

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1962

by "FANTOME BLEU"

Flag Officers:

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EDITORIAL

1962 might be called the year of hope—for summer weather that never came. Despite this, there was some very good racing and the Club did well in all Classes, as can be seen in the sailing section below. Abroad, our young Members did exceptionally well in International Competitions.

Your Committee have given considerable thought to ways and means of improving the Club and the two Sub-Committees set up expressly for this purpose produced very useful reports. As a result, emphasis is being placed on improved facilities for mooring yacht tenders and the storage and launching of dinghies. On the domestic front a higher standard of catering is the prime requirement.

The forecourt has been cleared of dinghies, to the benefit of the vast majority of Members. This clear space now provides an attractive sitting-out area. The verandah on the south side of the reading room has been glazed in, enabling Members to enjoy the river view in comfort. By unanimous vote it has been christened 'Uncle Tom's Cabin'.

A great deal has been said, and written, about the river ferries. Suffice to say the Ferry Masters have a responsible and difficult job, especially at low water springs, and it is the duty of all helmsmen to keep clear of the ferry and not cause the Master anxiety.

Finally, your Editor would like to thank the Harbour Commissioners for their help in all the Club's problems, afloat and ashore. They have been most understanding and co-operative at all times.

SAILING:

Lymington River Clubs Joint Committee:

At the instigation of the Commodore, this Committee was set up in October, 1962, to represent the views of the Clubs in all matters effecting amenities afloat and ashore and to bring these to the notice of the appropriate Authority. Mr. P. J. B. Perkins (R.L.Y.C.) was elected Chairman, with representatives from the L.T.S.C., Salterns S.C. and the Lymington Rowing Club. The Secretary is Squadron Leader G. D. Edwards, (R.L.Y.C.)

Sailing Instruction:

This important Club activity nearly came to an end this year for want of someone to run it. However, Air Marshal Sir Arthur McDonald stepped into the breach at the last moment. He was severely handicapped by lack of volunteers to instruct. However, fifteen pupils went through the Courses, all the instruction being done by the Air Marshal, himself, and two others. The Club is in danger of having to abandon sailing instruction unless more enthusiasm to lend a hand is shown by Members.

Dinghy Park:

The Club managed to acquire a little more land for the dinghy park and was thus able to accommodate the 12footers, which used to be in the forecourt. It is proposed to install a 'wash' at the entrance to the park, with hosepipe and drain. Provided the Borough Council approves the run of the drain, this should be ready for the Easter Meeting.

Launching Slip:

The Harbour Commissioners are actively considering proposals to double the width of the slip and to open up the access to it, thereby doing away with the 'bottleneck' at the top of the hump.

Moorings

The Harbour Commissioners have approved a scheme for fore and aft moorings, on the same system as the 'X's', for Folkboats and yachts of similar size moored opposite the Harbour Station. This will enable seventeen yachts to be moored in place of the ten at present there.

Not such good news. The Minister of Transport has approved the increased charges submitted by the Harbour Board and these are operative from 1st January, 1963.

It should be noted that the annual charge covers the period April to October and there is an additional charge for winter moorings.

Ocean Racing:

In the R.O.R.C. Inter-Club Points Championship the Club came tenth, fifth last year. Practically all the Club's points came from two yachts, Rendall Clarke's 'Quiver III' and Mike Vernon's 'Assegai'. These two yachts were 2nd and 5th, respectively, in Class II of the individual championship. There were a lot of entries in the R.O.R.C. races and the competition gets hotter every year.

Short Passage Races and Round the Buoys:

The Club did not do too badly in these, but it could do better if more yachts entered for representative races. Once again, 'Quiver 111' did extremely well, winning the Britannia's Cup and the New York Yacht Club's Cup. She also won the Club's 'Gold Cup' for ocean racing. 'Angelique' (Eileen and Jimmy Caulcutt) also had a very good season being runner-up to 'Quiver III' in the Britannia's Cup and third in the New York Yacht Club's Cup. She also got two firsts at Cowes and was second in Division I of the Round the Island Race.

In the smaller Classes, the Hewlett's 'Ngaurahoe' won the S.C.O.D. Championship and was the first S.C.O.D. home in the Woodbine Trophy. She also won three prizes during Cowes Week. Jack Edmiston's 'Gadwall' did well at Cowes.

