

## ROYAL LYMINGTON YACHT CLUB

# BULLETIN 1959

by "FANTOME BLEU"

### Flag Officers:

|                 |   |
|-----------------|---|
| COMMODORE       | J. R. Bryans, Esq.  |
| VICE-COMMODORE  | Air Vice-Marshal G. Combe, C.B.   |
| REAR-COMMODORES | Commander M. H. Brown, O.B.E., D.S.C., R.N.<br>D. R. Hobson, Esq., O.B.E. |

### EDITORIAL

1958 was a good year for the Club. 1959 has been even better.

For most Members, oilskins and reefing gear have had a well-earned rest and suntan was the order of the day. For the first time in its history Club Membership has topped the four-figure mark with a noticeable, and extremely welcome, increase in young Members. And, very important, our down-to-earth Treasurer has had a happy look on his face. In all, the Club "has never had it so good."

At such times there is a temptation to sit back and say "how wonderful—now we can relax." This attitude would, of course, be fatal to the future of the Club.

An expanding Club suffers from what might be called "growing pains." Your Committees are, therefore, fully alive to the need to match the administration with this expansion and ensure that all Members continue to get full value for their Membership. Again, and most important, our Treasurer must continue to smile.

From the amenities angle, the programme of Club improvements is going ahead satisfactorily and a "Master Plan" has been approved which will enable the work (already started) to be done in a series of contributory stages, as money becomes available.

It would be invidious to single out, by name Members who have done **so much for** the Club this year. The "Management" (used in the broadest sense) has pulled **together** magnificently as a team with the result that a very great deal has been achieved in **the general** interest of the Club.

Finally, in laying down his pen for the third and last time, your Editor wishes to express his very sincere thanks to those Members who have given him their willing help in the preparation of the Bulletin over the past three years.

### SAILING

#### DINGHY POLICY:

It has been decided to adopt the GP. Fourteen as an additional Class and, later, they will replace the Pram Class. (The Club Pram has already been replaced by a GP Fourteen).

#### SAILING INSTRUCTION.

Eighteen young Members attended one or other of the three seven-day Courses of Instruction, held during the summer holidays. Many more gained valuable experience by practicing in the River under the eye of the Officer-of-the-Day.

Much knowledge has now been accumulated in running the Instructional scheme, and it will be perpetuated. There is still a shortage of Instructors, which is the limiting factor in the number of pupils that can be taken. Members please note.

Your Editor (wearing his Vice-Commodore's hat), would like to thank all those Members who helped him in this year's instruction, in particular Tony Hibbert who did sterling work in his "home-made" lake at the Salterns.

### CRUISER CLASS.

**Ocean Racing.** The Club finished 8th in the R.O.R.C. Points Championship, which is a considerable improvement on last year. The Club's points were gained by Rendell Clarke's "Quiver II" (112), Vernon Sainsbury's "Water Music" (107), and Tim Heywood's "Donella" (10 points). "Quiver II" is to be congratulated on winning the Club's Gold Cup, after a very close tussle with "Water Music."

**Passage and Handicap Races:** In the Spring Passage Races, "Peri" (Colonel Biddle) again won the Parkstone Trophy and the Points Cup, although in the latter he only beat "Barbecue" (Jimmy and Eileen Caulcutt) by one point. After a lapse of many years the St. Peter Port Race took place and was won by "Marabu" (H.M.S. Excellent). In the Island Sailing Club's Round-the-Island Race, the Caulcutt's are to be congratulated on being second in Division III (and in overall time).

**Cruising.** Roger Pinckney won the Cadiz Cup, in "Dyarchy," for a cruise to Spain. Many other yachts took advantage of the wonderful summer to do cruises, of varying lengths, to the West Country, the North coast of France and the Channel Islands.

**Regattas.** Despite anxiety at times owing to light winds, the Club's 2-days Regatta was a great success. The Club welcomed the excellent Dragon entry (13) and hope this Class will compete again next year. Graham Mann is to be congratulated on his outstanding Solent successes in "Salamander" and on being on the R.Y.A. Short List for the Olympics. The Caulcutt's venturing in their new Dragon "Venture" (excuse!) also had a long list of Solent successes.

**Potter Ship Race.** There was an excellent turn-out for this Race which took place in ideal weather conditions. George Senior and Tom Briggs were popular winners, in their new Folkboat "Iandone."

**Cruiser Race.** At the suggestion of Kenneth Moore, who has kindly offered a Cup, there will be a Race Eastabout round the Island on Saturday, July 9th, 1960, in which yachts will be allowed to use their engines part of the time. Details for the conduct of the race are being worked out by the Sailing Committee.

## "X" CLASS

1959 could be known as "decimal point year," so keen and close was the racing, particularly towards the end of the season. This is illustrated by the fact that any one of four yachts could have won the Jade Cup (Saturday Points), depending on the result of the final race.: A similar situation arose between "Satu" and "Blue Phantom" in the Hotham Cup (Wednesday Points).

