

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1958

by "FANTOME BLEU"

Flag Officers:

COMMODORE	J. R. Bryans Esq.
VICE-COMMODORE	Air Vice-Marshal G. Combe, C.B.
REAR-COMMODORES	H. Goodhart, Esq.
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EDITORIAL

To allow room for a full account of the main activities of the Club during the year, the "Editorial" has been kept short.

1958 has been a good year. Despite a wet summer, it has been a very successful yachting season and ashore there has been a great improvement in the general catering arrangements. Financially, the Club is in a much stronger position than it was this time last year.

The aim of your Committees in 1959 is to expand the amenities of the Club for the benefit of Members as a whole. This field will include, inter-alia, better arrangements for sailing instruction for young Members (but see paragraph in the "Sailing" section); a new dinghy park and a new pontoon, and even better catering arrangements. So, it is hoped that Members will make full use of the Club and, thus, benefit by these improvements.

The Club is fortunate in having a very good permanent "shore establishment," working under the able direction of our Secretary, George Edwards, and backed by our magnificent lady helpers. The fact that 1958 has been such a good year is due, very largely, to their combined efforts. The Club owes them a very deep debt of gratitude. Long may they remain with us.

SAILING

Sailing Instruction. "Ad hoc" arrangements were made to teach our young Members to sail during the summer holidays. The pupil response was most encouraging, some forty (odd) taking advantage of the opportunity offered. On the other hand, the result of a call for volunteer Instructors and Officers-of-the-Day was most disappointing, the brunt of eight weeks hard work falling on some dozen, or so, Members.

The Flag Officers are most anxious that this instruction should continue, and increase in scope, this year. But (and a very big *BUT*), unless sufficient appointments and dependable engagements to work the scheme are definite, before the summer holidays start, the Flag Officers will have to consider, very seriously, whether the Club can continue the good work started last year. So, it is up to Members to give this matter serious thought.

If the Bulletin does nothing else but focus attention on this one very important matter, it will have been worth going to print.

Our Thanks. Our thanks go to the Sailing Committee, the Race and Rescue Officers, "Doug" Baverstock, our boatman, and particularly to "Larry" Brown for obtaining the new pontoon for the Club.
Cruising Classes.

New Yachts. There have been some interesting new cruisers built, and a number of changes of ownership. The Caulcutt's have sold their S.C.O.D. "Mitsouko" and bought another "winner" in their Nicholson designed Class III Ocean Racer "Barbecue." Bob Soames has left the Dragons and bought a new S.C.O.D. "Peter Baker," bringing a successful season to a close by winning the "Potter Ship" race. Other new additions are E. H. Moore's Buchanan designed "Southern Yeoman"; the P.O.D. "Aquaries," owned by

Studholme Brownrigg, and "Sphinx," Laurent Giles' modern version of the "L" Class, owned by Symons. Bill Martineau's "Sequel" incorporates all the features in design that he considered necessary, as a result of years of cruising and racing experience. George Senior has sold "Tantalus" and has bought a new Folkboat, built by the Berthon Boat Co. Colin McMullen has bought the well-known Harrison Butler "Alexa," and "Micky" Armelin has changed his 8-metre "Caryl" for a very pretty Norwegian designed 8-tonner "Menina." C. H. Everett has sold his successful 5-tonner "Pierrot" to Derek Hobson, and has bought "Quiver." Vernon Sainsbury and Freddy Cartwright have sold "Brief Encounter" and "Tilly Twin," respectively, to the United States.

Ocean Racing. In the R.O.R.C. Points Championship, 1958, the Club were 14th out of 50. "Tilly Twin," "Cheemaun," "Menina," and "Quiver," all contributing to the Club's total of 92 points. The Commodore won the "Jolliette Trophy" in the Dover-Arendal Race, Freddy Cartwright being second, eight minutes later, on corrected time.

Passage and Handicap Races. Two yachts stand out head-and-shoulders above any others—"Barbecue" and "Peri." They seemed to get a "flag" in every race in which they entered, and Jimmy and Eileen Caulcutt and Colonel Biddle are to be congratulated on a wonderful season. Other yachts that did well were "Fae" (Mr. K. H. Daniel) and Bob Soames' "Peter Baker."

Cruising. The Commodore was a popular winner of the "Cadiz Cup" for his Scan-danavian Cruise. Colin McMullen did an outstanding voyage, much of it single-handed, round Britain. Robert Pretty, in his lovely new "Riwaru," had an enjoyable month's cruise to Holland, and Mac Reynolds' "Free Trader" and Micky Armelin's "Menina" have also done some cross channel trips. (The Editor apologises if he has left out any names).

