*Photograph by Alexandra Chappell of Bournemouth*

From small beginnings The Royal Lymington Yacht Club has grown in fifty years into one of the foremost clubs in the Solent. During that time it has built up an enviable reputation for sportsmanship and seamanship.

Looking to the future, one can only visualise the continued expansion of sailing in the Solent, with the waters becoming yet more crowded. As this happens, the demands upon the skill of yachtsmen will rapidly increase if everyone is to enjoy, in freedom, what is undoubtedly the finest sailing area in Britain.

Yacht Clubs such as the R.L.Y.C. can do much to maintain the high standards and traditions which will be required. I know that the officers of your Club have this very much in mind, and I would like to wish you all every success in the future.

A.F.

# The Lymington River

## The Early Years

Geographically, 'a drowned river valley', the Lymington estuary was originally a tributary of the River Solent which flowed between Poole and Chichester. Since the days of the Iron Age, Buckland Rings and Ampress (550-100 B.C.) stand proof of the early importance of the river to which the Romans gave the name, 'Full River.'

Some nineteen hundred years ago, the Emperor Claudius despatched his General, Vespasian, to conquer Britain. After pacifying Kent, Vespasian moved his legions to the Isle of Wight. Arriving at the western end of the Island, he almost certainly crossed to the mainland from the most convenient embarkation point which was later to become Yarmouth.

He disembarked at the Alaunian Wood (Alauna Sylva) or *'at the mouth of the river Alainus'* (Full River): almost certainly the river or creek of Limenton (Celtic: limi=stream; ton=town). Here he attacked and reduced the British earthwork fortress, now known as The Rings. From that desolate battleground the view southward to the sea towards The Island, and to its jagged, needle-like rocks, would have been little different to that of today; and on the slope of the hill near the river estuary, Vespasian would have noted a settlement of British huts, clustered by the waterside: there, too, sailing craft may have been moored to the nearby banks.

Man had not yet interfered with the course of the river which was then wider, deeper and certainly navigable to above Ampress and probably beyond Boldre, the tidal stream reaching as far as Brockenhurst. Lymington was a port by the time that William the Conqueror handed the kingdom over to his son.

Emerging from the Dark Ages, Lymington was granted its first charter in about 1200, by the Second Earl of Devon, Baldwin de Redvers. Lymington was one of the few English towns to have received its charter from its feudal lord alone. At one time during the Hundred Years War (1337-1453), the Port of Lymington provided nine ships and 159 seamen to man them; the town rivalled Southampton in importance and certainly out-shone Portsmouth.

French marauders frequently paced our streets: in 1370, Frenchmen, after destroying Portsmouth, burnt Newtown, Yarmouth and Lymington. In 1545, Claude d'Annebaut, failing to provoke Portsmouth with his fleet, sailed down the Western Solent, burning villages and farms as he progressed. Since then Lymington has had no cause physically to repel invaders. The modern pirate is more subtle: noise, numbers and pollution require no less energy and subtlety to resist.

Lymington, from Green Lane near Mount Pleasant about 1832

Lymington Harbour about 1836

## The Fishermen

The fishing industry was one of the mainstays: whiting off Newtown, flounders in the creeks off Pennington; oysters, prawns and shrimps trawled for or netted in the sides of the lakes and creeks; off Yarmouth and Freshwater, the lobster trade; and, on the face of the mud as the tide retreated, the whelks, periwinkles, cockles and mussels – all this abundance was harvested by fishermen needing sturdy craft. Boat-builders became part of the Lymington scene.

## The Port and its Natural Surroundings

The River thrived: by 1660 as much coal was being handled in Lymington as in London. The coal and general trading brought ships of 1300 tons displacement up to the Town Quay, vessels being able to work the double tides in the deep river. Trading with the farthest corners of the world, Lymington was a commercial port, albeit with its natural fauna and flora unspoilt. *Spartina townsendii* covered the marshes from Hurst to Chichester; coot flocked along the coast in the dead months, plover abounded. Man, his industry and the world of nature – all depended upon the double tides and their fierce scouring of the river bed.

## High-handed vandalism: a fortunate paradox

Incredibly, in 1731 a merchant captain of Boldre, named William Cross, built a dam across the river. It was 500 feet in length, 30 feet wide and 20 feet deep.

