

Royal Lyminster Yacht Club

BULLETIN-WINTER

1952.

Edited by " Jack-in-the-Basket.

SPECIAL CORONATION ACTIVITIES

Coronation Review. Members have already been circularised regarding the possible chartering of a vessel to take them and their families to Spithead on the day of the Review and it is hoped that accommodation will be available for 800 at a cost of about £8 per head.

ANNUAL GENERAL MEETING.

This will be held on Saturday, March 28th at 3 p.m.

Revised Board of Trade Safety Rules: The attention of all members who own a yacht in excess of 70 ft. overall length is invited to the new requirements regarding lifeboats capable of holding every person carried on board. A copy of the Regulations can be seen in the Secretary's office.

New Sponsored Class of Racing Boat: The Club has decided to sponsor the formation of a West Wight Scow Class for young members. (*Details over page.*)

Cadiz Cup. The attention of cruising members is invited to the existence of this Cup to be awarded for "the best cruise of the year". Conditions as follows:

1. The Cruise should be written out in the form of a concise narrative giving distances made good. If an auxiliary vessel, what use was made of the engine, description of size and type of craft, and of crew carried—with details of time available for the cruise. Weather conditions encountered and if possible a track chart showing the waters cruised, with ports or anchorages visited. The Ship's logbook may be submitted if this covers the above requirements.
2. The Narrative, or Log, should be in the hands of the Club Secretary by December 1st following the date of the Cruise.

GENERAL.

Last season favoured the early birds, for by the time the real workers had started their holidays in August, the weather had broken, irretrievably and finally. The year which officially ended with the Potter Ship Race. went out with a fresh-to-strong breeze in a sub-arctic temperature. It was a season not distinguished by any great spectacular individual feats as in past years, and yet the activities of all members were greater than ever before.

We record with great satisfaction, that it has again been an accident-free year and once again we congratulate all river users on their sound commonsense and knowledge of seamanship.

The coming year centres upon the Coronation with the Naval Review as an early highlight. It promises to be a brilliant season.

In this connection it is to be hoped that owners of yachts will preserve the old tradition (which seems to be dying) and follow the example of their Parent Club by dressing their vessels with Bunting on the appropriate occasions. Last year, we record with sorrow, that no large vessel in the Lymington River was "dressed" during the Regattas.

CLUB AFFAIRS.

At last year's Annual General Meeting a Resolution was put down deploring the heavy loss incurred in the catering section of House Affairs. After an animated debate from which it emerged that, in spite of the impossibility of making the catering a profitable affair, the vast majority of members was in favour of retaining this amenity, the following amended resolution was accepted unanimously:-

"That this meeting considers the catering to be an amenity of the Club and should be continued, but that the subsidy from the general funds is excessive and should be limited to £800 per annum."

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Colonel The Honourable O. H. G. Guest was re-elected Commodore with acclamation for a further period of 8 years.

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Mr. K. A. E. Moore, who has been Chairman of the Finance Committee for some years, was appointed a Trustee in place of Mr. Fullerton who has gone to Ireland.

STATE OF MEMBERSHIP.

Up to the present the Club has shown a steady increase in membership. At the time of the Annual General Meeting in ;—

1950 it was 703

1951 it was 740

1952 it was 787

Affiliated Clubs. The Club continues to give facilities to the following Service Clubs, in addition to those given to the R.N.S.A.:-

The Royal Artillery (Larkhill)

School of Infantry

Royal Signals Sailing Association.

We are always very glad to see Service people.

Reciprocity. The Royal Solent and the Royal Southern Clubs are now completely reciprocal (if that's the word) with our own Club.

FUTURE COMMITMENTS.

The Committee have the following improvements in mind for the future, as and when the financial situation permits:-

Increased racing-dinghy stowage: The signs are clear that the Racing Dinghy Classes (Fireflies and Nationals) are going to increase in numbers and popularity. Extra stowage must therefore be found for these boats, which have to be pulled out of the water when not in use. A scheme for increasing existing stowage by building a light structure over the mud is under consideration.

Jetties. The present pontoon jetty is wearing out. To replace it a permanent jetty with a hinged gangway and pontoon is being considered.

Forecourt. Anxiety is being felt about the forecourt, which members will recollect was reinforced and made larger quite recently. It appears to be subsiding and moving gently out to sea with the dignity of a glacier. The situation with regard to the legal position of the Contractors is being safeguarded and members may rest assured that the forecourt is unlikely to reach the open sea in their lifetime,

OBITUARY:

We record with deep regret the passing of three prominent members: -

Admiral Sir Percy Addison who stood by the Club as Honorary Secretary during the war years, and held it together at a time when people's minds were on other things:

Rear Admiral Rymer, a founder member and the originator of the 14ft. Lymington Pram Class:

and **Mr. H. G. May**, the designer of the Lymington Scow. The West Solent Restricted, and the Gauntlet Classes

SAILING:

Ocean Racing: Last season the Club was placed 6th in the R.O.R.C. Points Championship with 158 points. The season before we were eleventh fifty two clubs competed. This excellent result is due almost entirely to **Water Music** and **Torridge**.

