers "lets go for it". Pole off, kite straight down the hatch, harden up and tack onto the right side of the beat. It went like clockwork and we looked back to see Merlin behind us by three boat lengths. Back to our usual eighteenth then, but our confidence was up after a textbook mark rounding under pressure Race 2 brought us a fifteenth but it had felt at the time that we were in the top ten. The fleet was closing up. I can't recall the third race as it had been three excellent windward leeward courses again and they are starting to blend in to one. What I do remember about that race was that we noticed

that the mast was falling off again.

When we got in, Geoff went down to put more tension on the top of the rig, only to find that the chain plate was busy trying to work it's way free from the hull. Regatta over!?! Not a bit of it. The other crews pooled their resources to get the boat fixed. Anthony "Ski" from Enigma took Steve to his workshop to get the tools required to grind out the offending piece of hull. He then called one of his laminators to come down and do the rebuild. Steve couldn't help noticing that there was a quick looking quarter tonner in the shed, which was being rebuilt ready for next year. A few hours later and the boat was as good as new..... Well the chain plate was fixed anyway. Big thanks go to Ski as it would have been an early bath otherwise.

Day three and a poorly judged start saw us on the line in irons, cannon fodder for the starboard tacked boats. We got off the line after the raft up and went straight into our 360 turn (one

turn in this competition). This would be our DFL. The manoeuvres were still smooth though, if a little rough around the edges. On one kite hoist, Steve was convinced that the guy was jammed. I was convinced that it wasn't. After a brief but eloquent discussion we discovered that Steve had the line to the barberhauler around the winch and was trying to pull that in. "Golly" exclaimed Steve "that was rather unfortunate." Meanwhile I had lost a chunk of skin from my knee and the foredeck had gone from grey to red.

All bandaged up, we went into our eighth windward leeward race of the series. A perfect pin end start from Geoff, found us cross tacking up the first beat with Enigma and Espada. Steve Patterson was now tacking the jib so fast, if you tried to help it round it would take your hand off. Now we were properly mixing it with the lead boats. Still we would lose some ground on the run due to some interesting downwind sailing techniques employed by Andy Beadsworth and mimicked by the other boats.

We hadn't quite mastered that, and decided to play it safe. Our best performance all week only yielded a thirteenth, but we had beaten Purple Haze who by now, had got themselves back in third overall. If we take any positives away, I'm having that one.

All I remember from the last race was the final kiwi drop and giving the kite the customary two fingered salute once it was in the bag and we were off on the last beat.

So in all we were eighteenth, but our times to the leaders had been slashed as we improved through the week, but what a great regatta. Nine true windward leeward courses may sound dull to some, but believe me, it was some of the most exciting racing I have been a part of.

After the final prize giving we packed up the boat in Hamble and dragged our weary carcasses back up north to face real life once more, and leave Steve to find that gypsy in the Transit.

Huge thanks go to the Royal

Corinthian Yacht Club for an excellent well run regatta. In particular Louise and Peter Morton, who put so much effort into its running. Thanks also to the guys on Purple Haze and Ed Dubois for giving full and frank answers to my numerous questions. See you next year. Oh! P.S. Thanks to Joxer for letting us in. See you at Cork boy.

For more information on the Quarter Ton Trophy click on www.rcyc.co.uk

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Controversy....

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Could it be possible a future sail in the Mersey will involve dodging around Tidal power stations?

Recently on 30th June, I happened to attend (as a representative of the Merseyside Environment Trust) the Mersey Estuary Forum 2006. This is organised every year by the Mersey Basin Campaign (<http://www.merseybasin.org.uk>). A range of delegates were present from private, public and

volunteer sectors all with a common interest in the Mersey Estuary, hence I was surprised that no representative from the Liverpool Yacht Club was present. Consequently, I have written this article for Grapevine to help keep members up to date with proposed plans and developments relevant to sailing activities on the Mersey.

The Forum involved a range of interesting presentations relating to the Mersey estuary, including possibilities for the generation of renewable energy in the estuary, plans for the re-development of the Garden Festival site, an update on the new Mersey Crossing bridge at Runcorn, the Cruise Liner terminal, and more.

