

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1960

by "FANTOME BLEU"

Flag Officers:

COMMODORE	J. R. Bryans, Esq.
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REAR-COMMODORES			Commander M. H. Brown, O.B.E., D.S.C., R.N. D. R. Hobson, Esq., O.B.E.

EDITORIAL

1960 has been another good year for the Club.

The business of your Committees has been concerned, mainly, in providing better yachting facilities and Club amenities for a steadily increasing Membership, keeping these improvements within the financial resources of the Club. With rising costs all round this has not been easy.

However, thanks to your support, particularly in the bar, and to the support given by the gallant band of Members who always put "Club before self," good progress has been made as can be seen below.

The Harbour Commissioners plan to extend the Bath Road jetty—between the R.L.Y.C. and L.T.S.C.—to facilitate the launching of dinghies, both Clubs contributing towards the charges on capital investment and maintenance. Negotiations are in hand to double the size of the dinghy park. Another stage in the Master Plan for Club improvements has been approved and work will start, shortly, on a vastly improved, and greatly enlarged, men's changing room and adjacent accommodation. The work will be completed by Easter 1961 and it will not be necessary to close the Club.

1960 saw a great all-round improvement in the standard of racing, culminating in four Club Members being selected to go to the Olympic Games.

The adoption of the G.P.14 as a new Class has been well justified as can be seen by the number of owners.

Finally, an apology. Your Editor, having announced his retirement, was asked by the Commodore to do a fourth year. Next year. Members can look forward to a new, and sprightlier, pen.

ROYAL YACHTING ASSOCIATION

All Members are delighted that the Commodore has been elected to the Council of the R.Y.A.

SAILING.

Olympic Games

The Club had no less than four Members amongst the helmsmen and crews sent out to

Naples for the Olympic Games. Of these, Graham Mann steered the Dragon and Richard Creagh-Osborne and Adrian and Stuart Jardine filled the three reserve places and did not race, Graham's best were a win and a fourth and he finished 7th out of 27. This was nothing to be ashamed of bearing in mind the shifty, tide less and "sloppy" conditions that prevailed—so different from his native Solent.

Courses of Instruction:

Twenty-two young Members took advantage of the instructional courses, making a total of about eighty since the scheme started in 1958.

To those Members who have helped in the instructional scheme from its inception, it is particularly gratifying to note that some of the early pupils are now coming forward as instructors, and many are steadily mounting the ladder of fame in the dinghy racing world. It is planned to hold instructional classes on the racing rules and racing tactics during the first three weeks of January 1961.

A Member who has helped the Club a lot is Major Tony Hibbert. He has now founded the Salterns Sailing Club (for 5 to 14 year olds) and is to be congratulated on the successes he has already achieved. His protégés made a very favourable impression at our Regatta, sailing their Moths, and it 's hoped that, 'ere long, many of them will join the Club as Juvenile, or Cadet, Members.

CRUISER CLASS.

Changes in Ownership:

There are many interesting changes taking place. Mr. Bond-Williams has sold "Francesca" (Slp. 7 tons) to Douglas Marsh and is having a 14 tonner built to the design of Robert Clarke. Rendall Clarke has a new yacht building to the design of C. A. Nicholson and has sold "Quiver II" (Slp. 14 tons) to Vernon Sainsbury, whose "Water Music" (Ctr. 10 tons) is up for sale, and, last but by no means least, Roger Pinckneys' famous 27 ton cutter "Dyarchy" may no longer be seen at the mouth of the river. She will be a sad loss.

Ocean Racing:

The Club advanced from eighth to sixth place, out of sixty-six clubs, in the R.O.R.C. Points Championship, which is very satisfactory. Rendall Clarke's "Quiver II", W. M. Vernon's "Assegai" and Vernon Sainsbury's "Water Music" carried most of the Club's points, although they were helped by "Tumbelina" (Freddy Cartwright) and "Cheemaun".

Special congratulations are due to Rendall Clarke for being second in Class 2 in the R.O.R.C. Points Championship and for winning the Club's Gold Cup for the second year, and to the Commodore for winning the West Mersea to Marstrand Race, at the remarkable average speed of 7.3 knots.

Vernon Sainsbury has completed his term of office as Commodore of the **R.O.R.C.** and your Editor feels sure that Members would like to congratulate him on the activities and progress that that great Club has made during his time.

Passage and Handicap Races

Entries for the Passage Races were about the same as last year. The Points Cup was again won by "Pen" (Col. Biddle) and the Parkstone Trophy by "Blue Jacket" (D. J. Maw). Successes in the Round the Island Race were gained by Studholme Brownrigg in "Aquaries" (3rd in his

class) and by Col. Biddle in "Peri" (4th in his class).