Passage Racing: There seems little doubt that the Lymington Passage Races have become to be recognised as heralding the opening of the yachting season. Coming, as they do, so early in the Spring, they attract many entries from yachts in the 'tuning-up' stage, and for this reason, and also because they do not clash with other fixtures, the Committee intend to revert to the early-bird policy.

Racing last year' was not as well Supported as in previous years and it remains to be seen whether the post-war enthusiasm for off-shore racing is on the wane, due to the heavy cost of sails and to the fact that von can have too much of even a good thing.

Next season's fixtures will avoid Sunday racing under the aegis of the R.Y.A. This is to conform to their policy of not racing on Sundays.

The Cadiz Cup has been very appositely awarded to **Melody A**, a converted West Solent Class yacht, who went to the Baltic and back, a distance of over fifteen hundred miles.

Class Racing: continues to flourish. Next season there will be eleven" X Class yachts racing regularly.

A welcome return to the River has been that of the "L" Class yacht. Laurent Giles origin-ally designed these fast and comfortable 4 tonners for racing and cruising in the West Solent. Before the war the Class was over ten strong

and raced regularly. Since then they have been dispersed, and only now are returning to their place of origin. Next season there will be five "L" boats in the River and if certain difficulties regarding sailplan, ballast, etc., can be ironed out there is a prospect of the "L" once more racing together as a class.

The Handicap Class was more active than ever; a new feature of a number of combined club races with the Royal Solent has added a great deal more interest to the season's racing.

The end of term race for all comers for The Potter Ship was again well supported and this year the Ship was carried off by **Pastime** after a deathly struggle with the little lady with the elephant boat, who was compensated by winning the Samuel White Cup at Cowes.

River Classes. The Nationals and Fireflies continue to uphold the prestige of the Club by the capture or retention of the following trophies:

The Burton Trophy, The Sopwith Trophy, YW Points Trophy and the Corrigan Cup went to Daphne.

The Gussie Trophy and the Chichester Smith Challenge Bowl went to Puck.

In addition, the Flying Fifteen Championship was won by **Javelin**, piloted by the redoubtable Twins.

Meanwhile the Pram Class continues to provide good sport of a less energetic nature.

Regattas: As far as local support was concerned our two day fixture plus the Town event were a great success, but the support from the Solent Classes continued to be disappointing. The reason for this is not far to seek. Our Regattas take place on the first three days of the week, when yacht owners (with the exception of a few retired members) are busily working for their livings. Unless we have a weekend fixture, therefore, we shall never have a fully supported Regatta.

A resolution to the effect that Regatta Fixtures, as a whole, require drastic revision in the light of the changed conditions of life among yacht owners, will be put down for the Annual General Meeting of the R.Y.A. by the Club.

Cadet Class: As announced on page one the Committee has approved the formation of a class of West Wight SCOWS as a suitable medium for the encouragement of sailing among the youngest members of the Club. One boat has already been purchased and will be available for hire.

A resolution lowering the age of Juvenile members of the Club to 8 years will be moved at the next Annual General Meeting.

Club Launch: Last season the lack of a suitable vessel for transport, and rescue work was made up by the good offices of Mr. Harry Goodhart, whose launch gave excellent service, for which we are very grateful. A suitable boat has now been purchased by the Club. Altogether it has been an active sailing season in which every branch of the Club has been well represented.

Race Officers: The great obligation owed by Racing members to Commander Merrett and Mr. Bacon was in some small part recognised by their being the guests of the Club at the Annual Dinner.

Reallocation of Cups: Some of the Cups and Trophies owned by the Club have been reallocated as follow:-

The King's Cup: Awarded annually to the member who gained most points for the Club in the Inter-Club Points Championship in the R.O.R.C. races during the previous season.

The Sharpie Ocean Cup: Awarded annually to the Member in classes 2 and 3 combined who gained the most points in the Club Passage Races during the previous season.

The Sharpie Points Cup & The Sharpie Flag Cup: Reallocated to the 12ft. National & Firefly Classes.

HOUSE MATTERS:

The catering situation though well in hand, continues to give the House Committee a succession of bad headaches.

Under the terms of the Resolution, referred to elsewhere, the subsidy from general funds must not exceed £300. By the look of things we have just achieved this through a slight rise in the prices of meals and by reducing the numbers of the internal staff. This second measure has put a considerable strain upon the remaining staff and at one time when one of them resigned without warning, we

would have been obliged to shut down if it had not been for the loyal and unselfish work of the ladies of the House Committee. We would like to place on record our gratitude to these good people and to the permanent staff who have performed this unspectacular and unrewarding work for the benefit of the members.

The Bar Takings continue to sag. This is not entirely due to the dispersal of the "First eleven"; it is, in fact, a reflection of the financial situation in the country. We are all feeling the pinch to a certain extent, and when that happens, wise people economise on luxuries.

The combined Net Profit of Bar and Catering for the past year has been £496, which compares most favourably with the figure of £236 for the previous year. During 1952, 6466 main meals were served compared with 8286 and 6457 in 1951 and 1950 respectively.

The usual features of winter activities have continued to be well supported. The lecture programmes have been great successes, as have the Annual Dinner and New Year's Eve Ball.

In fact, all is well, but would be better if members would eat and drink more often in their own Club House and thus support the valiant efforts made by the House Committee to meet their expressed wishes that catering should continue to be an amenity of the Club.

King, Printer.
---Lymington---