•!. The following Table summarises the results of the major events of the year for yachts taking part in 25 races, or over, with Points figures shown in brackets.

| <i>Yacht</i>              | <i>Owner</i>                         | <i>Starts</i> | <i>Hotham</i>             | <i>Jade</i>               | <i>Flags</i>              |
|---------------------------|--------------------------------------|---------------|---------------------------|---------------------------|---------------------------|
| "Satu" (X.21)             | Eileen and Jock Findlay              | 30            | Runner-up<br>(9.40)       | Winner<br>(8.83)          | Winner<br>(1.83)          |
| "Blue Phantom"<br>(X.105) | Gerard Combe and<br>"Hook" Sangster  | 28            | Winner<br>(9.44)          | Runner-up<br>(8.72)       | Runner-up<br>(1.72)       |
| "Sirena"<br>(X.94)        | Anne and Gerald Gray                 | 27            | 3 <sup>rd</sup><br>(8.80) | 3 <sup>rd</sup><br>(8.63) | 3 <sup>rd</sup><br>(1.29) |
| "Zest"<br>(X.9)           | Robin Hutchins and<br>Harry Goodhart | 25            | 4 <sup>th</sup><br>(7.66) | 4 <sup>th</sup><br>(8.33) | 4 <sup>th</sup><br>(0.80) |

"Coral" (X.57) was steered in the first half of the season by her owner. Mark Culme-Seymour, and afterwards, in his absence, by Derek Rose. In her 24 races she stuck the course gamely/and it is with real regret that the Division says goodbye, so soon, to the Culme-Seymour's' who have bought a Folkboat. They welcome Mr. John Cater, "Coral's" new owner.

I;- In Team Races, Yarmouth were beaten and an exciting match with Cowes (at Cowes) ended in a tie. The Division lost narrowly to Itchenor (40<sup>A</sup> pts.-38i) and by 5 points to Parkstone, in Poole Harbour. In the Inter-Port Team Races, held at Cowes at the start of Cowes : Week, Lymington put up their worst performance of the year and were eliminated in the first round by Yarmouth.

In other events Robin Hutchins won the single-handed race; Jan Thomas the Ladies Race and Larry Brown, in "Blue Phantom," the Crew's Race. "Blue Phantom" won the Whitaker Cup. Harold Hayles (Yarmouth) is to be congratulated on winning the Allott Cup for the second year running in "Dubonnet" (X.86).

Gerald Gray was a very popular winner of the Helmsman's Cup, sailing "Zest," after tying in the first two races with Robin Hutchins. His win was a just reward for eight years "hard" as Captain of the Division. The thanks of the Club go to him for all he has done and, standing down on his own volition, Members extend a

hearty welcome to his successor, Harry Goodhart.

Joan and Binks Price were welcome visitors during their sojourns in Lymington. (Perhaps, ere long, there will be another "X" in the River?)

## **FINN CLASS**

Support for racing has been variable this year. After good turnouts of 15 and 23 boats, respectively, at Christmas and Easter there have been very few starters for summer racing. However, fleets increased in size in September, culminating in the all-time record of 31 boats for the "Autumn Trophy."

The "Finn Gold Cup" was held at Copenhagen during the first week in August. Some 100 Finns, from 20 nations, took part and Richard Creagh-Osborne is to be congratulated on being top of the British entrants with an overall 14th, including two fifths. :

In home waters, all Finn races are open to Members of any recognised Club, and whilst Richard C-O won the Christmas Series and the "Yeldham Cup" (Summer Points) Richard Murray, of Emsworth S.C., won the Easter Series, and Keith Musto, of the Thames Estuary Y.C., the "Autumn Trophy." All the above helmsmen are on the short list for next year's Olympic Selection.

The Olympic Observed Series, run on the same weekend as the "Autumn Trophy," was won by Jonathan Rogers, whose studies, unfortunately, do not allow him time to compete for an Olympic place. His brother, Jeremy, won the L.T.S.C. Summer Points Series for the "Cheemaun Cup" and was 4th in the British Championships, at Littlehampton. Richard C-O was third in these latter races, and was also third in the "Itchenor Plate". He won the Thames Estuary Y.C. Series, winning all four races.

As for the future, the Olympic Committee are nominating trials series at various centres, at monthly intervals, all through the winter, and at fortnightly intervals from April onwards. If one helmsman has not shown himself markedly superior by the end of April, it is understood that the Sunday Times Cup Meeting in May will serve as a final trial to select the Representative.

Meanwhile, Club Members will be racing in various foreign Regattas during this period, including Cannes in January, Loosdrecht (Holland) at Easter and Zeebrugge (Belgium) a fortnight later.

