

---

---

ROYAL LYMINGTON YACHT CLUB

NEWS BULLETIN SPRING 1950

*Edited by*

"JACK IN THE BASKET."

---

---

King, Printer, Lymington.

## **SAILING:**

**1950** has turned out to be an outsize season. Never before in the history of the Club have so many Members achieved so much in such a variety of yachts; and never before has the weather been so consistently unkind at weekends.

Eclipsing all other activities, of course, has been our Bear Commodore's jaunt across the Atlantic and his return, sprint in "Gulvain" The Civic Welcome accorded to him and the intrepid youngster who accompanied him was a satisfactory proof of the excellent relations, which now exist between "town and gown."

**Passage Races** from the Club in the early season have now come to be regarded as established classics; it is intended to continue and enlarge upon the programme, making every possible arrangement for world workers, who can only play at weekends.

The high lights of the past season have been fast, wet passages and stormy anchorages. All races have been well supported and the performances of the smaller craft have been quite admirable. Our longest race to St. Peter Port, in which we encountered every form of weather, tested those who obtained their objective and once again we are very grateful for the admirable hospitality provided by the Guernsey Yacht Club, who timed the race in. The night race round the Island in eight hours was an indication of the type of sailing our tough babies now enjoy. Just short of 400 miles passage racing run by this Club is not bad going.

**Cruising.** With the improvement in the food situation in this country, the urge to go to France has not been quite so marked this year; nevertheless it has been a rare day when the Yellow Flag has not been seen flying in the river.

Several Motor Cruisers from the Club went to the Pavillon d'Or at Tronville and this side of yachting; activity has been well represented.

**Class Racing.** A very full programme has been enjoyed. The "X" Class, now firmly established as the premier class in the river, has raced three times a week locally besides competing in S.C.R.A. events elsewhere. The "X" Class Association has paid this Club the compliment of electing our Skipper to the vacant Captaincy of the entire "X" Class.

**The Handicap Class** has been greatly strengthened by the addition of a number of four tonners. We are asked to deny the rumour that at least two owners are having their masts heightened to accommodate the extra winning flags, which they confidently expect to acquire in the coming season.

**Prams**, as ever, have provided the hardcore of our small class racing and long may they continue to do so, for they are particularly well suited to local weather conditions. This does not detract at all from the successes achieved by those who prefer the National Classes of dinghy. Certain twin brothers have demonstrated that if you can sail a Firefly at Lymington you can beat the world elsewhere.

Altogether it has been a considerable season for those who sail. Some of us would have been prepared to have exchanged a good deal of the strong stuff for a spot of drifting in hot sunny conditions—but you can't have everything and there's always an armchair in the Club lounge;

#### **CLUB IMPROVEMENTS.**

The full programme of repair and reconstruction must necessarily be taken a step at a time. First the Starting Platform had to be saved from collapse. Then the slipway began to disintegrate; in its place a noble pier with a deep water berth at the end for large yachts has been built.

The Committee are only too well aware of the necessity of providing facilities for launching thoroughbred and other dinghies at the earliest possible moment and of the lack of accommodation for these new and fast-increasing classes of yacht. This as a real problem that has yet to be solved.

#### **HOUSE MATTERS.**

Last summer's catering was, we fear, a case of muddling through and not very successfully at that but now we think we have reached the end of our troubles, in that we have secured the services of a Lady Caterer Housekeeper, who will supervise and control, with the aid of the Secretary, all matters relating to the social amenities of the Club.

**Dances** are always popular, especially with the young. Bulletin 1950 The **Annual Dinner**, on the other hand, is an established affair which may perhaps appeal more to those who are long in tooth and purse. As an annual event, however, it doubtless has its well-deserved place in the Club's fixture list.

**Lectures** and **Lecture Suppers** continue to provide really first rate fare; they too have come to stay.

With the reform of catering arrangements have come several improvements beyond that of the quality of the food. There is now no closed day at the Club for catering and attractive snack lunches are provided at the Bar, when the dining room is closed to give the Staff a day off.

**Bar takings** remain satisfactory from both sides of the counter. Our imperturbable Steward continues to preside with his customary good humour.

**Holiday Events** for the young of all ages include a Fancy Dress Dance on 27th. December—a "Hop" with radiogram and, perhaps, a small Children's Party.

### **THE RETIRING SECRETARY.**

(Captain Mostyn Williams)

The spontaneous ovation given to our retiring Secretary at the Club Dinner was real evidence of the affection with which he is regarded and of the regret that his resignation has caused.

**He** has not spared himself to make this Club what has been described as "the most up and coming Club on the South Coast" Now he has decided that he must take it easy.

We thank him very much for his devoted service and are comforted by the knowledge that he and his wife will be seen about the Club in their new capacities of Honorary Life Members.

The Club "Gift Fund" has reached the sum of £191 at the time of going to press.

### **THE NEW SECRETARY**

(Captain M. H. Eve Leigh)

We welcome our new Secretary and feel very fortunate in having one whom we know to have our interests at heart, and we wish him every success.