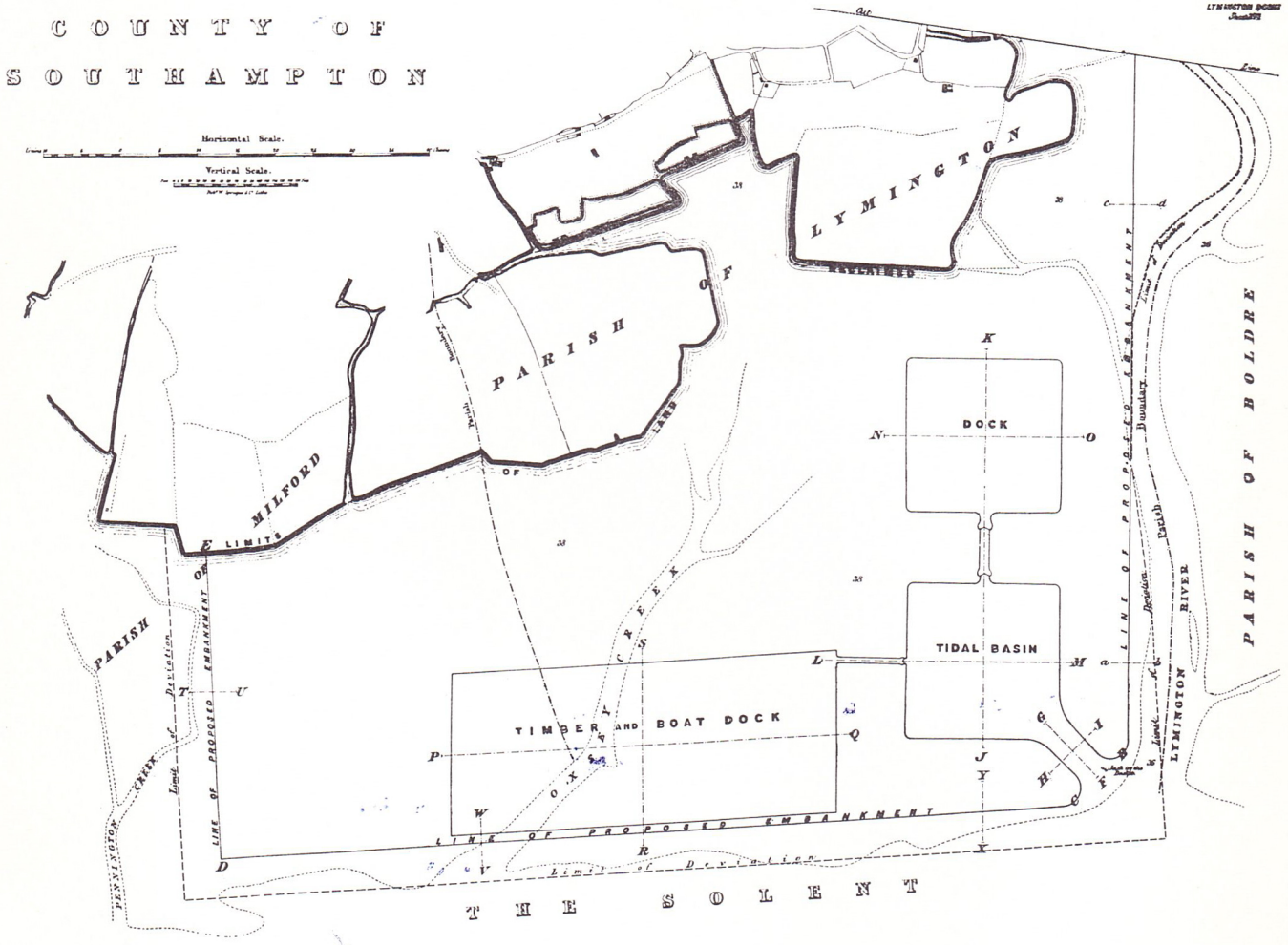
By the time that the citizens of Lymington invoked the force of Law against him, the Captain had died. His widow and a tailor named William Lyne then exacted a toll upon all who crossed the 'dam'. At Winchester Assizes in 1739, Lymington Corporation lost the action against Widow Cross to demolish the causeway.

The ships that carried the bricks from the Walhampton brickyard to the West Country; the stone from Swanage for lime-making; the Salterns and the salt exports to America, Newfoundland, Holland and the Channel Islands; the sailing colliers and the timber ships; the oyster fisheries – all these industries depended upon the scouring of the tides. The ire expended upon Widow Cross was as nothing to the rage felt at the final indignity – a tailor levying the toll.

## The Port that Died

The river inevitably silted up, soundings less than seven years later revealing an accretion of three to four feet of mud. Ships of deep draught could no longer use the quays; so died the commercial port of Lymington.

From a plan dated 1863 – who saved us from this peril?



## The Smuggling Industry

The stretch of coast between Owers and Brixham – and particularly between St. Catherine's and St. Albans – is considered by seamen to be one of the most deceptive and dangerous coastlines in the world. Perhaps, for this reason, those who fished for their livelihood acquired that sixth sense, an extra cunning in the ways of the sea.

It was seamen of this calibre who, during the struggles between France and England in the eighteenth and nineteenth centuries, turned smuggler. From Weymouth, along the Dorset coast to Kimmeridge; to Poole, Bournemouth; Christchurch and Mudeford; and up to Keyhaven, Lymington, Beaulieu and Hamble; from all these inlets and creeks "The Gentlemen" plied their trade during the hours of darkness.

To seize the contraband and arrest the smugglers, brigs of the Royal Navy patrolled lengths of the coast. Captain Marryat (1792-1848), author of *Masterman Ready* and *Mr. Midshipman Easy,* commanded such a ship. Ashore, the Preventative Service cast its net to ensnare the Free Traders; the Customs and Excise, working through its informers, Coast Waiters and Riding Officers, operated from their regional headquarters in Southampton. Christchurch and Lymington were responsible to the Master Port, each 'creek' operating its own revenue cutter. Waiters were distributed throughout the coastal villages, their duties being to check and control all shipping.

"The Gentlemen" made the Queen's Head at Burley their headquarters, the local hostelries in the Forest being the disposal points for the contraband: the Cat and Fiddle at Hinton was probably the most notorious.

Tom Johnston of Lymington was one such smuggler, schooled as a lad amongst the creeks of Pennington, Keyhaven, Oxey and Lymington. With the fishermen, he learned the tricks of the trade: burying the brandy kegs in the mud when the alarm was raised; sinking them on a line over the ship's side; and whisking the barrels inland, concealed in false-bottomed carts. And if a man lacked adventure, the Press Gang was always lurking in Lymington.