The "Saluki Salver" for the St. Peter Port Race was won by the Commodore.

Cruising

"Riwaru" (Robert Pretty) sailed for the Caribbean in October. All Members wish him luck in this long cruise. Apart from this, the longest cruise is probably the Commodore's voyage to Marstrand and then home through the Little Belt and the Kiel Canal. Other shorter voyages were Colin McMullen's to the Biscay Ports in "Alexa", and the Pocock's (Mike and Patricia) in their little "Minion" to Brittany, which won for them the Cadiz Cup—a fine effort by these two young people.

Cruiser Race:

This year the Club organised a new race, whereby Competitors were allowed to use their engines part of the time. The idea was Kenneth Moore's, the object being to encourage the development of genuine cruising.

The race "Round the Island" took place on July 9th. There were ten entries in the large class (the "Ware" Cup) and six in the small class (the "Power" Cup.) The "Ware" Cup was won by Vernon Sainsbury's "Water Music" and the "Power" Cup by Ted Barra-clough's "Rhuann". Weather conditions varied from light winds to winds of Force 6 to 7.

Cowes Week:

The most successful competitors were Colonel Biddle in "Peri" (one first, one second and two thirds); Captain & Mrs. Hewlett in their S.C.O.D. "Ngarahuoe" (one first, one third and two fourths), and the Caulcutt's in their Dragon "Venture." "Venture" won the Edinburgh Cup and the Guards Brigade "Princess Elizabeth Cup."

R.L.Y.C. Regatta

There were a larger number of entries than last year, but, unfortunately, a sudden blow of Force 6 to 7 on the Saturday caused a lot of retirements and the cancellation of all races except the Cruiser Classes.

Potter Ship Race

There were 42 starters, a record, but, alas, the wind died and the ebb set in which led to many retirements. The race was won by "Peri" (Col. Biddle) which concluded a very good season for this yacht.

Bermuda and Transatlantic Race

Everybody was thrilled by "Belmore's" magnificent second in the Bermuda Race and first in her Class in the Trans Atlantic Race. Although not racing under the Club burgee, the yacht has local associations as she was fitted out at Lymington and skippered by a Member - Commander Errol Bruce.

Commander Errol Bruce was kind enough to take some of the younger Members of the Club out in "Belmore" on August 22nd. That evening he gave a very interesting talk to Members on both races.

"X" CLASS

Under the able Captaincy of Harry Goodhart the Division has grown from nine yachts to thirteen, and, maybe, more by the start of next season. Furthermore, the Class is attracting the attention of younger Members which is a healthy sign for it's future. In Harry Goodhart's first year as Captain, Lymington had a very successful team-racing year, winning five of it's six matches. In all, a good start to his three year term of office.

The racing in 1960 was very keen and as close as ever. The results are tabulated below.

<i>Event</i>	<i>Winner</i>	<i>Runner-up</i>
Saturday Points (Jade Cup)	Sa tu (X21) (Eileen and Jock Findlay)	Blue Phantom (X105) (Gerard Combe and "Hook" Sangster)
Wednesday Points (Hotham Cup)	Blue Phantom	Satu
"Cock-boat" (Winning Flags)	Blue Phantom	Satu
Allott Cup (West Solent Week)	Helena (X69) (Harold Hayles, for the third year running.)	Satu
Helmsman's Cup	Robin Hutchins	Jock Findlay
Single-handed Race	Jock Findlay	Gerard Combe
Crew's Race	Quest (X53)	Sirena (X94)
Ladies Race	Joan Southern	James Tennent
	Coral (X57)	Cactopus (X90)
	Christine Pearson	Phyl. Rose

The thanks of the Division go to the Law Society **Y.C.**, Robin Hutchins and George Senior for presenting trophies for the Crew's **Race**, "Cock-boat" and Single-handed Race, respectively.

As mentioned earlier the Division did well in team racing. They beat Cowes, Hamble, Parkstone, Yarmouth and the Law Society **Y.C.** Their sole defeat was a decisive one at the hands of Itchenor, at Itchenor.

An innovation in racing this year was the sheeting of the spinnaker round the fore-stay. This was not a success, however, and the scheme was abandoned after a two months trial period.

Everybody was very sorry when Roddie Stewart decided to give up racing and sell his famous "Sphex" (X41). Roddie had a wonderful record of good helmsmanship and good sportsmanship over the many years he has been racing. Moreover, he was Class Captain for five, and Divisional Captain for six years. Our one consolation on his departure is that Major Terence Gossage has bought "Sphex" so it will not be long before we hear the booming of guns to remind us of Roddie's days!

