

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1963

By "L'ANGEAU"

Flag Officers:

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VICE-COMMODORE	Commander M. H. Brown, O.B.E., D.S.C., R.N.
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EDITORIAL

The highlight of the year was the calling of a Special General Meeting under Rule 15 to consider spending a vast sum of money on Stage III of the Club Improvements Scheme. It reflects great credit on the Improvements Sub-Committee that the scheme was passed unanimously and our thanks go out to Frank Webster for all the hard work he put into the planning of it.

The "low" of the year was our failure to scotch the new bye-law introduced by the Harbour Commissioners whereby it becomes an offence for sailing yachts to obstruct the Ferry. Our objections to the Minister of Transport through both the Royal Yachting Association and the Lympington River Clubs Joint Committee fell on deaf ears and the bye-law was approved.

SAILING

Sailing Instruction:

One successful course was held. A second, which had been arranged, had to be cancelled for lack of pupils. Once again there was a serious shortage of instructors. It would be a pity if the Club had to abandon these instructional courses because, from a total membership of well over 1,000 we fail to obtain about a dozen volunteers to instruct on six half-days during the summer. Members, please note.

Dinghy Park:

The new, enlarged, dinghy park has been in use throughout the season and the new Dinghy Wash at the entrance has been much appreciated. A mast rack has now been constructed. It is regretted that this was not completed earlier.

Launching Slip:

Our negotiations with the Harbour Commissioners were successful and we "commuted" our launching fees at 30/- instead of the full 45/- charged to individuals. This is on the basis of the Club purchasing eighty launching permits each year.

The width of the slip has been increased and the whole thing lengthened. There are now two parallel concrete tracks allowing launching at almost any state of the tide. Work has been started on the new Harbourmaster's Office over the settling tank together with the widening of the top of the slip. This will mean that the launching slip will no longer be a limiting factor on the rate of launching and hauling out at Open Meetings.

Moorings:

The new fore-and-aft moorings for Folkboats opposite the Harbour Station worked well this year and the Harbour Commissioners are considering extending this scheme. They are also looking into the question of dredging in this vicinity.

Ocean Racing:

In the R.O.R.C. Inter-Club Points Championship we came tenth, the same position as we occupied last year. Practically all our points came from Rendall Clarke's *Quiver III*, Mike Vernon's *Assegai* and N. Bond-Williams' *Bowstring*. In the individual championship *Quiver III* was seventh in Class II and fourteenth overall.

Short passage races and round the buoys:

The Club's passage races Lymington-Poole and Poole-Lymington, which usually open the Season, had to be cancelled owing to a southerly gale. The next weekend, Peter Webster's *Liz of Lymington*, an Elizabethan 29, won both the Lymington-Spit Fort-Cowes and the Cowes-Lymington. After this promising start, this boat did outstandingly well by coming in first in her division in the I.S.C. Round-the-Island race and winning the Queen's Cup during Cowes Week. She also won or was placed in many other races, her score being 9 firsts, 2 seconds, 3 thirds and 1 fourth.

The Club Regatta was held in weather rough enough to cause the cancellation of racing elsewhere in the Solent. In spite of this, a full programme was held on the first day and only the races for the Moths were cancelled on the Sunday. There was a very good turn out, considering the weather, and, although there were many capsizes in the dinghy classes, there were no serious incidents.

Entries for the Ware and Power Cups were, once again, disappointing. Arthur McDonald's Atalanta *Theodora* was magnificently sailed to win the Ware Cup. The slowest entry, she came in a very long time before any of her adversaries. Colonel Burlton's *Franesta* won the Power Cup for the second year running. It was a pity that there were not more entries for these races. They provide a really interesting day's sailing for the sort of auxiliary family cruiser which would be outclassed in normal handicap racing under R.O.R.C. ratings. Next year the date for these races has been fixed for Friday, August 14th in the hope that many members, who will be on holiday with their families at that time, will be encouraged to enter.

As usual the season ended with the race for the Potter Ship for which there was a record entry. The closing stages of the race were full of incident owing to the necessity to beat up the river against a northerly wind, shortly after low water, albeit a neap tide. This led to many groundings, some retirements, one or two near misses and one actual bump with the ferry. The Sailing Committee have decided that if similar conditions occur again the course will be shortened to finish at the Platform. The handicapping was as good as usual, but weather conditions favoured the smaller craft and Alan Marsh in his Swallow Class *Wingelock* won the trophy. Second came an "X" Boat, Gerald Gray's *Sirena*, and third an Elizabethan 29, Lionel Byrne's *Pastime II*.

Cruising:

No one seems to be talking much about their cruises this year. Perhaps the weather had something to do with it. However, there were three entries for the Cadiz Cup, an improvement on the last few years. The trophy was awarded to Simon Baddeley for a very fine account of a single-handed cruise to the Normandy Coast in his 2½ ton Hillyard sloop, *Two Pearls*.