## LYMINGTON HARBOUR.

LYMINGTON is well adapted for trade, being the only port on this coast between Poole and Portsmouth; and is most convenient for shipping entering by the Needles passage. It formerly had a foreign trade, the decline of which may be chiefly attributed to the loss of the privilege attached to what is termed a free port. It is, however, in contemplation to make an application to the legislature to confer this right, which would encourage commercial enterprise. The opening of a trading intercourse with Guernsey and Jersey, to which islands this is the nearest and most convenient port on the coast, would be very desirable.

Here are three quays, with commodious stores, where vessels of 300 tons can discharge their cargoes; and an extensive shipwrights' yard belonging to Mr. Inman*, who has, during the last fourteen years, built the undermentioned yachts, besides revenue cutters and trading vessels. Most of the yachts have proved their superior sailing qualities by the many prizes won by them at the different regattas, under the sanction of the Royal Yacht Club.

| Name. | Tons. | Owner. | Built. |
|---|---|---|---|
| Hind | 20 | N. Pollhill, Esq. | 1820 |
| Mary | 53 | J. S. Penleaze, Esq. | 1821 |
| Gipsy | 21 | H. Hopkins, Esq. | 1823 |
| Corsair | 43 | W. Gaven, Esq. | 1824 |
| Elizabeth | 15 | J. Deane, Esq. | — |
| Medora | 47 | H. Hopkins, Esq. | 1825 |
| Rob Roy | 52 | W. Gaven, Esq. | — |
| Thetis | 37 | D. George, Esq. | — |
| Ann | 42 | Earl Listowel | 1826 |
| Owen Glendower | 112 | F. R. West, Esq. | 1828 |
| Lullworth | 127 | J. Weld, Esq. | — |
| Julia | 21 | C. Clementson, Esq. | 1829 |
| Turk | 44 | J. Kean, Esq. | — |
| Vampire | 44 | D. George, Esq. | — |
| Alarm | 193 | J. Weld, Esq. | 1830 |

* Mr. Inman is about to erect a patent slip to facilitate hauling up vessels for repair.

Page from a book published by R. A. Grove, Lymington, 1832

## Early Yachting

Yachting: *"the racing of light sailing boats"* (O.E.D.) in its contemporary meaning, was probably first practised by the Essex fishermen who, to be first on the quay with their catch, raced homewards from the fishing grounds. No silver cup was their reward: to be first home was their livelihood.

King Charles II raced the Royal Yacht, in addition to his other accomplishments: but it was not until 1720 that the first yacht club was founded in Ireland – The Cork Harbour Water Club, now the Royal Cork Yacht Club.

After the Yacht Club of Cowes (The Royal Yacht Squadron) had been founded three years before the Battle of Waterloo, clubs proliferated around the British Isles: by 1833, there were some thirty clubs between which were distributed over twelve hundred yachts. There is no record of Lymington being amongst these original clubs, though, by the end of Queen Victoria's reign, yachts were being based in the estuary. By 1914, yachts were moored in the river and Lymington Prams (later re-named, Scows) were being raced. The Prams cost £20 and were built by Dan Bran and the Berthon Boat Company.

*The Lymington River Sailing Club* was founded in the early days of 1914. There were eighteen members, the Captain of the Club being Captain H. H. Nicholson. The purpose of the Club was to race the Prams in weekly races between May 15th and August 15th. Before the Club's first Annual General Meeting was held, the world went mad. On August 4th, the Great War erupted.

The Lymington River

Lymington River in the Thirties

# The Great War: 1914-1918

## The Shut-down

The Lymington River Sailing Club closed down. Boom defences appeared in the Western Solent and Examination Vessels anchored off Yarmouth. Gun barrels sprouted from Fort Victoria and Hurst Castle.

By the end of the year, *Emden* had closed the trade routes in the Indian Ocean and halted the troop convoys from Australia and New Zealand; von Spee had annihilated Cradock's squadron. Hopes of a swift victory faded.

1915 would not see the beginning again of sailing.

## Berthon Boat Company

The Berthon Boat Company was founded in Romsey in 1877 by the Rev. E. L. Berthon, a Peer of the Realm, a Member of Parliament, and an Officer in St. George's Volunteers; and by three solicitors, to build boats and "other floating machines".

As well as punts, skiffs and other craft for the use of 19th Century sporting gentlemen, the yard also built the famous Berthon Collapsible Boats. These folding boats, built with a double skin and divided into six sections with an air space between the skins, were unsinkable and were widely used by the Navy as well as by private yachtsmen throughout the world.

In 1917, H. G. May bought the Berthon Boat Company and, the following year, the Lymington Shipyard, thus continuing in Lymington a long tradition of building wooden yachts.

## After the Armistice

*"Peace is come and wars are over,*
*Welcome you and welcome all."*

Alfred Edward Housman.

There could be no greater healer for those who returned than the call of the Lymington estuary. Craft of all descriptions soon began to appear in the river.

There was no organisation to channel the energies of the new boat owners, but Captain Harper was a zealous and busy Harbour Master. Paddling about the river in his duck punt, he would collect his 5/- *annual* harbour dues from the prams and a little more for the larger craft.

# Foundation of the Lymington Sailing Club

## The Prime Movers

By the autumn of 1921, sailors on the Lymington River had ceased to eye each other with curiosity. They hailed each other in passing, until, eventually, names and addresses were exchanged.

There was on the water, a Royal Yacht Squadron member, a Major Cyril Potter, O.B.E., who owned several boats. He lived in a house called 'Blake's', which had been re-named 'Ferry Point', and he invited to his house anyone who was interested in forming a club. The proposal was unanimously endorsed by the four ladies and six men present. By the spring of 1922, The Lymington River Sailing Club was re-created – some eight years after it had lapsed.