Tidal power generation could have the most potential impact on sailing. A variety of wave and tidal power technologies are being investigated around the UK, initiated in 2004 by a £50 million grant (Marine Research Development Fund). This interest in this type of renewable energy stems from the fact that if less than 1% of the energy in the

oceans could be converted to electricity the World's present demand for electricity would be satisfied greater than 5 times over. Peel Holdings and a consortium of bodies including Mersey Ports, Buro Happold, RSK ENSR and Edinburgh University are conducting a study into the possibility of generating electricity from the power of the tides in the Mersey. A barrage across the Mersey would seem to have been ruled out, as originally studied 20-30 years ago, as current technologies can involve free-standing turbines, etc. The planning, site locations, impact studies and feasibilities are still in the early stages, so it is impossible to answer to the above question as yet. An interim report will be made at the Mersey Basin Annual Conference in November 2006.

Enjoy sailing in the freedom of the River.....for now!

Stella Shackel

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And more.....
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I recently visited an exhibition put on by nPower Renewables. It was a public relations event about the wind farms to be built off our Wirral, Crosby and North Wales coastline and, although I find the occasional sprinkling of these windmills quite interesting and elegant, I was shocked at the amount they plan to build quite close in-shore. The event was manned by many experts and energy advisors who, when quizzed with the question 'would you like these things to be built close to you?' some of these experts admitted, off the record of course, that they were unsightly and would not be happy to see so many of them where they live.

Many people will already know about the land based wind farm on the hills in north east Snowdonia but, when walking in that area earlier this year, I was also shocked to see how obvious the North Hoyle farm was from many of the hills and, as we all know, its even more visible from many local viewpoints around

the Merseyside coast, particularly Wirral. It is also a very obvious feature when sailing between Wales and Liverpool. This farm is almost tolerated now and any reasonable person would hope that its existence might help to lessen our carbon footprint, even to a small degree, but there are at least three more very large wind farms planned in the area that will dwarf the existing farm and will appear almost to enclose our horizon in a high ring fence made from windmills.

The large Burbo Bank farm has had consent from the Government; apparently everyone was surprised by how easily the locals allowed the project to pass through the consent stages. These turbines are being built very close to the Wirral and Crosby shores, creating an ugly intrusion whenever we gaze out to sea and causing shipping (and yachts) to detour in order to gain access to or depart from the Mersey. In fact, nPower's own documentation states that the big ship channel into the Mersey will have to be altered. I wonder if there will still be the option of

exiting the channel at the Q5 cardinal when making for North Wales as is common practice at the moment. This project is going right now and, as I write this, a semi-submersible rig is out there drilling and pile driving. Frequently I can hear it from my house in Hoylake.

Yet another large farm has been consented on Rhyl Flats but there is worse to come....

The proposed Gwynt y Mor wind farm will be massive in scale when compared to those at Rhyl Flats, North Hoyle and Burbo. This farm may also block the passage of vessels making to and from the Menai Straits out of the Mersey.

To keep costs down, offshore wind farms are built in shallow water and this is something we have plenty of in Liverpool Bay. Others will be built around the country wherever conditions are favourable but it is debatable how much value they can add to the carbon emission cutting plan. Traditional oil / coal fuelled power stations still have to exist to fill in any shortfall in

power production whenever there is no wind or too much wind. I learned recently that a survey conducted in Germany found that as many as twelve thousand wind turbines are required to make a realistic comparison to the closure of one single power station. Maintenance costs of any offshore structure is relatively high and, to cap it all, even the massive farms to be built close to where we live and play will only contribute a tiny percentage to the National Grid. Its almost as if the Government plans to make us all so sick of the sight of these things over their projected 50 year lifetime, that we will all more readily accept nuclear power when the oil finally runs out or gets too costly to extract or when the Russians ransom their gas for extortionate prices.

I'm not an expert, most of us aren't, but perhaps my points of view reflect those of other non experts who, although they see the need for and would tolerate some wind farms, like me, consider the latest plans for such vast quantities to be excessive. We all know that our oil and

gas reserves are running low and that we should all take responsibility for lower carbon emissions but I for one would also like to try and retain some of the environmental features that add as much tangible quality to our lives as do heat or light. Although I wouldn't usually consider myself as an environmental activist, I would like to express some simplistic and common sense thoughts concerning alternatives to the expansive forests of wind turbines that are planned for our region.