Changes of ownership:

Two years ago we mourned the departure of Dyarchy, now we do the same for *Tre-Sang*. Roy Coombes has taken delivery of a W.O.D. (Warsash One Design Fibreglass Sloop) *Galatea* to take her place. *Riwaru* has been sold but Robert Pretty's new boat has not made an appearance yet. We hope to see her in 1964. There are many other changes; Derek Hobson settled for an Elizabethan 29, *Anahita* to replace *Pierrot*; George Senior has replaced *Iandone* with a "Peter Duck" design *Bodegita* and Chris. Bowen was so taken with her that he is getting one too. Two of Jeremy Rogers' cold-moulded Folkboat hulls have appeared under different guises. Vernon Sainsbury has a beauty with teak laid decks and a masthead rig (so it can't be a Folkboat!) named *Caperer* and she is being fitted with vane steering. Mike and Pat Pocock took the other home and finished it themselves. It has a reverse sheer and masthead rig. John Houghton has replaced *Kaloon* with a converted 5.5 metre *Sha-Sha V* so that the last boat with a bent mast has gone. Bob Nock has acquired a S.C.O.D. *Vino* in place of *Myona*. Ernie Moore has sold *Southern Yeoman* and is building a new yacht - no details yet.

The Seagull Sloop Class continues to increase. There are seven of them now, six of them belonging to members of the Club.

X.O.D. Class:

The highlights of the season were the winning of the Saturday and Wednesday Points Races and the Cock-Boat Cup by Richard and Augusta Creagh-Osborne in *Dolphin* with

12 firsts in 12 races, which surely must rank as an all time "high". *Dolphin* also won the Royal Motor Yacht Club Cup, open to all Divisions of the "X" Class and raced for in our Regatta this year.

The other notable performance was a hat-trick by Joan Southern who won the Ladies' Race, the Crews Race and the Marriage Handicap in *Illex*. This last race was a nice figment of Donald Taylor's fertile imagination. The wife sails the morning race crewed by her husband and the husband sails the afternoon race crewed by his wife. The challenge trophy consists of a handsome silver salver presented by the instigator.

The team racing resulted in three wins (v. Bar Yacht Club, Yarmouth and Cowes) and five lost (v. Oxford University Y.C., Cambridge University Cruising Club, Itchenor, Parkstone and Hamble). That against Cowes, on their home ground, was a particularly close-run thing by half a point in a Force 6 wind.

Only six boats got to Cowes Week this year. In the Captain's Cup *Xanthus* (J. & R. Westmacott) was sixth out of fifty starters, *Blue Phantom* (Gerard Combe and 'Hook' Sangster) thirteenth and *Doice Vita* (Kennedy Cater) fifteenth. In the course of the week *Xanthus* had a second and *Blue Phantom* a third which was encouraging. In the Phillipson Challenge Shield we retained our position as "Tail-end-Charlie bar one" by a single point. With four boats to count, six entries is not enough to allow for mishaps which can and do occur, especially at Cowes Week. In 1961 we had eight boats there and were third. To repeat the last Bulletin's dictum -the remedy is obvious - a stronger Lymington contingent at Cowes.

In West Solent Week, Harold Hayles (Yarmouth) repeated last year's double by winning the Allott Cup after having won the Captain's Cup at Cowes again; a very popular success.

The weather was kind to the Class in the Potter Ship Race. Gerald Gray led the Division with his second place and there were ten "X's" in the first fifteen yachts to finish.

The results are tabulated below:

<i>Event</i>	<i>Winner</i>	<i>Runner Up</i>	<i>Third</i>
Jade Cup (Saturdays)	Dolphin	Sirena) Blue Phantom)	--
Hotham Cup (Wednesdays)	Dolphin	Blue Phantom	Dubonnet (Dr. & Mrs. Rowan)
Cock-Boat Cup	Dolphin Gerald Gray	Blue Phantom	Xanthus
Helmsman's Cup		R.Westmacott) R.P.M. Bell)	---
Single-handed Race	Gerard Combe	Sir Arthur McDonald	Chris Bowen
Ladies' Race	Mrs. Southern	Mrs. Rowan	Mrs. Bowen
Crews' Race	Mrs. Southern	Mrs. Rowan	Mrs. Waller (Zest)
Marriage Handicap	Mr & Mrs.Southern	Mr. & Mrs.Rowan	Mr.&Mrs.Caulcutt
Allott Cup	Helena (Mr.& Mrs.Hayles)	Lucrezia (Dr. & Mrs. Kiszely)	Dubonnet (Dr. & Mrs. Rowan)
Whitaker Cup (Town Regatta)	Dubonnet	Helena	Illex

During the season there were welcome additions to the Division; Jimmy and Eileen Caulcutt with *Persephone* (X 92) and, joining as Associate Members of the Class, Air Marshall Air Arthur McDonald, Lady McDonald and Michael Sharp. T. A. G. Charlton is, alas, leaving the Division but has sold *South-wind* to Donald Taylor, who, in turn, has

sold *Quest* to Colonel and Mrs. Brooke. Mrs. Brooke will be remembered as Mrs. Greig of *Michelle*. These changes will bring the total number of "X's" in the river up to twenty for the first time, with every prospect of even keener racing in 1964.