## **12ft. CLASS**

In terms of Championships or Open Trophies, it has not been a good, year for Club competitors. With two exceptions, all R.L.Y.C. Open Meetings were won by; visitors from other Clubs. Also, some of the races restricted to R.L.Y.C. Members Were poorly supported, bearing in mind the total strength of Club owners..

On the credit side, the Firefly Class is numerically as strong as it ever has been and there are several promising young Firefly helmsmen who, when they have had more racing practice against experienced opposition, may be able to defend the Club Open Trophies against the "foreign" marauders we are always so glad to see at our Open Meetings. ,Tri addition, there are other likely-looking boys and girls who own other modern dinghies or who have graduated from the Club "school," and, who, it is hoped, will take to Fireflies.

To provide frequent racing practice for these young helmsmen-helmswomen, the Cock Boat Competition—in previous years decided by a single race—was this year spread over 12 races during the summer holidays. In addition to Fireflies, this series of races attracted such modern dinghies as the Eleven Plus, Enterprise, Graduate and even at 18ft. Jolly Boat. The Cup was won by Ian Tew, in his Firefly "Mole."

It is to some of the former stars of our 12ft. classes that the Club owes the maintenance of its dinghy racing prestige this year. This has been illustrated already in the Finn Class which bristles with famous ex-12ft. names. In the Flying Dutchman Class, Adrian Jardine ("Pandora") and Stuart ("Majhula"), with Derek Pitt-Pitts as his crew, are both on the Olympic "short list"—the result of a long list of successes at Home and on the Continent.

## **PRAM CLASS.**

Racing took place on Wednesdays during the Easter holidays and, for the first time for several years, on Saturdays as well as Wednesdays during the summer holidays. The Club Regatta was well supported, with ten or more starters in the four races.

The Outport Cup produced a most exciting finish, as, after crossing the Solent, the three leading boats over-lapped at No. 11 Post and there was only 50 seconds between the first and third boats. Joan Southern,

crewed by "Hook" Sangster, was the winner. Nicholas Davies (now the proud owner of a Firefly) and Michael Butler tied for the Kelly Trophy, and the Helmsman's Cup was won by Mr. W. Weir. In all, a well distributed list of successes.

### **G.P. FOURTEEN CLASS.**

Reports indicate that some half-dozen G.P. Fourteens should be seen in the River at the start of next sailing season. This is most encouraging and a clear indication that the Class will grow in popularity. The Club looks forward to seeing some keen racing, under the Captaincy of Mr. T. W. Bevan.

"Dan Bran," the Club G.P. Fourteen, is available for any Member(s) who is thinking of joining the Club, and wants to try one out first.

### **SOCIAL**

1959 has been memorable for the bumper crop of marriages and engagements among our young Members, with the Royal Navy well to the fore.

After scratching his head and wondering in which section of the Bulletin this important subject should appear, your Editor decided to sandwich it between "Sailing" and "House" thereby indicating his view that a nice balance between the two should be their aim during their married life.

He is sure that all Members would wish him to say "good luck and a very happy life together" to all the young Members concerned.

### **HOUSE MATTERS**

**The Club House.** Thanks to Members' excellent support of all Club activities and a steadily increasing Membership, it has been possible to make a start on improvements to the Club Building. The new Race Officer's Box, above the existing one, was in action, for the first time, during the Winter Series of dinghy races. The Club will be closed during the last fortnight of February, 1960, to enable three new windows to be added at the "river" end of the Reading Room. Also, during this period, the bar will be greatly improved and the Club redecorated.

**Catering.** From Miss Borron's domain. Members and their guests continue to enjoy excellent fare. Main meals and week-end suppers both showed a healthy increase over the previous year.

**Entertainments.** The Regatta, held in glorious weather, was an outstanding success and the Ball that followed went with its usual swing.

The various other social occasions—Fitting-out and Junior Dances, Potter Ship and other Parties, Reel Gatherings, Music and Bridge Afternoons—were all well patronised, although the dances were down in the number of Members attending, compared with last year.

**Annual Dinner.** The Annual Dinner was, as usual, a very pleasant occasion. Major Windeler, Commodore of the Island Sailing Club, was Guest-of-Honour, and treated those present to a most entertaining speech. The other guest was Peter Davy, Commodore of the Lymington Town Sailing Club.

**Winter Programme.** Lectures were well attended and Brigadier Miles Smeeton's visit on Feb. 6th, 1960, promises to be of exceptional interest.

**Our Thanks.** Our thanks go to the House Committee and to the gallant band of ladies who have done so much behind the scenes on every important occasion. Finally, in 1960 catering will cover;—

**Lunches** daily throughout the year (except during spring-cleaning, Christmas Day and Club redecorations. (Feb. 15th-Feb. 28th, 1960, inclusive).

**Teas.** During the sailing season, 1st May to 30th September.

**Suppers on Friday,** Saturday and Sunday throughout the sailing season, to be served in **the Bar.**

**Lectures** are planned for the first Saturday and Reels the second Saturday during the winter months, starting in October.