

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1964

By "L'ANGEAU"

Flag Officers:

COMMODORE	.....	.....	.....	.....	.....	P. J. B. Perkins, Esq.
VICE-COMMODORE	....	.....				Commander M. H. Brown, O.B.E., D.S.C., R.N.
REAR-COMMODORES	.....	.....	....			D. R. Hobson, Esq., O.B.E. Air Marshall Sir Arthur McDonald, K.B.E., A.F.C.

EDITORIAL

No sooner were the new kitchen and dining room in full operation than the Executive committee set up a sub-committee, consisting of its four newly elected members, to investigate "the future facilities likely to be required by members of the Club during the next ten years and how best to provide them". Donald Taylor was elected chairman of the sub-committee, which has power to co-opt, or seek advice from, any other member.

At the suggestion of this sub-committee, the passage-way, which used to be the main entrance, has already been converted to an additional sail and oar stowage.

The Borough Council wish to enlarge the Bath Road car park and provide dinghy parks for the clubs and visiting yachtsmen. To this end they are in the process of acquiring, by Compulsory Purchase Order if this becomes necessary, all the land adjacent to the sea wall from the present car park to the Sea Scouts' headquarters. This includes most of the Mayflower Hotel garden and the area at present leased to the two clubs as dinghy parks. Plans of a proposed layout were sent to the Joint River Clubs committee for remarks. A revised layout, as a result of these remarks, was agreed. However, in view of the Club's very advantageous agreement with the present owners, it has been pointed out, privately, to both the Mayor and to the Town Clerk that their scheme has little attraction for either club and we must hope that, when the negotiations are completed, we can come to some reasonable terms with the council.

Viscount Runciman of Droxford, Vice Commodore of the Royal Yacht Squadron, was guest of honour at the Annual Dinner. He spoke of the concern of the Royal Yachting Association over the excessive number of calls made on the R.N.L.I. by yachting mishaps. As he put it; "John and Willie set out to achieve what every seaman knows is the impossible, have to be rescued by the Lifeboat and Mum and Dad can't understand why". The Sailing Committee have under consideration a letter from the R.Y.A. on the subject and are trying to devise methods to suggest to the R.Y.A. by which the public can be educated in simple seamanship and be persuaded to take reasonable precautions. It is evident from recent press comment that unless we put our own house in order there are plenty of busybodies waiting to try and do it for us.

The Club has become affiliated to the Solent Protection Society.

Many members must have an abundance of knowledge and possess charts of ports and anchorages which they would be only too pleased to make available to other members planning cruises. It has been suggested that, when entries for the Cadiz Cup are called for, members are also asked to forward lists of places they have visited. In this way the "Cruising" section of this bulletin could be much enlarged and those seeking advice would know who to approach.

The Club had the honour of entertaining His Royal Highness the Crown Prince of Sweden during the summer. The Commodore was asked if we could provide some sailing for the young man during his private visit to this country. There was to be no publicity. We laid on five different expeditions for him. The secretary received a very nice letter of thanks from the Prince himself and the Commodore was informed by the Swedish Court that the visit to Lymington was the highlight of the Prince's five week tour.

In spite of the fact that the improvements and maintenance cost well over £6,000 and we have also provided a dishwashing machine in the kitchen, the Hon. Treasurer is still smiling. We must not anticipate his annual accounts but there is no cause for any alarm or despondency.

The editor wishes to thank those who have provided the necessary information contained in this bulletin and to apologise for being so late in producing it.

SAILING:

Sailing Instruction:

One successful course was held. It was not possible to organise a second one this year because practically all our potential instructors went to Weymouth to compete in the Firefly Class Championship which took place during the only period when a second

course could have been held.

This again emphasises the need for more members to volunteer as instructors. During the past few years we have come to depend almost entirely on the same small group of young dinghy sailors who volunteer for, or are press-ganged into, acting as instructors. It is true that in recent years we have appealed particularly to young members to volunteer, but this does not mean that we don't need a proportion of more senior instructors with greater experience. We certainly do. After all we do need some instructors on each course who know how to tie a bowline!

Launching Slip:

The widened launching slip has been much appreciated, particularly at our Open Dinghy Meetings. It is good news that the Harbour Commissioners hope to have the head of the slip widened by the beginning of the Season.