Val Powell, restored to full health and vigour after a spell in hospital, returned to provide a splendid series of courses with the institution of Jack-in-the-Basket as a new rounding mark. We cannot be too grateful to him and his assistants, nor more pleased at his election as an Honorary Life Member of the Club.

Dinghy Racing – General:

The winter, which snowed up our Christmas meeting, still held us in a chilly embrace when Easter came along, but it was cheering to note that there was no falling off in the numbers attending our big dinghy meeting of the year. Of the 130 entries, forty odd were Fireflies and they, as usual, included a dozen of the leading helmsmen in the Class. In the Good Friday Firefly Team Racing with which we always open the meeting, our two teams under the leadership of Nicholas Davies repeated their 1962 triumph, their defeated opponents being teams representing Oxford University and Stokes Bay Sailing Club. In the individual series on the remaining three days the trophies in all the nine classes, except the Finns, were carried off by our welcome guest invaders who, as in former years, came from all corners of the country.

After Easter there is no dinghy racing until the summer holidays and most of it is then concentrated in the period mid-August to mid-September. The Junior Regatta which we have been running in partnership with the Lymington Town Sailing Club for the past three years fully justified its inception by continuing good entries and keen racing. The Cadet Class, which we adopted last year, is particularly worthy of mention.

The Regatta started with the race for the Coronation Cup in which the competition amongst the Cadets was so close that there was barely a quarter of a point dividing the first three, Michael Hope, Charles Bevis and Philip Slater. The seaworthiness of these boats showed itself in the fresh winds the dinghies had to face both in the Junior Regatta and in the Club Annual Regatta.

The Finn Autumn Trophy, the Firefly Solent Salver and the 12-ft. Single-handed Meeting were held at the same week-end outside in the Solent in cloudless but rather calm weather. On the Saturday the launching and recovering of the boats was vastly complicated by the Annual Rowing Regatta going on at the same time.

R. S. Patisson of Parkstone Yacht Club, a Naval Cadet from R.N.C. Dartmouth who has been sailing for the Navy in team events, won the Edmund Single-handed Trophy and was second in the race for the Salver. The Fortescue Cups were won by Peter McDonald of Bembridge School and his crew, Menrill Kalis of Lowther College. The Bagnall Twins won the Cock Boat series and Nicholas Davies won the Coronation Cup for Fireflies.

Although there were fresh winds at some of the meetings, there did not seem to be, at

other times, the kind of wind required for the Tar Barrell Trophies with the result that only the one for the Firefly Class was awarded - to Nicholas Davies.

Rescue Boats:

More than a word of thanks from the general body of the Club is due to those public-spirited members who lend their boats and volunteer their services as crews for the maintenance of security at the Dinghy Open Meetings.

Public interest in the question of the risks to sailing novices has recently been stirred by a fatality off Rye which resulted from a modern dinghy being taken out to sea by persons not merely lacking in the necessary minimum of seamanship but apparently ignorant that there is a comparatively simple technique for righting such a dinghy after a capsize. In subsequent letters in the national press the question was raised of the difficulty of obtaining the necessary training even if the would-be sailor has managed to get into a sailing Club, many of which have long waiting lists. Few yacht clubs indeed find that a sustained organisation of training in recovering from capsizes deliberately contrived is a practical answer to the problem, and, in any case, the unpremeditated capsize is apt to be a vastly different affair. One way, probably the only way, of a club providing the necessary familiarity with the righting technique is by fostering dinghy racing in winds strong enough to cause capsizes with rescue boats watching for any sign of distress or difficulty caused by broken gear, amongst crews engaged in righting their boats. It is however important to foster the tradition that the self-respecting dinghy sailor rights his own boat and gets it home without physical assistance from the rescue craft. If young dinghy sailors have demonstrated in races that they can do this, their parents' anxiety will be much lessened when they are out for an ordinary sail on their own, when no rescue boats are present.

It is hoped that the above paragraph will emphasise the great value to the Club of the services rendered by the rescue boat volunteers and appeal to any member, who has a suitable craft to register his readiness to help in this way at our Open Meetings, particularly those at Easter and in August and September.