The aim of the club was to provide regular racing between June and September for a Handicap class, the Solent Sea Birds and the Prams. The subscription was a guinea a year or ten shillings for those living outside a ten-mile radius from Lymington Church. The first gun of the first race was fired on Saturday, June 3rd, 1922.

## Early Days of Racing

Though the Prams had raced together in 1914, no keel boats had as yet appeared for organised racing. The summer of 1922 saw, in addition to the Prams, the regular racing of a Handicap class. The start-line was from Major Potter's motor cruiser, *Wendy,* whose skipper, another Captain Harper, fired a shot-gun into the air. The year 1922 also brought into the river a new 18 ft. sloop-class boat, the Solent Sea Bird. Built at Cowes for £80, complete, they were stiff, good sea-boats, and delightful to handle.

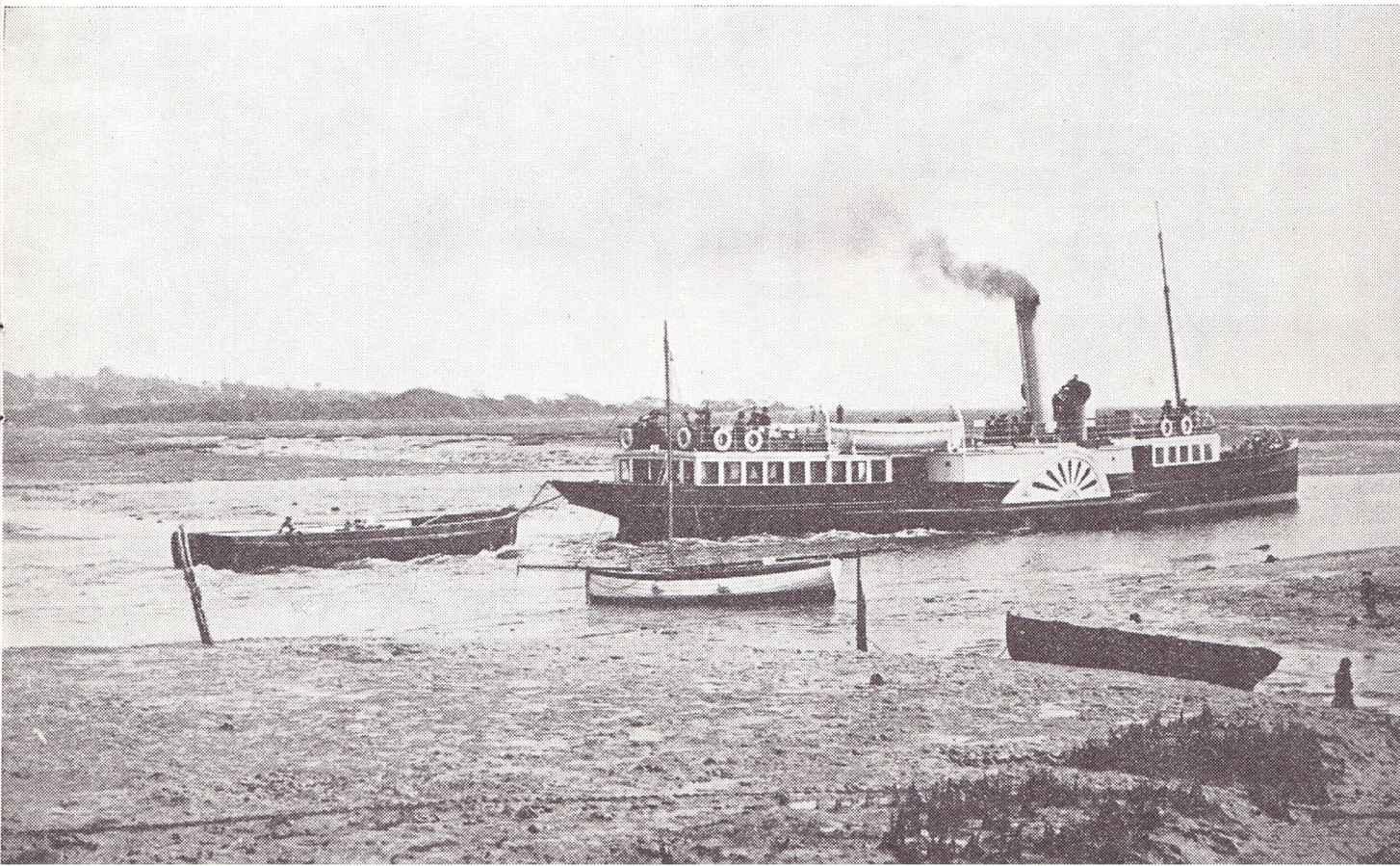
On August 16th, the highlight of the year was the Lymington Town Regatta in which not only the L.R.S.C. boats, but many visitors competed. Present also was the Lymington Rowing Club, which had always been an enthusiastic supporter of the Regatta. The year ended with high hopes: membership stood at eighty-five and the search for a club-house had begun.

## The Coastguard Boathouse

The Coastguard had for a long time maintained a boathouse and slipway at the end of Bath Road, on the right bank of the river. The site was owned by the Lymington Council but in 1923 the lease was transferred to the newly formed L.R.S.C. In April, 1923, the Club took over the boathouse. To mark the circumstance, the L.R.S.C. held its first regatta on August 25th.

The members turned-to with a will to transform the premises. Metamorphosis took place and the sparse shed soon became an attractive clubhouse.

The Paddle Steamer, *'Solent'*



By Order of the Admiralty.