X.O.D. Class. The Division had ten yachts in commission, but one was, virtually, a non-starter as far as racing was concerned. The turn-out in the Points Races averaged about seven. The "Yacht of the Year" was "Satu" (X.21), a new-comer from Cowes, owned by Mr. and Mrs. "Jock" Findlay. The Findlay's had more starts than any other yacht (34) and finished the season by winning the Hotham Cup (Wednesday Points), and being runners-up for the Jade Cup (Saturday Points). They were also top of the flags order. This is a remarkably fine record for a yacht new to the West Solent. "Blue Phantom" (X.105) (Air Vice Marshal G. Combe and Mr. O. J. Price) won the Jade Cup and were runners-up in the flags order. "Sirena" (X.94). (Lt.-Col. and Mrs. Gerald Gray) did consistently well throughout the season, being runners-up for the Hotham Cup and third in the Jade Cup and flags order. "Zest" (X.9) ("Robin" Hutchins and Harry Goodhart) was a slow starter, but the more mishaps this yacht had (none the fault of the owners), the better she went, finishing the season with seven guns in eight starts, including three firsts.

The Ladies Race, Helmsman's Cup and Single-handed race were won by Joan Southern, Brigadier "Robin" Hutchins and the Vice-Commodore, respectively. The Allott Cup, for the yacht that did best in the West Solent Regatta Week, was won by Harold Hayles, from Yarmouth, in "Aora" (X.86).

In Team-races, Lymington beat Cowes (at Lymington) and Yarmouth (at Yarmouth), but lost to Parkstone. In the latter contest, Lymington won the morning race and had high hopes of avenging last year's crushing defeat at Parkstone. Alas! The retirement of two Lymington yachts in the afternoon race put "paid" to these hopes, and Parkstone won a well-deserved victory by 62½ points to 52. The Itchenor fixture (at Itchenor) was, unfortunately, abandoned for lack of wind. In the Inter-Port series of Team races, held at Cowes on the Saturday before the beginning of Cowes week, Lymington drew a bye and reached the final, by defeating Hamble. Again, hopes were high, as Lymington had defeated their finalist opponents (Cowes) in home waters a fortnight previously. However, Cowes won handsomely, getting the first three places. The Lymington turn-out for Cowes Week was very meagre—virtually, two yachts only, "Sirena" and "Blue Phantom." Although the difficulties of Cowes Week are apparent, it is hoped that more yachts will make the effort next year to race in the most important regatta of the year,

The Division bids farewell to "Binks" Price, Jack Hotham ("Greenshank") and the Hobson's ("Coral"). They will be sadly missed. "Binks" Price's record of winning the Jade Cup ten times in the past eight years stamps him as an outstanding helmsman. We shall miss the post-mortems round the bar and the bellowing

round the buoys.

The Division welcomes Mr. Culme-Seymour, the new owner of "Coral"

Finn Class. It is no exaggeration to say that this Class was the great centre of attraction this year. The main events were:—

The Easter Meeting, for the Sugar Bowl. The Finn Gold Cup, at Zeebrugge,. The Sunday Times Gold Cup, at Lymington. The Points Cup (Yeldham Cup).

The weather for the Easter Meeting was arctic. The Bowl was won by Richard Murray (Emsworth S.C.), with Richard Creagh-Osborne and Vernon Stratton (Itchenor S.C.), second and third, respectively.

The Finn Gold Cup is the World Championship, and six Lymington boats took part—a very fine effort. Eighty-two boats competed, and Richard Creagh-Osborne, in getting fifth place, deserves the highest praise. In so doing, he beat the former holder, Vogler (East Germany). Peter Barton was very consistent and finished 13th. The experience gained at this meeting was invaluable to the Lymington helmsmen.

From the Club point of view, the Sunday Times Gold Cup was the most important event of the year. This is the Cup for the British Championship, although the B.F.A. asked Ralph Roberts, the New Zealand Champion, to take part, as he happened to be in this country at the time.

The starts were from the mouth of the river. The racing took place in light winds and hot sunny weather, and were very interesting to watch. Space forbids a full description of the series of races, so, suffice to say, Richard Creagh-Osborne was the winner, although very hard pressed by Peter Danby (Hollingworth Lake S.C.) who was runner-up. Vernon Stratton was third. Some 22 boats took part. Dame Anne Bryans presented the Cup and prizes, at the close of, what was considered to be by everybody, a very successful meeting. The thanks of the Club go to the Water Transport Training Company, **R.A.S.C.**, Yarmouth, for the important part they played in the organisation.