The Club's passage races at the beginning of the season were well supported and, one is tempted to say 'as usual'. Colonel Biddle, in his Pioneer sloop 'Winkle', won the Points Cup.

The Club Regatta could have been better supported but there were two good sailing days with nice breezes and a fair entry. The counter attraction of Bembridge and Seaview drew the Dragons down-tide rather than flogging a foul tide to the Club starting line. The S.C.O.D's. must have gone the same way.

In accordance with tradition, the season wound up with the Potter Ship Race, which started in a flat calm with yachts kedged on the line and finished in a spanking breeze. The first three yachts, on corrected time, were a good cross section, 'Winkle', 'Quiver 111' and 'Blue Phantom'.

Cruising:

The Commodore, in 'Cheemaun', had a very good cruise to La Rochelle and Christopher Biddle took 'Winkle' to Holland and the Baltic. 'Winkle's' name was missed in the prize lists at Cowes, but she could not be in two places at once.

Simon Baddely (aged 20) with Christopher Jameson did a very fine cruise in the 5-tonner 'Danica' from Lymington to Athens, and back via the French canals. Simon's sister, Ray, went one way with them and Christopher's sister, Elizabeth, did the other half of the voyage. They were away about five months and entered their log for the Cadiz Cup, which they won. A very fine performance indeed.

Cruiser Races:

Entries for the Ware and Power Cups were very disappointing. However, there were enough to justify holding the races. Mark Culrne-Seymour, in 'Menina', won the Ware Cup and Colonel Burlton, in 'Franesta', the Power Cup. There is no doubt this could be a very interesting race if only more people would enter. Members please note.

Changes of Ownership:

Mickey Armelin's new yacht 'Danseuse' arrived from Norway rather too late in the season to take part in any events and it will be interesting to see how she does in 1963. She certainly looks very impressive. Robert Pretty has laid down a new yacht. It is understood she is of a novel design and has three keels—two to sit on and one for ballast! William Blatch has sold 'Mayflower' and bought a S.C.O.D. 'Vittoria'. Lionel Byrne has disposed of 'Spindrift III' and is taking delivery of one of Peter Webster's Elizabethan 29's to be called 'Pastime'—the same name as his old Lymington Slipway.

The 'Seagull sloop' is becoming popular, the dark blue 'Dunlin' being the latest arrival. There was feverish activity in the Ted Barraclough—Mickey Hammick 'stable' at the end of the season to get her afloat.

Derek Hobson has sold 'Pierrot' but her replacement is not known yet. Mark Culme-Seymour has bought 'Shimmer' from T. G. Harrison, the latter buying 'Menina' subject to survey.

"X" Class

The 1962 season has been one of team building in the sense that there were many newcomers to the Division who, by their keenness in the Points races and Regattas, have gained confidence and experience, which will stand them in good stead next year.

The Points racing was as keen as ever including, as can be seen by the Table of Results, a good tussle between 'Blue Phantom' (Gerard Combe and 'Hook' Sangster) and 'Dolphin' ('Gusta' and Richard Creagh-Osborne) for the three major trophies.

In Team racing the Division suffered from the same old trouble in that once, only, was it in a position to field its strongest team. As a result, the final score read:- won one (Bar Y.C.); drawn one (Yarmouth); lost three (Hamble, Itchenor, Parkstone) and one (Cowes) cancelled because of bad weather. In the Inter-port Team Race on the Sunday before Cowes Week, the Division, mainly because of a general bad start and a shortened course, lost to Yarmouth in the first round (29 points against 3U).

During Cowes Week 'Xanthus' (the Westmacott's) did extremely well being 5th out of 49 starters in the Captain's Cup. However, with only five Lymington yachts racing (four to count) there was little margin for disqualifications or non-starters. This was

exemplified in the Wednesday race when, for one reason or another, only Lymington yachts scored any points. But for this disastrous day the Division might well have been third in the Phillipson Shield, instead of fifth. The remedy is obvious - a stronger Lymington contingent at Cowes.

In the West Solent Week, Harold Hayles (Yarmouth) completed a magnificent double by re-gaining the Allott Cup, having just won the Captain's Cup at Cowes. John Kiszely was runner-up in his new Lallow built yacht 'Lucrezia' with 'Blue Phantom' third and 'Cactopus', sailed by Jock Findlay, fourth.