The International Finn Class:

This Olympic single-handed class is again making very good progress on a National and International scale now having topped a total of 5,000 boats. At Lymington, however, the situation is largely stationary with only three or four active racing boats, though there are several others used for general purposes.

There has been no organised local racing apart from our three popular Open Meetings. The Christmas weather was extremely bad and consequently the turn-out was poor but at Easter some splendid racing resulted in a win for Jonathan Rogers in his largely re-built boat, *Shadow*.

The Finn Gold Cup meeting was held in Holland this year with 164 entries from 23 countries in spite of a limitation imposed on the number of entries per country. This was a fleet of extremely high average standard and gave the hottest competition ever seen in such a class. The weather was not helpful, however, but Richard Creagh-Osborne won one of the races and finished seventeenth overall. Desmond Stratton was also in the

leading quarter of the fleet. Next year Britain is host for this event which will be held at Torquay.

The National Championships, at Poole, ended the string of Richard's successes in this event, since he finished up ninth. The winner was Jack Knights but the most astonishing performance was that of Jonathan Rogers who won both the heavy weather races to everyone's surprise! What a pity he could sail in only three of the six races. He would very likely, have won the championship outright. The other Lymington entry, Desmond Stratton, was fifth and all the first fifteen boats were very close on points. An entry of 49 boats including one from Norway, two from New Zealand and one from Australia was a record for this regatta.

The last of the meetings was our Autumn Trophy which was won this year by Brian Saffery-Cooper of Tamesis Club. So far, no one has won this trophy twice. Just after this event, Richard C-O dashed off to Tokyo at the invitation of the Japan Yachting Association. He helped with the arrangements for the Olympic Regatta and also sailed in the Far Eastern Championships. Unfortunately there was no wind at all and only three of the six races produced a result. Richard was unable to sail in all the races because of his other duties, but two Japanese filled the first two places ahead of the redoubtable Paul Elvstrom.

During August next year, the Olympic Selection Trials will be held in Weymouth Bay. The standard in this class is very high and whoever wins a free trip to Tokyo will deserve it and we wish him the very best of luck.

Lymington Pram Class

Thirty boats were in commission this summer but, unfortunately, the class is now equally divided between Lymington and Keyhaven. Racing has been badly supported, only nine boats taking part. The few races sailed were fast and furious. More regular competitors are needed if racing is to continue.

Gratuity, R. Close-Brooks, gained most points in the Kelly Trophy Races but the trophy was not awarded as insufficient races were completed. Ten years after completing the Round the Island race for dinghies, R. L. Fortescue re-appeared in *Bobby* to win the Helmsman's Cup. The Outport Race was cancelled because of bad weather.

G.P.14 Class

Racing this year has not been outstanding either for the number of entries or for the weather conditions. (Perhaps the two are inter-connected in some way!) The Points Cup was awarded to Richard Thompson and Jonathan Brown won the **G.P.** Trophy once again.

The G.P.14 Association are considering an application to the R.Y.A. for recognition as a National Class. The Club is backing the Association in this and at the same time suggesting that a buoyancy test should be introduced into the class rules.

HOUSE MATTERS

Club Improvements:

The contractors started on November 11th and the timetable should be as follows:

Mid-January Caterer moves to new kitchen.

Early March Ladies move to new quarters and gentlemen come into their own again.
Hats off to Frank Webster for all his hard work on our behalf!

Catering:

Mr. Risdale-Smith embarks on his second year encouraged by an increase of trade. It is hoped that the standard is now up to what Members expect. To achieve this result it has been necessary to subsidise the catering to a considerable extent, but this should be progressively reduced during 1964 until it ceases in the middle of the year.

The Bar:

Percy Matcham left us on June 29th to take up a more lucrative post in a private yacht and Bob Hales has taken his place. It is to their credit that the bar takings show a very welcome increase over last year. It is to be noted, however, that this increase coincides with more people taking meals in the Club.

It is nice to see so many young Members making use of the Club at week-ends. There was once a feeling that the 'old 'uns' frightened them away to other haunts!

Social Occasions:

These have been well attended. The Annual Dinner, at which we entertained Captain and Mrs. Mark Eveleigh as guests of honour and Admiral Sir Wilfrid and Lady Woods and Mr. and Mrs. Bob Knock, was over subscribed. Our sympathy goes to those who failed to get in. For the first time in the history of the Club the dinner was served by our own Caterer and it was voted the best meal produced at this function for a very long time.

Votes of Thanks:

First and foremost to the ladies, under the leadership of Audrey Thomlinson, whose floral decorations continue to enchant the eye.

To George Edwards for being such a good Secretary and having the affairs of the Club in such excellent order. Visitors remark on how nice it is to arrive in the Club and be greeted and offered assistance instead of being ignored as so often happens in some clubs.

Finally to those whose contributions have enabled this bulletin to be produced.