

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1961

by "FANTOME BLEU"

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EDITORIAL

The year has been noteworthy for the many successes of our racing helmsmen, including nearly winning the Fastnet Race. The growth of the "X" and G.P. 14 Classes continues apace with numbers approaching twenty and thirty, respectively. All very encouraging.

Club Membership is growing steadily with plenty of the young element which augurs well for the future. It is nice to see more and more young Members using the Club, particularly those keen on racing.

Domestically, catering has been a worry the Club losing more than anticipated during the first half of the year. However, since an outside Firm took over the general position has greatly improved. Your Committee hopes that you will give full support to this new venture.

On Club amenities, Spring saw the completion of the enlarged men's changing room and adjacent accommodation, both voted a great improvement. The Harbour Commissioners built a gravel hard to facilitate the launching of dinghies, but, unfortunately, no progress can be made, yet, on the enlargement of the dinghy park. Plans and estimates were all ready for Stage 3 of the Master Plan—the move of the kitchen upstairs—but, for very good reasons, your Committee decided to postpone the work for one year.

The Editorial would not be complete without thanking our Secretary, Squadron-Leader George Edwards, for all he has done for the Club, and our boatman, Doug. Baverstock, for always being handy when Members are in difficulties afloat.

SAILING

Sailing Instruction:

Twenty-two young Members took advantage of one or other of the three six-day Courses—12 hours instruction each. Next year these Courses will be restricted to children of Full Members.

Dinghy Park:

The dinghy park is getting very overcrowded and it would be a public spirited gesture if dinghy owners who rarely put to sea - and there are some who never do - would make way for regular users, especially the regular racing Classes. This arrangement would be temporary until the Club acquires more dinghy space.

Cruiser Class:

Of outstanding interest has been the fine performance of Rendall Clarke's new "Quiver III" and Jimmy and Eileen Caulcutt's "Angelique". "Quiver III" concentrated on R.O.R.C. events and won the Class II Points Championship. Amongst many other successes she was first in her Class and second overall in the Fastnet, and was awarded the Lloyd's Register of Shipping Yacht Trophy for 1961. "Angelique" went for the inshore races and was first in Class I of the Island Sailing Club's "Round the Island" Race and second overall, just failing to win the Gold Roman Challenge Cup by two minutes. She was second to "Quiver III" in the Woodbine Trophy, reversing the order in the "Round the Island" when she beat "Quiver III" by three minutes. "Angelique" also did well at Cowes in getting one first in very hot company. Mike Vernon's "Assegai" also had a good season and is to be congratulated on winning a very tough Dinard Race. "Quiver III" won the Club's "Gold Cup" for ocean racing.

In the smaller Classes, Christopher Biddle has sold "Peri", but, before she departed to other waters, had time to win the Parkstone Trophy and the Points Cup in our Passage Race Series, and to be second in her Class in the "Round the Island" Race. He has acquired one of the Dutch designed 'Pioneer' sloops and named her "Winkle". Although this new yacht had no wins at Cowes, she was in the money several times. She won the large handicap race in our own Regatta on the Saturday.

The Club came fifth in the R.O.R.C. Inter-Club Points Championship with 502 points, the Royal Burnham, with 503 points, pipping the Club by one. For this very creditable result we have to thank not only those mentioned above but also Vernon Sainsbury's "Water Music II" (ex-"Quiver II"), Freddy Cartwright's "Tumbelina", and Bond-Williams's "Bowstring".

It was a pity that there were insufficient entries for the Whitsun Race to St. Peter Port and for the Ware and Power Cups. The Sailing Committee are doing some thinking on the subject and would be grateful for suggestions. Otherwise, the entries for the Spring Passage Race Series and for the Annual Regatta were slightly above average and the weather was kind and gave good sailing, perhaps a little too good on the Sunday afternoon of the Regatta!

The Potter Ship Race made a very successful ending to the season. Two 'X's were first and second, John Houghton in "Kaloon" third, and the Caulcutt's in "Angelique" fourth. Good handicapping.