Finally, in the Potter Ship race, 'Blue Phantom' and 'Sphex' (Terence Gossage) were third and fourth, overall, respectively.

The following Table summarises the 1962 results:

<i>Event</i>	<i>Winner</i>	<i>Runner-up</i>	<i>Third</i>
Jade Cup (Sat. Points)	Blue Phantom	Dolphin	Xanthus
Hotham Cup (Wed. Points)	Dolphin	Blue Phantom	Sirena (Anne and Gerald Gray)
Cock-boat Cup	Blue Phantom	Dolphin	Ilex (Joan and Sam Southern)
Helmsman's Cup	Joan Southern	Gerald Gray	Michael Rowan
Single-handed	Donald Taylor	'Hook' Sangster	Gerard Combe
Ladies Race	'Gusta' C-O	Christine Pearson	Mary Goodhart
Crew's Race	Richard C-O	William Westmacott	Alan Marsh

The Division bids farewell, with great sorrow, to Eileen and Jock Findlay who have gone to live at Cowes, and to Jan Thomas ('Cactopus'). They welcome Dr. and Mrs. Cave who have bought 'Coral' from 'Seadog' Cater, who is having a new Lallow-built yacht for next year (X.142), and Major and Mrs. O'Reilly who have bought 'Michelle' from the Greig's.

Harry Goodhart and 'Hook' Sangster, having completed their three years term of office, hand over the Captain and Vice-Captaincy to Commander John Westmacott and Major Terence Gossage. Harry and 'Hook' can look back with great satisfaction on their three years' work and they hand over the Division in a strong state, numerically, and in excellent heart.

Dinghy Racing—General:

The big Meeting of the year—the Easter Meeting—again attracted a record number of boats and there is every reason to suppose that 1963 will see an even larger entry. The number of starters in some Classes, notably Firefly and Moth, is getting so large that the question of dividing them to make less crowded starts may have to be considered. In all Classes, except the G.P.14, many of the visitors were leading helmsmen in their

Classes and at this Meeting all our Trophies went out of the Club. The Trophies at the Winter (Christmas) Series were also carried off by triumphant 'invaders'.

In the Flying Dutchman class, Stuart Jardine had a major triumph in Florida, bringing back a massive Trophy awarded to him for winning third place in the World Championship. Later, he won the Olympic Association Series, at Poole. Adrian flew from Christmas Island to South Africa to take part in International Meetings at Durban and Lorenzo Marques, winning at the latter place.

12ft. Class:

The year has seen a welcome improvement in the quality, if not the quantity, of racing Fireflies in the Club. Maybe, 'ere long, R.L.Y.C. sailors will once more begin to figure amongst the leaders in the Championship lists.

Outstanding has been Nicholas Davies, who signalled his accession to the Captaincy of the Class at Easter by leading the R.L.Y.C team to victory over the visiting teams from Oxford University, Oxford Cygnets and Christchurch. In the summer holiday series he sailed two particularly good races to ward off all 'foreign' opposition in two open events—the Solent Salver and the Edmond Single-handed Trophy. He also won the Club Coronation Cup and, crewed by Nigel Lang (Wellington), won for Radley the Fortescue Cups.

Another creditable performance put up by our Firefly sailors was at the School Meetings on the Clyde and at Itchenor, where the **R.L.Y.C.** had more competitors racing than any other Club.

International Finn Class:

Whilst there have been only two Club Members active in 'away' events this year, these two have had considerable success, and the boat is also greatly used for local sailing and racing.

Richard Creagh-Osborne, and his veteran boat 'Finesse' have proved the best British combination, winning the British Championships for the fifth time, though in the deciding race, in what really became a duel with Jack Knights, he only won by one second. At the Finn Gold Cup Meeting attended by 150 Finns from all parts of the world, and held in Norway this year, Richard was top British finisher in eighth place. Other wins to this combination were the Lymington Winter, Easter and Autumn Series.

Desmond Stratton, after a lean couple of seasons with his new boat eventually sold this after finishing fortieth in the Gold Cup He took delivery of a new Danish plastic boat and, two days after receiving it, won convincingly the Lymington Autumn Trophy in light winds, and followed this up the next week-end by taking the Micky Finn Trophy in fresh winds. Altogether a marked improvement which inspired his brother Vernon to sell his

old boat, also, and buy a sister craft. Vernon, who may race at Lymington next season, has won almost all the other Class trophies not won by Richard or Desmond, and so this trio could provide a really strong nucleus for local Class racing in 1963.