Your Editor feels that many Members of the Division would like to express their thanks to

Group Captain Eustace Grenfell (Itchenor) for his ready and invaluable help on all problems connected with X's, and to Val Powell and his team, and to the Ladies who helped entertain the visitors at team events.

The Division welcomes Michael Rowan who brings X86 "Dubonnet" (ex-"Aora") back into the River and John and Richard Westmacott "Xanthus" (X56). Donald Taylor has bought "Quest" (X53), Sam Southern's yacht, and everybody is looking forward to seeing "Quest's" replacement—a new Hamper-built boat "Ilex". Stop Press news is that Richard and Augusta Creagh-Osborne have bought "Dolphin" (X36).

Finally, black bands—mourning not mast. Cowes is where a helmsman is judged. In the last two years Lymington has not had a yacht in the first six of any race during Cowes Week. This is deplorable. A real effort must be made next year to lay the Cowes bogy. Don't leave it to the other chap. New Members please note.

FINN CLASS

"Sporadic" is probably the best word to use for Finn activity this year. The usual difficulties in getting regular weekly racing for the Class—in fact for any dinghy class at Lymington—were encountered and these were aggravated by the temporary loss of some of the best helmsmen, away at foreign regattas including the Olympic Games.

The Christmas Series was well supported, Richard Murray (Emsworth S.C.) being the winner. Easter was another strongly supported meeting, with not far off a hundred boats in all Classes, including 15 Finns. Jonathan Rogers won this. The Autumn Trophy attracted 21 boats and was won by Jonathan's brother, Jeremy, although the series prize was won by Keith Musto (Thames Estuary Y.C.). Desmond Stratton won the L.T.S.C. Cheemaun Cup.

Next season the Points Series are to be concentrated towards the end of the season to try and get better entries.

Richard Creagh-Osborne had a long list of successes, as shown below, and there was a general feeling of disappointment that these successes did not result in him becoming Britain's representative at Naples. However, he filled one of the three reserve places which is the next best thing.

At Cannes, at the end of January, where there was no wind and sun-bathing was the most profitable occupation, he finished 9th. Later, he won the Festival Solo at Cheddar and was 5th out of 53 at Loosdrecht (Holland.) He won the British National Championships, at Littlehampton, and the observed trial series, at Lymington He. was 5th, for the second time running, in the World Championship. He finished the season by accomplishing the most difficult feat of all, winning the Town Sailing Club's end-of-season pursuit race!

Desmond Stratton did well, away, and, after being 4th in the British Championships, he finished 3rd in the World Championships, very nearly beating his younger brother, Vemon, who won, and who thus became Britain's representative at Naples where he finished overall 9th.

G.P. FOURTEEN CLASS

From two at the beginning to twenty at the end of the season speaks for itself. The Class Captain (Mr. T. W. Bevan) is to be congratulated on a splendid start to a new Class.

The boats themselves have come up to expectations although the launching is not always easy. However, they will be easier to get in and out of the water at all states of tide when the new slipway is completed.

It was difficult to get solid support for racing for a variety of reasons, the main one being that many new owners were busy getting accustomed to the boat and learning to sail it properly. Several of the older and more experienced owners could only take part in racing occasionally, whilst, during the summer holidays some of the younger ones were abroad. The Handicap races attracted some, and a few just did not want to race, which is a pity. Finally, the weather did not give much encouragement.

With this fine fleet of boats available, every effort must be made next year to popularise racing and encourage Members to enter their boats in Open Meetings.

The Class would like to thank Val Powell for the meticulous care he always took in measuring their boats.

12ft.CLASS

The attendance at the Open Meetings showed that many of the leading sailors in these Classes still find the R.L.Y.C. Open Meetings attractive, although our helmsmen are not nearly good enough yet to prevent these welcome visitors from carrying off our Challenge Cups.

The Club is very weak in Nationals. The Firefly Class is as strong as ever, numerically, but many of their helmsmen, subject to the modern schoolboy's diverse interests, are rather to be described as suggesting potential ability and future promise than as already imbued with the necessary skill and experience, and, most important of all, with that sense of dedication without which championship standard cannot be attained, nowadays.

The rapid multiplication of types and classes of dinghies has induced the Sailing Committee, temporarily, at any rate, to substitute "menagerie" handicap events for Class races in the hope of getting better turn-outs. Organised on the Portsmouth Yardstick system, these Handicap races provide a tolerable degree of quiet enjoyment, but little training in Class-racing and none in crowded starts and crowding round Marks.

The Easter Meeting was a record attendance. Next Easter, with Class Trophy races for Finns, Merlins, Nationals, Fireflies, O.K.s, G.P.s, and Moths, may see the 100-mark in dinghies topped.