When writing last year, Robert Pretty, in "Riwaru", had just set sail for the Spanish Main and had reached Las Palmas. As is well known, she reached the West Indies and spent the winter cruising in those waters. "Riwaru" has now returned to her home waters and Robert has told us all about it and shown Members his excellent pictures in the first of our winter lectures. This cruise earned for him the award of the Cadiz Cup, 1961.

Colin McMullen was not quite so adventurous as in previous years but, nevertheless, cruised to Ireland and back in "Alexa". The Commodore in "Cheemaun", and Rear Commodore Hobson in "Pierrot", both cruised to Northern France.

The grape vine has not been very active about news of new yachts and changes of ownership, but we hear that Vernon Sainsbury's original "Water Music" has gone to a Member of the Royal Cruising Club and, as mentioned earlier, Christopher Biddle has replaced "Peri" with "Winkle". Mickie Armelin has an interesting yawl building in Norway and has sold "Menina" to Mark Culme-Seymour. "Dyarchy", alas, has gone and we are trying to get used to the look of the river without her.

X.O.D. Class:

With the number of starters in double figures for the Wednesday and Saturday Points Races, 1961 has been a very interesting season. "Dolphin" (X. 36), an old yacht with a very poor racing reputation, was bought by the Creagh-Osborne's and had a wonderful season. Not only did she win both Points Cups but finished by being Cockboat and getting the Allott Cup (West Solent Week) back from Yarmouth. An outstanding performance.

"Played 5; won 2; lost 3" is not a very creditable score in team racing and there is no doubt that the Division has much to learn in this specialised type of racing. Added to which it was never possible to field our best team in away fixtures. It is hoped that Members of the Division will take team racing really seriously next year and make the effort to turn out when selected.

The Division did better than last year at Cowes, advancing from last to last but one in the Challenge Shield. With a Divisional strength of nearly twenty yachts next year this must be improved on, but it will not be unless competitors take part in at least four races during the week. Only four yachts sailed four races, or over, among those competing this year.

Individually, "Dolphin" got a first on the Sunday before Cowes Week, winning the R.T.Y.C. Challenge Cup, which, unfortunately, does not count towards the Shield, and a second, fourth and sixth during the week. This fine performance, in only four races sailed, has only been surpassed once, in 1956, when the Jardine Twins and Jane Mackenzie won the Captain's Cup in "Persephone" (X.92). "Dolphin" was well backed up by "Ilex" (X. 130) (Joan and Sam Southern) who raced consistently well. If the Division could emulate the performance of these two yachts next year the Challenge Shield is in sight.

In West Solent Week which is, virtually, Lymington versus Yarmouth, the Division did well getting 1st, 3rd, 5th, 6th, 7th and 8th places. "Dolphin" got four firsts in four races thus wresting the Allott Cup from Harold Hayles (X.69) who has won it for the past three years.

Winners of events, other than those won by the Creagh-Osborne's, were: -

Ladies Race	Betty Christie-Miller ("Blue Phantom")
Crew's Race	Joan Southern ("Ilex")
Coronation Cup	Sam Southern ("Ilex")
Helmsman's Cup	Gerard Combe
Yachts drawn for) Single-handed Race	('Hook' Sangster ("Blue Phantom"))

A paragraph in Club history was written on 30th September when, for the first time ever, an "X" won the Potter Ship Race. Congratulations to the winning yacht "Zest" (Harry Goodhart and Robin Hutchins). "Blue Phantom" (Gerard Combe and 'Hook' Sangster) was second and "Coral" (Kennedy Cater) fifth.

With the number of yachts coming up to the twenty mark, 1962 should be a most exciting season.

Finally, our sincere thanks go to Val Powell and his team for once again giving everybody such excellent racing. He is now in a better position to spot Members' misdemeanours!