The number of other boats have been performing locally during the season, and one or two should be taking racing more seriously next year. The Class as a whole is on a very sound basis at present in the country, and is steadily expanding and gathering helmsmen from several Classes. A strong contender from the latter group is 14-stone Richard Hart, the O.K. Dinghy Champion, who has taken delivery of a beautiful new cold-moulded boat, built by Jeremy Rogers.

The young sister Class to the Finn, the O.K. Dinghy, has gained some recruits amongst the younger Members and open meetings at Easter and in August attracted around 20 entries each.

A further item of interest to single-handed sailors was John Riddle's success in the International Ten Square Metre, sliding-seat canoe Class. He was third in the National Championships at Hayling, and was one of a four boat team which won the International Team Match, near Hanover, Germany, beating Sweden and Germany into second and third places.

G.P. Fourteen Class:

Despite the efforts of the Class Captain (Ian Carr) and his Vice-Captain (Mickey Hammick) it has been a disappointing season. For example, there was not sufficient support for the Points Series Races to justify going on with them.

At the Lymington Regattas there was quite a good turn-out, but the record was, probably, on September 28th when the Class appeared on I.T.V. As many of those taking part did not see the film. Southern I.T.V. are kindly providing a copy, which will be shown at the Club one evening during the Christmas holidays.

Due to weather, only four boats took part in the Yarmouth Regattas.

Jonathon Brown won the **G.P.** Trophy Race from fourteen starters.

Pram Class:

The main point of interest is that a name other than Thomas crept into the list of prize winners, Janet Fortescue won the Outport Cup.

Cadet Class:

Members who want their children to get early training in modern racing craft have felt for some time the lack, in the Club, of a Class of real racing dinghies, small and light enough to be handled by early teen-age youngsters, yet rigged so as to give a crew of two training in the use of jib and spinnaker as well as mainsail, to serve as a kindergarten for the Firefly Class. It has, therefore, been decided to adopt for this purpose the well-tried and well-known International Cadet Class. With its low-ratio rig and being decked over all round leaving only a small centre cockpit by which water can get in, in a capsized as well as carrying adequate buoyancy bags, the Cadet is probably the most weatherly, and the safest, of all modern racing dinghies and one of the easiest

boats for the schoolboy carpenter to construct himself. Apart from the safety factor and its suitability for general knockabout purposes, the International Cadet Class holds Open Meetings all over the country and the annual championships at Burnham attract young yachtsmen from all over the world. This inexpensive but most interesting dinghy is recommended to parents who would like their children to get a grounding, at the earliest possible age, in the techniques of modern yacht racing. It would, for instance, be a particularly suitable boat for young graduates from the Club Sailing School.

HOUSE MATTERS

Catering:

On the credit side, there has been no loss comparable to that of 1961. On the debit side, the catering has not been up to the standard that most Members expect. Another caterer, Mr. C. Ridesdale Smith, took over on 1st December, 1962, and an important letter announcing this, and explaining the new 'set up', was despatched to Members on 24th November. It is hoped that Members will give Mr. Smith their full support.

The Bar:

Bar takings were down on last year, despite the efforts of the Club's efficient and cheerful barman, Mr. Percy Matcham. For the benefit of Members who like to have their drinks in the Reading Room, a bar-waitress service is now available at weekends.

Flowers:

A vote of thanks is due to the Ladies who have done the floral decorations throughout the year. They are a very pleasing feature of the Club.

Works Services:

Frank Webster has had a comparatively quiet year, the only Club improvement of note being the glazing-in of the verandah on the south side of the Clubhouse.

Social Occasions:

These have all gone off well with a very welcome attendance by young Members.

Annual Dinner:

Mr. and Mrs. Eric Hiscock were the Guests-of-Honour at the Annual Dinner held on the Club premises on 24th November. Mr. R. Nock (Commodore L.T.S.C.) and Mrs. Nock were the other official guests.

R.I.P.

By fire, on 1st July, 1962, Dan Bran's shed.

Acknowledgement

After six years of Editorship 'Fantome-Bleu' goes out to grass. He would like to thank all the Members who have contributed to the various sections, without whose help there would have been no Bulletin.