Bad weather adversely affected the Christmas Meeting, including the cancellation of the Boxing Day Races. The aggregate points made Stuart Jardine and Graham Taylor (London University S.C.) level for the Firefly (Twins) Cup.

At the big Easter Meeting there were 40 Fireflies, 20 Nationals and more than a dozen each of Finns and Merlin Rockets racing for the Tobin Challenge Cups, plus some nice Tankards which Mrs. Webb (nee Barbara Tobin) kindly bought as outright prizes.

The Merlin Trophy (given by the Commodore two years ago) was won by T. Bridgewater (O.U.Y.C.) This is a popular event and a bigger field is expected next year.

Several distinguished National helmsmen took part, the Trophy being won by Desmond Stock, from Henley S.C., with Richard Roscoe, from Parkstone S.C. runner-up.

Forty Fireflies is almost too big a fleet to start from the Club Line. The final points winner was N. Heissig (Wembley S.C.) with S. Ketteringham (O.U.Y.C.) runner-up. Giles Biddle was fifth.

The Willis (Ladies) Trophy was won by Annette Wiggins (Henley S.C.)

Results of the remaining races for the 12-footers were:-

Solent Plate (Nationals)	Won by B. C. Coop (Ranelagh S.C.)
Solent Salver (Fireflies)	Won by the Jardine Twins in "Rock n'Roll"
Edmond (Single Handed Trophy)	Won by Jeremy Preston (Bosham S.C.)
Fortescue Cups (Schoolboys & Schoolgirls)	Won by Nicholas Davies (Radley College)

In the Club summer holiday domestic events "Yachts & Yachting" put it aptly, "there was a stack of hardware to be won and everybody keen to get at it."

Results were:—

"Cock-boat Cup"	Won by George Edmond in his Finn.
R.N.L.I. Burgee Race	Won by Jonathan Brown in his G.P. 14.
Peter Andreae Race	Won by Edward Tew in his Firefly.
Coronation Cup (Fireflies)	Won by Ian Tew in his Firefly.

PRAM CLASS

It was "Tag's" year, Mr. Thomas winning all three cups.

Without in any way disparaging "Tag's" success, it was a poor year, many races being cancelled either through lack of starters or weather.

As was anticipated, the Prams are handing over to the **G.P's** for regular racing, but they remain an excellent, and invaluable, boat for *ab-initio* instruction.

MISCELLANEOUS

In seven International Events (Flying Dutchman Series) Adrian Jardine had the remarkable record of 3 firsts, 1 second, 2 thirds, and a fourth.

John Biddle won the Points Trophy in the International Canoe Championship.

HOUSE MATTERS

General

The small amount of space devoted to "House" is not a true reflection of the volume of work done in that Committee during the year. However, it is obvious that to meet the growing demands of the Club as a whole the House Committee has to be on it's toes the whole time, and it is safe to say that they have risen to every major occasion - and there have been many - and have never let the Club down. Our thanks go to them and to the ever-willing band of lady Members without whom it would be difficult for the Club to survive.

The Club House

The Club saw the completion of Stage 1 of the plan for improvements and quite a lot of Club

re-decoration, including new curtains in the bar, the lounge and the dining room.

1961 will see the completion of Stage 2 of the plan which comprises an enlarged and better equipped men's changing room, a new Boatman's store and an enlarged outboard store. The final Stage of putting the kitchen on the same floor as the dining room remains to be done. This is a costly project and no forecast can yet be made as to when the work will start.

Catering

Miss 'Freddy' Borrón has left, after 3 years with the Club. 'Freddy' was indefatigable and Members owe her a great debt of gratitude for the long hours she worked for the benefit of the Club. The Club welcomes the new Cook/Caterer and Assistant Cook, Mr. and Mrs. Kingston.

Bar

The new bar is voted a success, particularly now that Roy Coombs has painted such an excellent mural. The Commodore paid tribute to him at the Annual Dinner.

Entertainments

All social functions were well attended and are as popular as ever.

Annual Dinner

This was held on Saturday, November 26th, the Guests being Sir Gerald and Lady Upjohn, Admiral Sir Manley and Lady Power and Mr. and Mrs. Robert Nock.

Wedding Receptions

Three of these were held at the Club during the year - two by arrangement and one impromptu. The Chairman of the House Committee decided to test the alertness and flexibility of the Club organisation in an emergency one memorable Saturday in October, and the Club was not found wanting! The occasion - the wedding of his daughter Anne.

Support for the Club

The House Committee look for your continued support at social functions, in the bar and in the dining-room during the coming year. They have your interest at heart and are there to help you. If you are not satisfied, or have any complaints, a word to a Flag Officer, a Committee Member or an entry in the Suggestion Book will in all probability put things right.