# LYMINGTON.

To Speculators, Yacht Proprietors, and others.

## Particulars and Conditions

OF THE VALUABLE

# Freehold Property

KNOWN AS

## The Coastguard Station

COMPRISING

A BLOCK OF SIX 4-ROOMED COTTAGES

**A DETACHED 8-ROOMED HOUSE,**

AND A

**2-ROOMED LOOK-OUT AND STORE**

with well-fenced **GARDENS** and convenient Offices.

**Also the Well-built**

## Admiralty Boathouse

**53ft. x 23ft.** erected on the East Side of Bath Road.

## JACKMAN & MASTERS

(CHAS. D. POPE, F.A.I. & V. O. ARNOLD, F.A.I.)

are favoured with instructions to Sell the above by Auction at

**THE ANGEL HOTEL, LYMINGTON,**

**On Tuesday, December 4th, 1923,**

**at 3 o'clock in the afternoon.**

Particulars and Conditions of Sale may be obtained on application to

**The Treasury Solicitor,**
Storey's Gate,
St. James's Park,
London, S.W. 1.

**Messrs. Jackman & Masters,**
107 High Street, Lymington.

**Branches:** Milford-on-Sea, Brockenhurst, and Burley.

**Bournemouth Office:** Cross Roads, Southbourne-on-Sea.

King, Printer, Lymington.

No. 195521

# Certificate of Incorporation

## I Hereby Certify,

That the

LYMINGTON RIVER SAILING CLUB BUILDING COMPANY, LIMITED

is this day Incorporated under the Companies Acts, 1908 to 1917, and that the Company is

**Limited.**

Given under my hand at London this Eighteenth day of February One Thousand Nine Hundred and Twenty-four.

Fees and Deed Stamps £3:15:0.

Stamp Duty on Capital £15.

*Registrar of Joint Stock Companies.*

# The Development of the Club between the Wars

## A Fresh Start

Consolidation was the next step. It was proposed to try and buy the Coastguard Boathouse, its slipway and site: the cost, £600. To raise the money, the L.R.S.C. formed a limited company – the L.R.S.C. Building Company Ltd. – with a capital of £1,500. In January, 1924, the Club bought the property and immediately began to transform the boathouse: £1,253 was spent on improvements. Members subscribed to a stake in their Club and many in due course presented their shares to the L.R.S.C..

## The Clubhouse: 1924

The original structure consisted of one large section, purpose-built for the Coastguard's boat; a small store-cum-workshop was divided off at the landward end. Large double doors opened on to the slipway which sloped into the river so that the boat could be launched at all states of the tide. The slipway was replaced, after Hitler's war, by our present pier.

Though the Clubhouse was shut for the winter, many fund-raising enterprises were undertaken to pay off the building costs: from amateur dramatics to hiring the premises for private parties. By March, 1929, the Clubhouse was finally paid for and the Building Company liquidated.

In 1928, the membership had grown to 384; finances were adequate but the capacity of the Clubhouse was not. The premises had to be enlarged.

The old building had a roof which, pitched at 30°, was slated. It was removed by the builder, G. G. Harvey of Lymington, who then raised the walls to form the large club room which later was to become the reading room. The original timbers were re-used as far as possible, the pitch being increased to 45° and plain tiles being laid. The heavy tie-beams and the unexpected queen-trusses now visible in the reading room were the result. Considerable improvements and additions were made to the ground floor. The balcony on the first floor was open, as was the verandah underneath.

The walls of that old building erected during the last century still form part of the south wing of today's modern structure.

The Club has been fortunate to include architects amongst its membership. In 1935-36 a north-south wing was added on the landward side; in March, 1938, the wing was further extended to the northward to provide a boat store on the ground floor, with the Ladies' Room above. A flagstaff and signal cannons were provided during this period.

# Personalities and Club Amenities in the Twenties and the Thirties

## Captain H. H. Nicholson

Captain Nicholson, who lived in Creek Cottage, was a fine seaman, much respected and loved by the young for whom he did so much.

During an early Town Regatta he was late in starting for the Pram race: he had taken his boat to the Town Quay, gone shopping and, his Pram now full of parcels, was sailing back to join the race in which over 20 Prams had already started.

A gale was blowing and the fleet was soon in difficulties. At Cocked Hat a girl in a Pram capsized. The Reverend V. K. G. Logan in his Pram was assisting when Captain Nicholson sailed alongside. "Go on," said the Captain. "I'll pick her up." Captain Nicholson then overhauled the fleet; he came in first with a cargo of soggy parcels and one wet girl.

## Dan Bran

Dan Bran's name is legendary. He was a 'natural', a boat-builder who followed his craft by instinct. There was none, it was said, who could build a better Lymington Scow. He retained his reputation by results, for apparently he never worked to any drafted design, but built by eye.

Dan Bran was the 'character' of the River. He helped everywhere, taught everyone. A born seaman, he suffered the seafarer's contempt for the pompous; but those who treated him courteously formed a life-long relationship.

He was often to be seen in his latter years, whiskers sprouting in every direction, paddling about the river in a species of coracle.

## Mr. and Mrs. Francis

In January, 1924, Mr. Francis, a former Royal Marine, was appointed Steward, his duties including those of Gunner and Boatman. An ex-member recalls: "Curiously enough, probably because the majority of members in those days lived within a short distance of the Club, the most that could be obtained in the way of food and drink was afternoon tea *('a great feature' of the Club)*. Alcoholic drinks could be obtained, but only with difficulty, from the Club Steward – a splendid man, a veteran of Zeebrugge, who took his duties seriously, if slowly. A thirsty member would first have to locate the Steward (it was not 'de rigueur' to ring for him): then, having placed his order, there would be time for the member to nip across to the Mayflower for a preliminary snifter and, on returning to the Club House, find his order being ponderously pedalled up the stairs to the upper room.

