

**ROYAL LYMINGTON YACHT CLUB**

**NEWS BULLETIN, SPRING, 1948**

*Edited by*

**"JACK IN THE BASKET."**

## **The Summer.**

The weather was exceptionally kind, and there is no doubt that 1947 will go down in history as a perfect Yachting summer. True, there were long periods of calm and fog; but only the most hardened Norseman had much to say against such placid conditions, and the fact remains that Yachts from the Royal Lymington Yacht Club went further afield and in greater numbers than ever before. The limit of cruising ranges was Sweden to the Eastward and mid-Biscay to the Southward.

The lovely weather, however, played havoc with local racing. Owners were tempted to go for lazy sails and had little stomach for the stern drifting matches and inch by inch work that are the fruits of light winds and strong tides. Generally speaking the support for the Handicap Class was most disappointing.

Needless to say the small classes were sailed as usual with great enthusiasm and in alarmingly increasing numbers.

The scene on the day of the Town Regatta, with literally hundreds of boats sailing in the river, was most animated and gave the Regatta Committee a nice problem in identification.

Altogether 1947, for all its grim background, was a good year for those who were able to turn their backs, for even a short while, on the dire necessity of earning their bread and butter.

## **Summary of Winter Activities.**

The announcement of the abolition of the Basic Petrol came as a damper at the end of a golden summer. For a moment or two the Committee envisaged a complete shut down in the winter months, but after reflection it was decided that the Club was now more necessary in the winter than ever before.

It was therefore decided to press on with the full Winter Programme, and to take the risk that Members would not resort to other means of transport.

This decision has been fully justified. Every function which has been arranged has been over-subscribed, and at times uncomfortably crowded. Members are keener than ever to preserve their legitimate pleasures despite the efforts of local and governmental killjoys.

The winter Lectures have been crowded and the suppers served afterwards have added considerably to the popularity of these functions. The Lectures have been of a very high standard throughout and have attracted a number of distinguished strangers.

25th October, 1947—Ray Barrett, Official Measurer of the R.O.R.C., traced the history of the Rating Rule back

to the early days and showed the great influence on design exerted by the Rulemakers. If some of us were a little overwhelmed by his figures, we were certainly taught to treat the Club Handicapper with more respect than ever before.

8th November, 1947—Humphrey Barton gave a delightful talk on his cruising experiences in all sorts of boats from 14ft. dinghies to 20 tonners. The several slides he showed of his own boat on the mud did him less than justice, but behind his modesty there was clearly a wealth of experience.

6th December, 1947—Major H. G. Hasler gave us some provocative opinions on the design of sailing boats. His experiments with models about which he told us were most interesting, and we shall look forward one day to seeing them reproduced full size.

10th January, 1948—Eric Hiscock in his opening paragraph denied that he had cruised 15,000 miles under sail single handed, and said that he had only cruised 11,000 miles!!

A most useful and interesting talk with some sound hints for the single hander, with particular reference to the problem of "going places" with the minimum of fuss and the maximum of comfort.

31st January, 1948—Charles Currey showed some films and extremely interesting slides of dinghy racing round the Country. His description of some of the more advanced gadgets used by sailors of 14ft. Internationals, gave the Pram Class much food for thought.

At the time of going to Press, two more talks are due to take place, one on February 28th by Morin Scott, who cruised from the Clyde to Dartmouth in a Dragon, and one on 20th March by Roger Pinckney who will talk on his cruising experiences.

The success of the catering organisation has been remarkable. If it were not the unfailing rule of this Bulletin never to mention names, one would be tempted to praise the Ladies of the House Committee, who have done so much, even to the extent of waiting personally on Members. Meanwhile the Laws of bureaucracy gather in strength. New 'forms,' new 'regulations' arrive by every post, but the Secretary and his assistant remain undaunted.

The Dances have been a source of pleasure and profit to the Club. The House Committee has taken notice of criticisms of overcrowding, and intend, like Pharoah, to harden its heart and keep the numbers strictly to schedule. Late comers, will have in future to take what is **not** coming to them.



As was foreseen, the bar has been the hub of the universe. The "Fresco" has been completed and is a source of constant pleasure to those who like beauty with their gin.

Supplies of all sorts of liquor and wines are very much better. In fact a small reserve is now stored in the cellars of a reliable (?) and prominent Member!

The Barman has certainly not been idle, and when he goes for a well earned holiday, a friendly Member has volunteered to take his place, so that the good work can continue. "Thanks Pal," as they say in movies.

Certain small additions to the amenities of the Club House have been carried out. Gas fires in the main lounge are a great improvement and with the addition of a modern type radiator arctic conditions in this room will very soon become an unhappy memory.

They do say that the Ladies Dressing room will be better equipped, and have its own bath and heater; we wouldn't know.

Talking of Ladies, the Secretary has an astonishing collection of "Objects d'art" and so on: which have been left in the Club, including (believe it or not) purses of real money. A published list of Lost Property has so far attracted no Takers. Who are these millionaires?

The Staff continue to give loyal and useful service.

The two Club Boatmen have done much good work, repainting boats and dinghies and making many small repairs.

The Chef has shown his willingness in every way to make the catering a success.

### **The coming season.**

**Racing.** The success of the Passage Races last year has prompted the Sailing Committee to enlarge this year's programme. A Cross-Channel race at Whitsun, to Guernsey, is the main addition.

The first race takes place on Saturday, 24th April.

The Committee favour the continuance of early season races as being likely to attract entries who are "tuning up" for bigger events, later on.

Two more Challenge Cups have been presented for this year's races:

The "SALUKI CUP" for the Guernsey Race.

The "GERDA Challenge Trophy" for Round the Wight (night) Race.

**Local Class Races** should be more actively supported this year.

It is expected that six or seven "X" class will race regularly.

The "Coronations," as ever, will be racing regularly.

Four "Swallows" (the Y.R.A. one design) built locally for the Olympic Games Trials, will race in the early part of the season.

Even more 14ft. Prams will be out this year. The total number is now 52.

The Sharpies will be as active as ever.

Racing Marks will be laid in the Solent by 15th May, 1948.

**The Regatta** takes place on the 23rd, 24th and 25th, August, followed as usual by three days racing from Yarmouth and rounded off by the Night Race for Handicap Boats.

**Poole Week** (an innovation) takes place 28th June to 3rd July.

May we once more ask Members to subscribe to the Regatta Fund. Races are not entirely self-supporting. The larger programme will be a bigger drain on the Sailing Funds. Small amounts in the boxes, thank you.

**Club Boats.** The Club now has one "X" .O.D. boat and three prams for hire. Last year boats were in great demand but did not pay for themselves—we regret therefore—you know the rest.

**Pontoon Pier.** An additional embarkation point will be available this year by the erection of a pontoon pier in the summer months.

**Starting Platform.** Repairs must be put in hand very soon. Ways and means are being sought.

**Library.** More periodicals have been added to the list.

**A Motor Boat Service** will run in the river, if petrol is allowed. No charge will be made for this additional amenity.

**Future Events.**

Annual General Meeting	3rd April
Opening of the Season Dance	9th April
Regatta Ball	20th August

### Summing Up.

All goes well. Membership is up to 640. Costs are rising. Our pleasures are going to cost us more. Greater Membership will help to foot the bill; so will Bar profits. Enough said.