The Points Races, raced in every conceivable sort of weather, were held every month, and were well-supported by the W.S.F.A. ,and visitors. On one occasion there were as many as 16 starters. Richard Creagh-Osborne was the winner of the Yeldham Cup, very closely followed by Peter Barton, with Vernon Stratton third.

So ended a very full season. All Finn owners are to be congratulated on the keenness and enthusiasm shown in the races. They were an inspiration to all of us. The personal triumphs of Richard Creagh-Osborne are a just reward for his leadership and the part he plays in all aspects of Finn racing.

12ft. Nationals and Fireflies. This class has lost many of its "giants", and new blood is badly needed. Here is a challenge to the young Members who started racing in the Class this year, and to some who learnt to sail during the summer holidays, and are thinking of buying a racing dinghy. It is to be hoped that it will not be long before the name of the Royal Lymington re-appears, more often, against the names of the leaders in the Annual Championship of the two 12ft. Classes.

The Barton's, the Biddle family, and Peggy Sharland were the most successful helmsmen/ women of the year, as may be seen from the results below.

Peter Barton (with Pat as crew)	*Cockboat Cup, *Edmond (single-handed*) Trophy. *Twins Cup (Nationals), *Solent Plate (Nationals).
John Biddle.	*Solent Salver (Fireflies), Peter Andreae Trophy.
Giles Biddle.	Coronation Cup (Fireflies),*Fortescue Cup, with (S.R. Maddox. Canford School).
Michael Biddle.	R.N.L.I. Burgee Race.
Stuart Jardine.	*Twins Cup. (Fireflies).
Peggy Sharland.	*Willis Trophy for Ladies.

*Open Events.

In Team Races, the **R.L.Y.C.** beat the Poole 12ft. Dinghy Racing Association and lost to Oxford University.

News has been received, from Germany, that Adrian Jardine is doing very well in his Flying Dutchman, having beaten many well-known European helmsmen of this Class.

The Club thanks Colonel Jardine, once again, for all he has done for dinghy racing this year.

Prams. The Prams had a good season, and were helped a great deal by the Sailing Instruction, which focussed attention on these excellent little dinghies. As a result, there are now many new young owners, who should help to produce a very active and cheerful Class next season.

Michael Butler ("Blue Peter") was the outstanding helmsman, winning all three major events of the year.

HOUSE MATTERS

The Club House. As mentioned in the 1957 Bulletin, the urgent repairs that were then started have been completed, and a sum of money has been set aside to cover the annual upkeep of the fabric and interior decorations.

The thanks of the Club go to Angela and Vernon Sainsbury for their gift of a very fine settee; to our Commodore and his crew, for a much needed gavel; to Anne and Gerald Gray for the cushions in the Slipway Lounge; and to an anonymous donor of a very welcome cheque for the new curtains in the Reading Room.

Catering. For the first time in it's history, the Club has had the benefit of a fully qualified Cook/Caterer, Miss "Freddy" Borron. She has made a world of difference in the meals, and when the 1958 accounts are published, Members will get a pleasant surprise.

This season, as an experiment, suppers were served at weekends. They were a great success and will be continued next season.

Entertainments. The Clerk of the Weather was very kind to the Club during the Regatta, and the number of Members and their friends who assembled on the forecourt made it a very happy, and colourful, gathering.

The Regatta Ball attracted large numbers (144), and was a great success.

All the other social functions (Fitting-out Dance, Junior Dances, Potter Ship Party, etc.) have been very well attended, and their success should amply repay the hard work that so many kind Members put into the preparation (and clearing up!) of these social functions.

The Reel Gatherings are more popular than ever, and the Musical and Bridge Afternoons have done well.

The Annual Dinner. The annual Dinner was a "full house." Graham Mann was the Guest-of-Honour, the other guests being Peter Davy (Commodore, L.T.S.C.) and Mrs. Davy. Graham Mann made an excellent after-dinner speech.

Winter Programme. A most interesting series of lectures were given during the winter months, including one on "Britain and the Middle East" by General Sir John Glubb, attended by some 170 Members. These "Supper-Lecture" parties are very good value, and Members who have not yet attended them are advised to do so.

Our Thanks. Our thanks go to the House Committee for all they have done for our well being during the past year.

Finally: Members are reminded of the following: **Lunches** are served daily, with a few exceptions (e.g. spring cleaning and Christmas Day) throughout the year. **Teas** are served during the sailing season, 1st May to 30th September, but, dependent on weather, they may start sooner and end later than these dates. **Suppers** are served in the bar downstairs on each Friday, Saturday and Sunday during the Sailing season. **Lectures** are on the first Saturday, and **Reels** the second Saturday, during the winter months.