Dear old Francis: never was there a more good-tempered man, in spite of some irritations he suffered at the hands of the more crotchety members. One thing, however, got his goat. One of his

Lymington Sailing Club, with one floor added, 1926

*Sunset and evening star,*
*And one clear call for me!*
*And may there be no moaning of the bar,*
*When I put out to sea,*

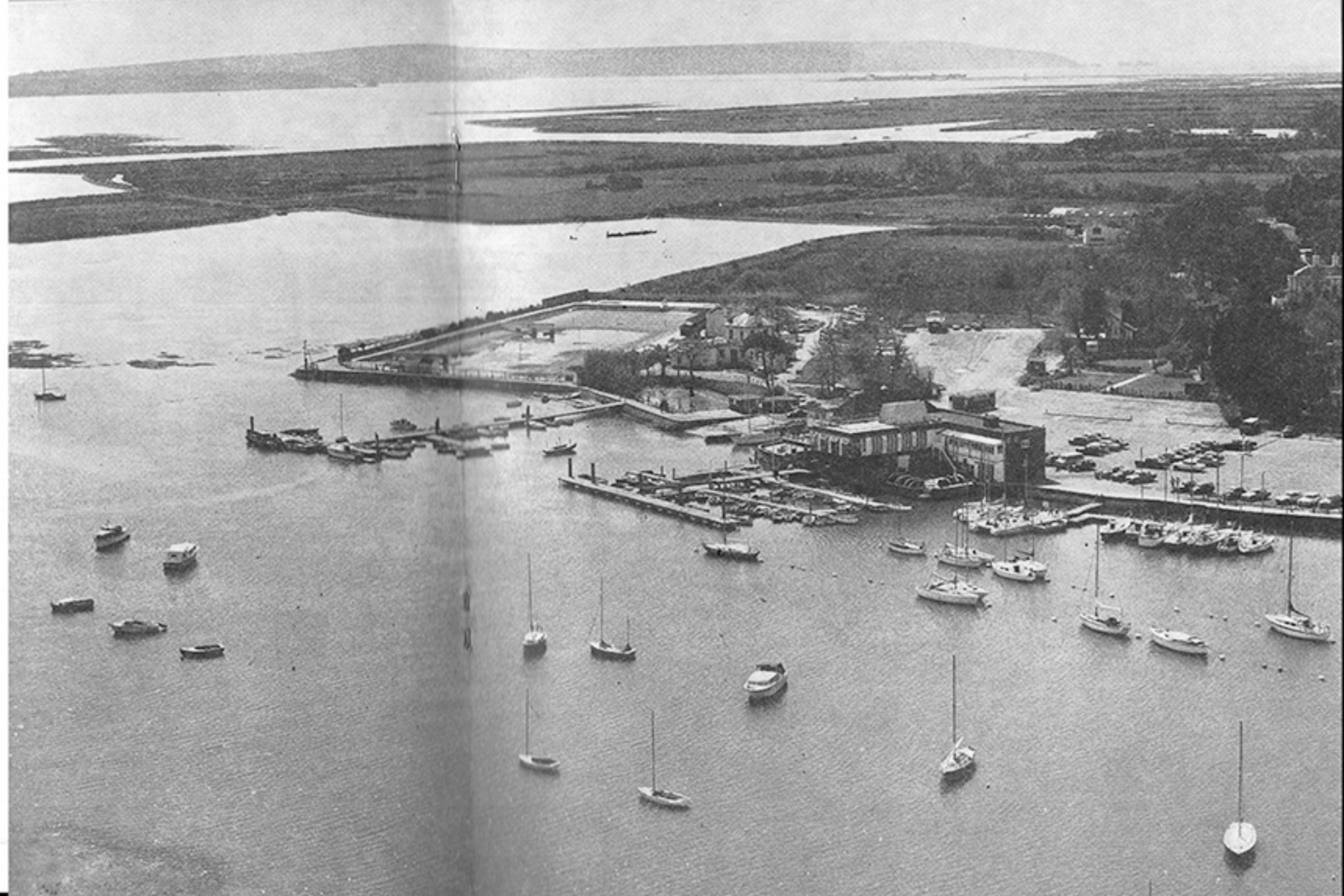
*But such a tide as moving seems asleep,*
*Too full for sound and foam,*
*When that which drew from out the boundless deep*
*Turns again home.*

*Twilight and evening bell,*
*And after that the dark!*
*And may there be no sadness of farewell,*
*When I embark;*

*For tho' from out our bourne of Time and Place*
*The flood may bear me far,*
*I hope to see my Pilot face to face*
*When I have crost the bar.*

*Crossing the Bar*
Alfred, Lord Tennyson.

Returning from the mainland to his home at Farringford, the Poet Laureate was reputed to have received inspiration for these immortal lines, when watching the ebb as he crossed in the ferry from Lymington to Yarmouth.



# The New Club House

In 1946 the Club's interests widened, the premises remaining open throughout the winter for lectures. For the first time, too, a Club Bulletin, which is very much alive today, was prepared by Gilbert Hackforth-Jones, the author.