There are two issues; the most imperative being that of finding a green and viable domestic replacement for our dwindling fossil reserves. The second relates to having to live with the consequences of unsightly blights on our land and seascapes.

I'm very aware that something must be done to reduce our dependency on fuels that damage the environment, but I wonder if there is a better way than filling the horizon with turbine poles. Not by invading another oil or gas rich country but perhaps by

using less energy. A great deal could be saved and pollution reduced if we built more energy efficient buildings, used more energy efficient goods and travelled in a more energy efficient way. Or we could concentrate on more viable alternative energy sources. Although I understand that tidal power technology is 10 years behind wind power, perhaps our high tidal ranges and powerful streams could provide a significant contribution without such an environmental impact? Tide is at least more reliable than wind.

I'm not suggesting that we all get on our bikes, live underground and heavily tax the air that we breathe, but I simply wonder how hard we have really tried to lessen our carbon footprint. Surely energy saving efforts, led by a cohesive government strategy, will greatly reduce the need for such large swathes of wind turbines?

The problem remains. The wind farms planned for the Merseyside and North Wales coastlines are so numerous and dense that, if they are all

allowed to be built, they will affect everyone who lives, works or plays within view of them. No doubt some will be less affected than others but, nonetheless, it will be too late if, by saying nothing, we wake up one day and discover that hundreds of them have taken root.

It's thought that the Prime Minister has already made up his mind on the nuclear option but I hope that the future will see us all coming to an informed decision about using a broad mix of energy efficient technologies rather than pinning our hopes on thousands of unsightly turbines.

I have also heard that the good people of Llandudno have voted to oppose the Gwynt y Mor farm on the basis that it's just too large. Additionally, one of our Wirral MPs has spoken out against the installation of so many turbines so close to our coast. Sites in parts the Lake District and the moors above Manchester have also had plans for turbines refused on the basis that their visual impact will be negative and that their installation would actually have very little effect on the onset of global warming.

I get the impression that many people in the 'don't know' camp might make up their minds if they could

just visualise the sheer quantity of these things spread across our local horizon; then again, perhaps many of the supporters of wind farms live well away from where they are likely to be planted.

If YOU have a view, or wish to complain or protest about these wind farms, you can contact your own MP, address an email to The Secretary of State and Industry at: offshore.windfarms@dti.gsi.gov.uk or send a letter to him care of : Offshore Renewables Consents Unit, Bay 2121, 1 Victoria Street, London, SW1H 0ET To take a look at the nPower point of view visit:

<http://www.npower-renewables.com>
Good luck.
Pete Thomas, Billy Whizz

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And finally.....
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Thank you to everyone who has supported me so far on this, my first edition of Grapevine as editor. Helen's handover was as professional as her editorship; I hope I can live up to her high standards. Thank you to all the contributors to this edition; keep it up, it is appreciated. I hope you all continue to be proud of Grapevine

Liz Fowle, (New) Editor.

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DATE **RACE** **RACE OFFICER** **START**

| | | | |
|------------|-----------------------|-------------------|-----------|
| 30 07 2006 | RACE CONTROL | SUNRISE TROPHY | 14.00 BST |
| 06 08 2006 | LW3 | RACE CONTROL | 09.15 BST |
| 12 08 2006 | OPEN DAY | | |
| 13 08 2006 | SU4 | FLASH II | 12.45 BST |
| 20 08 2006 | LW4 | RACE CONTROL | 09.00 BST |
| 27 08 2006 | SU5 | RETRIBUTION | 11.45 BST |
| 09 09 2006 | COMMODORES' CUP | RACE CONTROL | 10.45 BST |
| 10 09 2006 | LADIES' RACE | RACE CONTROL | 11.15 BST |
| 17 08 2006 | LW5 | RACE CONTROL | 08.30 BST |
| 24 08 2006 | EA1 | DAYDREAM | 10.45 BST |
| 08 10 2006 | EA2 | DEFIANCE | 10.30 BST |
| 14 10 2006 | LYC AUTUMN REGATTA | RACE CONTROL | 08.30 BST |
| 15 10 2006 | LYC AUTUMN REGATTA | RACE CONTROL | 09.00 BST |
| 22 10 2006 | EA3 | DI - RICH | 09.45 BST |
| 29 10 2006 | EA4 | JENEVIEVE | 14.30 GMT |