Dinghy Racing — General

To one who looks forward to the time when fresh young names from the R.L.Y.C. will figure in the prize lists of the dinghy championships, last season brought little more encouragement than it's immediate predecessors. As in other sports, the top ranks cannot be reached without a degree of fanatical dedication which, nowadays,

many promising young sailors seem unable to extricate from the other distractions which beset the student or career-beginner. The Club has several promising young helmsmen sailing Fireflies and G.P.'s, but until they are able to devote more time for practice and to getting experience at other Clubs against the leading helmsmen in crack racing classes, it is premature to assess their real worth.

The Club has not been without its successes. In the team racing at Easter our Firefly team beat Oxford University and in the Schools annual competition in Dragons on the Clyde, Winchester, Radley and Gresham's were represented by some of our Firefly sailors.

In spite of ever-increasing competition of other fixtures, our open meetings have mostly been well-attended, the Easter Meeting, as usual the biggest, attracting over a hundred entries with an even larger entry expected next year.

As an innovation this summer, the R.L.Y.C. and the L.T.S.C. joined forces to run a "Junior Regatta" which was so successful, particularly for the Cadet and Moth Classes, that it is being repeated again at the end of August next year.

It is not always the 'adopted' Classes that gather popularity. There has been a marked increase in the O.K. Class which has profited from the difficulty—real or imagined—of getting a crew. There were good attendances at both the Easter meeting and the Club Regatta and in the Pursuit Race for the R.N.L.I. Burgee and the Handicap Race for the Peter Andreae, Colin de Mowbray's O.K. was second.

Winners of Club Trophies were as follows:-

Fortescue Cups	- Nicholas Davies (Radley College)
Coronation Cup	Richard Fortescue
Peter Andreae	Jonathan Brown
R.N.L.I. Burgee	Jonathan Brown

Nicholas Davies also won the Edmond Single-handed Trophy, an Open Event.

Some of the Club dinghy sailors have been keeping up our reputation in other home waters and in foreign seas. Adrian Jardine raced the well-known ocean racer "Uomie" in Kiel Week and won all her own Class races and was second in the over-all points. Also in the Baltic, John Ricks won the Services Trophy for the 30-Squares. Stuart Jardine, in Adrian's old boat "Pandora I" won the Whitsun Dutchman Class Races and represented Great Britain in the European Championship. Later, he won the British Championship which carries with it the right to represent Britain in the World Championship which takes place in Florida next March. His new boat, the shell of which was made in Holland, is now being completed in England.

Members were very pleased to learn that Richard Creagh-Osborne had been elected a member of the **R.Y.A.** Olympic sub-committee.

International Finn Class:

Although there are still about eighteen Finns in the Club, many do not race at all and only a handful turn out at all regularly. The Points races have been very poorly supported by all except George Edmond. Entries for Open Meetings were fairly good, though, again, most of them were visitors. (The year after the Olympics is always a slack one as the top helmsmen have a breather).

However, the interest in the Class as a whole is very encouraging, and some top helmsmen from a number of other Classes are obtaining Finns. Chief among these are the Burnham helmsman Jasper Blackall, Bronze Medallist in the Sharpies at Melbourne, and Mike Astley, a top flight Merlin helmsman, from Coventry, who has bought Richard Creagh-Osborne's "Phaon."

Owing to the near impossibility of getting regular Class racing anywhere, the "circus" method is being encouraged next year. There will be a number of important Open Weekends all over the country and the top helmsmen have promised to go to them and thus form a strong nucleus. Lymington will have two of these, at Easter and at the end of September.

Richard Creagh-Osborne has been easily the most active Member this year. He won the British Championships, from 25 entries, for the fourth time in six attempts, and also the Lymington Christmas Series, the Lymington Easter Series, the Autumn Trophy, the Chase-water Trophy, and was third in the Itchenor Plate after capsizing when challenging for the lead.

Desmond Stratton has been the only other local helmsman to have raced away, but without success. No local helmsman went to the Finn Gold Cup at Travemunde, Germany, although Vernon Stratton, from Itchenor, who was 5th in the British Championships, came 4th out of 109 in the "world" event behind a Belgian, a Dane and an American.