Considerable improvements were made to the bar in 1947 by a volunteer gang of club members, the ganger-in-charge being the Vice-Commodore. It is interesting that in 1946 Samuel Cook prepared drawings illustrating that additional accommodation could be constructed above the north-south wing by the erection of a Mansard roof-structure. Roger Pinckney also submitted a similar scheme. These plans were of particular interest for future consideration and Samuel Cook apparently made provision for this additional loading when designing the north-south wing.

The pressure of membership demanded expansion of the premises and, during 1957, a generous response was made by members towards a fund to enable improvements to be made to the Club Rooms, the Reading Room being the first to receive attention. Two additional windows were introduced; the fire-place surround was remodelled with its flanking bookcase, new curtains and a complete redecoration.

In 1958/59 a new wine store was built on the site of the old lavatory which permitted the extension of the bar counter and the introduction of a corner at the west end of the bar, where there was a fire-place. It was for this enclosure that Jean Cobb designed and executed the beautiful etched panel which we still have with us. Roy Coombs also painted a fair-scene of yachts on Lymington River which provided a delightful feature for the bar.

Improvements to the Changing Rooms were carried out in 1960 when the Race Officer's Box was erected above the old enclosure. The original concrete slipway of the last century was in such good condition that it became one of the principal supports for the new columns existing today.

*'Feeding the Brute'* had always been a conundrum and, with the ever-increasing membership, the difficulty was accentuated. Mercifully, the advent of the admirable Mr. Brooks and his catering staff resolved the problem, but there were still no facilities.

In March 1963, Frank Webster was asked to prepare drawings illustrating improvements to the club building, plans which included providing a kitchen on the first floor. The improvements were completed by March, 1964, without interfering with the use of the club.

In 1966, anticipating a maximum membership of 2,400, the Club decided finally to modernise the premises and to take full advantage of the magnificent view of the river and its estuary. A new pontoon was provided to replace the old waterfront and now 100 feet of deep water is available alongside. The reconstruction was completed in 1968. Our present Club is the happy result.

## The Seventies

The scene is restless, the pace quickens: the dinghies, the keel-boats and now the motor cruisers (who held their first rally in 1969 at Ginn's Farm), all who love the sea and uphold its courtesy, are welcome at the R.L.Y.C..

In 1971, Brian Macnamara organised a visit to Le Havre Yacht Club, a well supported event which resulted in reciprocal arrangements with our French friends who are returning the call at Whitsun this year (1972).

The 70s brought new names to emulate those who went before, but success now depends too much upon the size of the cheque-book as upon the skill and enthusiasm of the owner: a reflection, perhaps, upon our society as well as upon our sport.

Ren Clarke in his *Quivers,* Arthur Slater in his *Prospect of Whitbys;* Chris Dunning in his *Marionettes* and *Red Rooster;* Peter Webster's *Liz of Lymingtons;* John Paterson in *Mutineer* and *Gallivanter;* David Wilkinson's *Quickstep II of Wessex;* David May's *Winsome,* Harry Pollock's *Olivia Anne,* the Rogers brothers' *Red Herring* and Derek Pitt-Pitts's *Tern;* and many more there are and, will be.

Not all the lustre belongs to the 'big 'uns'. In 1970, the Cadiz Cup was won by Bill Tapley in his 20 ft. sloop, *Jane of Jordans* in a voyage of 500 miles round the Scillies and back via Alderney – with a 14-year-old nephew as crew.

For enterprise, the voyage by the Club's Boatman, the intrepid and imperturbable 'Doug' Baverstock, cannot be omitted. In 1956, in Lymington Pram No. 33, *Kestrel,* he, three friends and a tent, having sailed from Keyhaven to Southampton, en-shipped to Le Havre; they navigated the Seine and returned via the same route after seven weeks.

In conclusion, the progress of the Club will continue to expand only in partnership with our friends who share the delights of the Lymington River:

**The Lymington Rowing Club** which must have been a competitor in the Town Regatta of August 22nd, 1923.

**The Lymington Town Sailing Club**, a very live club with headquarters at the Bath House and holding its own races; it was founded in 1946.

**The Salterns Sailing Club**, was founded after World War II for youngsters. Although not on the river, yet the Club is within the Borough.

**The Keyhaven Yacht Club** which has continued to thrive since before World War II.

**The Hurst Castle Sailing Club.**

**The IXth Lymington Sea Scout Group.**

# The Future

There is always an optimum size to which a yacht club can grow, but beyond this point communication becomes more difficult, personalities tend to be submerged, and lack of cohesion and purpose result. We are limited in development by the size and site of our Club.

Membership will always be under pressure from the marinas and their yachtsmen, many of whom will want to join this Club. By the time the second marina is developed, the berths in the Lymington River should be at the maximum that is compatible with the interests of other river users.

There is room for at least two yacht clubs and I look forward very much to the Town Sailing Club going from strength to strength and continuing to be our friendly rivals in every way.

Dinghy racing which founded the sailing tradition in this Club will, if it is to continue – and it should – have to be outside in the Solent and this will apply equally to keel boats. I believe that keel boat racing will increase in the West Solent but in handicapping I consider we should reconcile the rating of unrated boats to their I.O.R. rated sisters and not try to encourage a local handicap system. If we do this, it will encourage more and better boats to race in these events.

The number of members the Club can comfortably accommodate can really only be determined by experience, and we are, I think, nearing the maximum.

There is still room for expansion, in the forecourt and one or two other places. Develop this ultimately by all means, to improve facilities, but not, I suggest, to increase the number of members.

To lessen the work load on the secretariat and to help cope with the increasing demands made by racing and sailing generally, I believe we will have to have a sailing secretary – initially part-time – and space for an office has been made available in the plans for the S.W. corner.

