

Royal Lymington Yacht Club

BULLETIN – WINTER – 1951

Edited by “Jack in the Basket”

SAILING.

The Festival Season opened with hail squalls—and snow on high ground—and closed with the few days of a perfect Indian Summer. In between while, there was a lot of good sailing weather, but August was very disappointing.

Only one Atlantic crossing this year (our Tigers are losing their grip) our Rear Commodore took it very easy and only sailed as far as Cannes. With the exception of a one-way passage to Lisbon, the rest of the Cruising has been confined to the steak and champagne groove by all sorts of yachts, many of whom because of their small tonnage would have been head line news a quarter of a century ago.

It has been an accident-free year; a remarkable state of affairs reflecting credit not only on the seamanship of the sailors, but also on that of the Captains of the vast blocks of flats which haunt the River during the summer season.

Passage Racing. The arctic nature of the spring weather affected the number of entries for the early races. An attempt to arrange these fixtures, in future, for a time when the ice will have melted has been only partially successful, but next year the races will certainly be spaced further into the early summer (and it may not be so cold). In spite of the small “field”, some keen finishes were recorded. The Peter Port—Guernsey Race only had four that reached their objective but reported good conditions generally. The new race round the Island at Whitsun had adequate support in spite of the rival attractions of two cross-channel races.

Class Racing has been well supported. The "X" Class continues to thrive and great satisfaction has been expressed in the modernisation of the rig, which took place last winter. The boats go better to windward as a result, and have lost their previous tendency to gripe heavily when running.

The Handicap Class has been well supported. The "L" now frequently turns out in sufficient numbers to form a "class within a class".

In end of season, nineteen boats went to the line; the Potter Ship, which is awarded annually to the winner, went this year to our most popular Tigress.

River Classes. It is clear that the popularity of the National Class dinghy is steadily rising, in spite of the natural disadvantages of Lymington as a racing centre for such small craft. The capture of the Burton Trophy and the Firefly Championship by Club Members speaks for itself.

Meanwhile the Pram Class continues to provide good racing of a less spectacular nature for chaps like you and me.

Regattas. The extra one-day July Regatta wasn't exactly a flop but was precious nearly one. It seems that the Solent Classes, while putting in an impressive block entry, have little intention of facing the rigours of the West Solent and the soft black mud, which abounds there.

The three day events in August were better attended. In particular the Town Regatta, with its tailpiece of comic events, was extraordinarily successful.

The Gauntlet Association was given a successful day's racing by the Club during the summer. A larger than ever contingent of Lymington boats went to Cowes Week and didn't come away empty handed.

CLUB AFFAIRS.

The response by members to the recent appeal for capital was in excess of the amount required and a ballot was therefore held. The sum obtained was confined to £8,150; this will involve the Club in a loss of one hundred and fifty guineas in annual subscriptions, from which investing Members are exempt as a condition of their investment; but, since the total Membership of the Club continues to rise steadily and has gone up by sixty in the past year to 790, the Committee are not unduly worried by this loss of income.

This attractive way of providing capital reflects great credit on the wisdom and acumen of our Chairman and his financial advisor, for Members will no doubt be aware that the Treasury has now taken an unkind view of overdrafts of an unproductive nature and, if this step of becoming independent of the good offices of the Bank had not been taken, the Club would now have been caught in the difficult position of having to hand back the umbrella just when it was beginning to rain really

hard.

Forecourt and Slipway: The improvements envisaged last year are now complete; a handsome forecourt, a launching slip for racing and other dinghies, and a good approach to the pier from the North side of the Club have satisfied nearly all demands. All that is now required of the Club is a larger and more seaworthy motorboat for ferry and rescue work.

Lymington Harbour Board: The formation of this body, which is in future to control the destiny of the Lymington River, is of the greatest importance to local Yachtsmen.

It remains to be seen whether, in these days of financial stringency, the improvements, which have been planned, will be put into effect. The Club is well represented on the Board but some of our older members will watch future developments with an interest not entirely devoid of cynicism born of previous experience in the history of the River.

We take leave of Mr. Cecil Fulerton and Mrs. Fulerton, who have moved to Northern Ireland. Cecil was our Rear Commodore for some years. Only those who have worked with him in Club affairs are aware of the amount of time and interest he took in them. Himself not a sailing man to a large degree, he did his work behind the scenes whilst others enjoyed the fruits of his labours.

We welcome back Vice Admiral Sir Lennon Goldsmith, who has been a long way in his ten ton yacht "Diotima" and has now returned from the West Indies by way of the Azores.

HOUSE MATTERS:

Our indefatigable Member for Internal Affairs reports as follows:—

1951 has, I think, been generally a happier one at the Club as far as House matters are concerned.

The catering seems at last to have got on to a level that pleases the majority. It is not easy, owing to varying ages and very varying numbers but thanks to our energetic Secretary and a happy Staff, difficulties are, in the main, surmounted.

If we could say the same of supplies of food and prices, it would all be a bed of roses.

The Regatta Ball was an outstanding success and the Radio-Gram Dances are

popular in the School Holidays. Lectures and Lecture Suppers are in full swing again. We look forward to the New Year's Eve Ball, when the high standard of originality of dress will, I am sure, again be reached, if not outstripped.

The Children's Party arranged for 7th January will, we hope, be enjoyed. One or two of the parents of the "modern young" have kindly come forward to help with the programme.

The Bar is, as ever, a popular meeting ground where all grouses and problems are happily washed away? Our good Steward and his Assistant are largely responsible for this happy situation.

The Annual Dinner was a great success from the point of view of the enjoyment of the "select few."

A Christmas Luncheon seems to be becoming a feature and will be on Sunday, 28th December with the traditional fare. This is the first day of the first "Winter Racing event for 12 foot Nationals and Fireflies. I wonder if the lunch Menu will provide buoyancy? Chef, please note!

After the summer sailing season at the end of September, an evening party was arranged, at which Cups and Trophies won during the season were presented. **One** more event, which seems to be a fixture, is the Treasure Hunt in the Christmas Leave period, arranged by Mr. Farr, followed by tea at the Club. Last year the Lounge was packed for this event and one is arranged for Sunday, 30th December this year.