Richard Creagh-Osborne who was selected to represent Britain for the second time in the European Championship was again unable to go, this time owing to illness.

The Olympic selection for Tokyo will be made from a Final Trial Series as late as possible in 1964. Earlier results will have no bearing on the selection but will merely qualify successful helmsmen for grants to assist them to get practice abroad.

With the advent of the new, very cheap and attractive fibreglass Finn being produced in this country and the active interest of the Royal Air Force and others in Finns, the competition this Olympiad will be extremely keen. All hope that the Club will be in the forefront again.

G.P. Fourteen Class:

The G.P. Class has grown to a total of twenty-eight boats. Of this number the biggest turn-out was during the Regatta when sixteen came to the line. For the weekend and mid-week races there were between six and ten boats competing.

A series of Points Races for the G.P. Points Cup resulted in a win for Caroline Carr in "Running Bear", with Nicholas Parsons second and Richard Thompson third. It was a pity that only these three boats were able to sail the required six races out of the eight to qualify. It is hoped that many more will compete next year.

A successful expedition was made by twelve boats to Yarmouth for the Royal West Solent Regatta. The sail across and back was convoyed by George Power and John Perkins, respectively, to whom the Class are very grateful. Owners and their crews returning in the former's cruiser, after the first day's racing, filled it to capacity. Onlookers from the Ferry may well have wondered if they were a load of refugees from the Isle of Wight!

The final race of the year was for the G.P. Trophy - appropriately a model G.P. in a bottle. It was raced for in a day of practically no wind and was won by a narrow margin by Pamela Van Gelder assisted by an older Member at the helm. (Note by the Editor. The Class Captain is a modest man).

In general, the Class has had a very successful season. However, there are still many lessons to be learned as regards both seamanship and the racing rules. The most important of all is that IN ALL RACING the helmsmen is the sole judge as to whether he/she is capable of sailing the Course under the prevailing weather conditions. If it blows up after the race has started and there is doubt in the helmsman's mind, shorten sail or go home. The former action is common sense—very often not shown - and there is no disgrace in the latter.

Next year some of the races will concentrate on the seamanship aspect and there will be instruction for those who want to learn more. With the Class now firmly established there is every prospect of it growing bigger still. The boat is eminently suitable for the waters in which it sails and competition is getting keener. Anyone thinking of getting a G.P. next year would be well advised to contact the Class Captain (Ian Carr) in the first instance.

Pram Class:

It was "Tag's" year again, Stephen Thomas winning the Kelly Trophy and Outport and Helmsman's Cups. Rumour has it that next year will produce a keen struggle between pere et fils.

HOUSE MATTERS

General:

The Chairman of the House Committee can be likened to the housewife in that his work is never done, or rather, never finished. Members expect to be watered and fed well at an economic price, kept at the right temperature and to enjoy themselves on social occasions. These seemingly simple requirements keep the House Committee on their toes throughout the year and the brevity of the "House" section does not reflect, truly, the immense amount of work done by that Committee and our volunteer ladies. Members owe them a great debt of gratitude.

Major Events and Social Occasions:

Regattas, dances, lectures etc. have all been well attended with hardly an adverse criticism.

Catering:

An outside Firm of Caterers has taken on for a year, from last September. This change in policy has, so far, proved very successful and has many obvious advantages. It's success hinges entirely on Members' support throughout the year, particularly for lunches— and don't forget you need not book in advance now.

The Bar:

Mr. P. Matcham took over from Mr. Fleat in September, the latter resigning because of ill-health.

The Club House:

The men's changing room has been enlarged and improved and is voted a great success. For financial and domestic reasons it was decided to postpone the major upheaval of Stage 3 of the Master Plan, centred round the move of the kitchen upstairs, until the Spring of 1963. However, it is emphasized that this will only be possible, financially, if the forthcoming year is a good one for the Club which, in turn, depends solely on Members' support.

Staff Fund:

Club Membership is up but, regretably, the Staff Fund is down by quite a bit. Will Members who feel they would like to put this matter right please send their contribution to the Secretary.