In the 50 years since the inception of this Club, war has caused many gaps in the narration of this book which has been written to place on permanent record something of the story of the Club. The gaps, however, have not prevented a cruising and racing record equal to any other club and better than most.

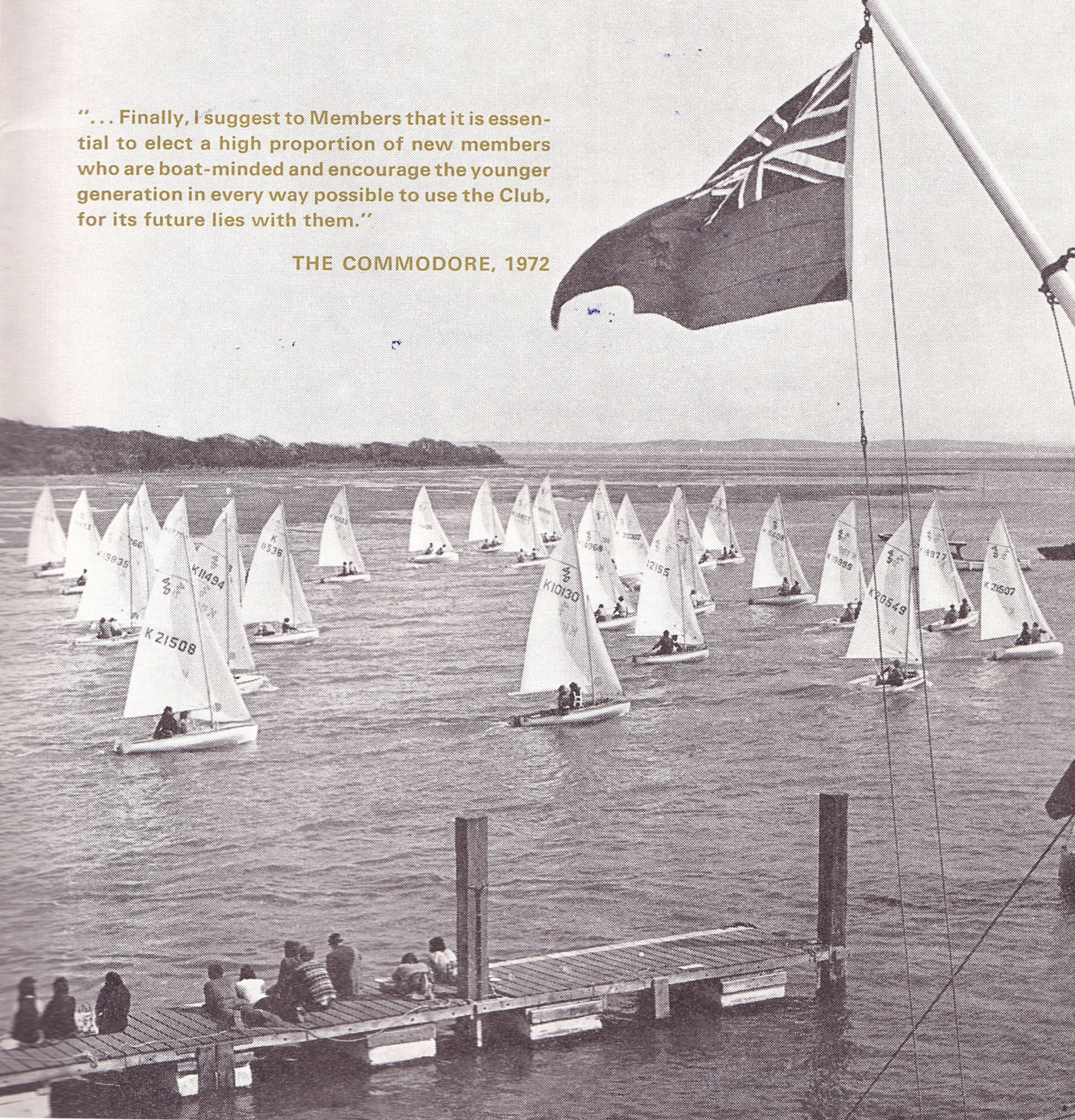
I hope it will remind our older members to take a pride in their past achievements and that they will encourage our younger members to do at least as well.

The book has been compiled and edited by a small team of our Members and friends of the Club and has been paid for entirely by generous donations. A splendid example of self help – perhaps our greatest potential asset in this Club.

I offer our most sincere thanks to all who have made the production of this book possible.

"... Finally, I suggest to Members that it is essential to elect a high proportion of new members who are boat-minded and encourage the younger generation in every way possible to use the Club, for its future lies with them."

THE COMMODORE, 1972



*CLUB OFFICERS*

*Lymington River Sailing Club:* 1914.

Captain: Captain H. H. Nicholson
Hon. Secretary and Treasurer: Major A. O. L. Kindersley
Lady Member: Mrs. R. L. Bayliff
Hon. Starter: The Rev. F. S. Trevor-Garrick

*Patron:* 1926.

His Royal Highness the Duke of Gloucester

*Admirals:*

1939 to 1945 Major Cyril Potter
1954 to 1957 Colonel C. H. Guest

*Commodores:*

1923-36 Major Cyril Potter
1937-45 The Hon. Mrs. C. Brownlow
1946-53 Colonel C. H. Guest
1954 Major W. M. Martineau
1955-57 Major W. H. Hall
1958-63 J. R. Bryans
1964-67 P. J. Perkins
1968-69 S. H. R. Clark
1970 Surgeon Vice-Admiral Sir Derek Steele-Perkins

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