

## Royal Lymington Yacht Club

### **BULLETIN - WINTER - 1953**

by

"Cross Boom"

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#### **SAILING.**

1953 proved a difficult season for the Club in some respects, as the weather for the most part was poor—until the end of the Sailing Season when some of the blue skies, sun and good breezes arrived—alas! just after so many Members had laid their craft up for the Winter.

Those fortunate enough to still be afloat were able to enjoy a real Indian Summer, and make up for some of the poor patches of the past season. However, in spite of a Summer, not of our choosing—a good programme was sailed, much to the credit of all concerned.

**Ocean Racing** as carried out by our Club, was responsible for our Members winning a good place on the list for the Inter Club Points Championship—mainly due to one of the yachts sailing under our flag, winning over two thirds of the total number of points obtained by the Club, a very fine achievement for which we thank them. It is hoped that all Members entering their craft for future ocean racing will do so under our Club colours—we should like to get higher up that list, please! It is grand to have some 'tough guys' these days that can take it when it comes their way—in this fine sport of sailing.

**Cruising.** The winning log sailed under our colours, for the Cadiz Cup, showed skill and determination in sailing a 5 ton yacht a big distance into the Bay of Biscay and back in a very short time, and with a 'light' crew.

Our burgee visited most of the favourite French harbours and anchorages of the other side during the Summer weather. The Customs colours and our burgee were a very common sight in the river during the year.

**Passage Races** totalled eight on the fixture list, but seven were, in fact, sailed.

The Lymington—Peter Port, Guernsey was not sailed due to lack of support. The 'flesh pots of France' enjoyed by a shorter course—tempted most against the more difficult and longer race that for many may take too much valuable time.

The Round the Wight Night was sailed in a fresh breeze, which, at times, gave fast, and wet going when heading into a short sea against the prevailing wind. We congratulate those who forfeited their sleep for sport—and to such good purpose. It was a very fine fast race.

It is becoming very apparent these days that Members of all Clubs have to consider the question of costs in racing, especially in racing under expensive conditions of hard weather. After all we do sail for pleasure, and expense and to a lesser extent discomfort, can form a real deciding factor at times.

**Class Racing.** Led by our very skilled and keen 'X' Class who raced a full fixture list in home and more distant waters. A visiting team from Chichester again raced the home fleet and gave enjoyment to all concerned.

**The Handicap Class** consisting of the 'L' Class, Coronation and the wide range of various types, from keel to centre boarders, waged the weekly battle for places, and took plenty of time from that willing and unselfish team of race officers that manned the club and starting platform throughout the season. Yes, we do thank our race officers for their most important part in our season's success.

**The Pram Class**—that 'class unto themselves' were also much in evidence, and enjoyed the 1953 season more than the previous year in spite of some of their Senior Members having been promoted to bigger, or more speedy craft. We owe much to our Pram Class for what they have done.

**The National 12ft. Dinghy and Firefly Class**—whilst being the youngest member of our family was perhaps the most in evidence. We are very proud of their sailing, since they have done wonders for our Club during the season's sailing—and beyond.

Round the Island, Torbay and the Burton Trophy, Stokes

Bay—all saw our teams and best helmsmen winning and well to the fore in each event.

And, as though not content with all the high awards of the Summer sailing, they put on a Winter Programme for those hardy sailors, that certainly shortened the Winter and earned them a high reputation. Thanks to them and their leader the Club went 'on the air' in 'Sport in the West'—excellent advertisement, all free.

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**The Regatta** in August was favoured with good weather, which provided two excellent days' racing. The number of entrants, however, was not up to that of past years; and since the R.Y.A. have agreed to Regattas being held at week-ends rather than during the working week, we must hope that this year's fixture covering the week-end August 21st and 22nd may prove more satisfactory to all and get the support needed for a really successful Regatta.

**The Coronation Review at Spithead** gave opportunity to the Club to charter a converted 112ft. Fairmile, which made two very successful trips; one by day for the Review proper; and the other by night for seeing the fireworks for those lucky enough to get a 'seat' aboard the "Dunkirk." Besides giving pleasure to many, the venture provided considerable revenue to Club Funds.

**The large 'new' club launch** has proved a boon for platform duty, and heavy escort purposes—when the smaller launch could not take the weather some of our dinghies stood up to. There has always been plenty to see, to do, and enjoy, throughout the past season, and really not a dull week-end to complain about; and if by chance it was a week-end some might wish to 'grouse' about, due to hard weather—others enjoyed the excitement provided by just watching and waiting for 'results.'

Finally the season ended with the ever popular Potter Ship Race—this year started in fog, which was followed the same evening by the annual prize giving—both events much enjoyed and providing a good finish to a full season.

**Club Improvements.** Perhaps first place should here

be given to the 'National Park'—a 70ft. by 35ft. strip of extra land, which is situated behind the Club and is rented from the Council. This has been fenced and laid with gravel for the exclusive use of the National and Firefly Dinghies, and has proved a fine asset to this keen class.

A West Wight Scow was also purchased for those to sail 'without tears'—or risk of capsizing; and where speed is not the first consideration.

We must record our keen appreciation of our Sailing Committee, and its able and genial Chairman who has made so much possible for the Club's first interest, and for those long hours worked by our self-effacing Secretary and his staff in implementing our needs.

### **HOUSE MATTERS.**

Here we can report good progress, since that constant 'headache' to our House Committee—'Catering' has not only provided the answer for our 'inner man' by giving good meals when and where required, but more remarkable—has kept the cost within the agreed subsidy provided for this worthwhile amenity. Thanks go for all this not only to the House Committee with its hard-working and capable Chairman, but also to the lady members of the House Committee, who gave long loyal hours of toil and hard work to save the Club expense, and make meals effective during the many rush periods and overtime occasions. The real problem of catering still remains—trying to provide for the unknown quantity, from day to day in food.

**The Winter Programme** run so effectively by its organiser, has given wide variety this year—no 'one track mind' here; and every taste, we hope, provided for, even to a Sea Food Supper with full supporting programme—oysters and all—and on the 13th of the month—what courage!

**The Annual Dinner** this year set record numbers—about 75 including our guests, who were many, from our Mayor and Mayoress to Flag Officers of our Sister Royal Clubs—the Royal Southern and Royal Solent. And the Club's own guests of honour consisted of our leaders in the National and Firefly Class, that have done so much

for the Club this year.

Last year the Dinner cost the Club something, this year we even made a little.

The Regatta Ball and New Year's Eve Ball, both successful— plain and fancy dress respectively, attracted comfortable attendance with good gain to the Club's coffers; and lastly or nearly so—a scheme has been thought out for a Club 'Draw' on the Grand National. This was tested out with success on a special Xmas 'Draw' not only to hold interest for Members, but also provide further revenue for our Club.

The whole outcome of all this work, play and keen organisation reflects great credit on all concerned, and is proved by the Club Membership which now totals nearly 800, we hope, happy Members.

Good sailing for 1954 and further success to our Club and all its many friends.

Ah! we nearly forgot that important feature—the Bar—no troubled waters here this year—just the opposite. Spirits are high (not too high) and prospects good—thanks to the staff and our good consumers.