Yacht Tenders:

The problem of congestion at the pontoons is being tackled in two ways. A new, third, pontoon is on order and will be placed to the North of the other two. The most amicable relations with Messrs. Peter Webster Ltd. have made this possible. Also a new system of charges, based on size of dinghy, is to be introduced. It is hoped that members who do not use their dinghies as frequently as others will find it 'more convenient' to keep them in the dinghy park.

Moorings:

The river was dredged in the spring and approximately forty additional fore-and-aft moorings were laid on the East side practically opposite the club. This increase in the total number of moorings was, of course, much appreciated by those who obtained them and who would, otherwise, have had to remain on the waiting list. However, the additional moorings have added greatly to the difficulty of organising dinghy racing in the river. In fact, at the beginning of the season one or two pessimists were suggesting that we might have to give up dinghy racing from the Club Line altogether and start all our races, including dinghy races, from a point further down the river. This would have been a great nuisance to the Race Officers and a great pity from the point of view of spectators who would have been able to see little or nothing of racing taking place so far away from the Clubhouse.

The Sailing Committee, therefore, decided that at our Annual Regatta this year we should once again attempt the rather difficult feat of starting twelve separate dinghy classes consecutively at five minute intervals from the Club Line with the idea that if this

went too badly wrong then we should make different arrangements in future years. However, thanks to certain precautions which were taken in advance, with the co-operation of the Ferry Skippers and the kindness of the weather, it all went off without a hitch not only during the Regatta but on all other occasions as well.

Short Passage Races and Round the Buoys:

Our traditional, early season, races to Poole and back took place in pleasant weather though winds were rather light and fluky. The results were:

LYMINGTON/POOLE	1st <i>Meon Maid</i>	2nd <i>Bluejacket</i>	3rd <i>Quiver III</i>
POOLE/ LYMINGTON	1st <i>Meon Maid</i>	2nd <i>Bluejacket</i>	3rd <i>Winkle</i>

As usual, the Parkstone Yacht Club organised a most successful party on the Saturday night for competing crews plus a number of supporters who went over to Parkstone by car.

Later in the season we reciprocated by laying on a supper party for competitors in their race to Lymington. This party was a great success and was so well attended that our Chef was faced with the problem of providing twice as many meals as had been ordered. This he did without for one moment losing his usual cheerful smile.

The results of the Lymington/Warner/Cowes and Lymington/Spit Sand Fort/Cowes races were:

Division A	1st <i>Deseret</i>	2nd <i>Quiver III</i>	3rd <i>Bowstring</i>
Division B	1st <i>Anahita</i>	2nd <i>Winkle</i>	3rd <i>Comma</i>

The following day the strong South-Westerly wind together with an ebb tide produced such uncomfortable conditions that many of the competitors who had entered for the return race Cowes/West Sturbridge/Lymington, preferred to cruise home gently rather than race. Those who raced had an exhilarating though wet and rough trip home.

The result was:	1st <i>Quiver III</i>	2nd <i>Balkis</i>	3rd <i>Bowstring</i>
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During Cowes Week and in other short passage races later in the season, **R.L.Y.C.** boats did less well than in previous years, although Ernie Moore's new boat *Lynnessa* and Stanley Orme's *Tiffany* were both placed on a number of occasions.

There was a record entry for the Ware and Power Cups races, there being thirteen in the two classes, nearly twice as many as last year. It is gratifying that more owners of family cruisers are coming to appreciate the fun to be had in these races and the value of the lessons which can be learnt from competing in them. For example, the first two

places in the Ware Cup were taken by the only boats in the fleet with variable pitch feathering propellers. Perhaps the value of this particular device is one of those lessons. The Ware Cup, for boats of 24-ft. L.W.L. and over, was won by Dr. and Mrs. W. R. Thursfield's *Atalanta Rambler* and the Power Cup, for boats under 24-ft. L.W.L. by Mr. L. P. Driscoll's *Easybeat*, neither being members of the Club.

The season came to an end with the Potter Ship Race and Party. A record of over fifty boats started in an infuriatingly light and fickle North-Westerly breeze which eventually died and was replaced by a gentle Southwesterly one which freshened to moderate. *Quiver Iff* and *Daiquiri* had a great race for the lead and finally *Quiver III* gave the spectators a dazzling display of sail changing by carrying her spinnaker up to Cocked Hat, handing it and setting a genoa for the reach to No. 11 Post and then breaking out another spinnaker for the run to the line for the first gun. After crossing the line she had to hand the spinnaker and get her main sheet aft quickly to prevent the end of the boom hitting the outward bound ferry. The overall winner, however, was Colonel McMullen's *Skua*, which also got the tankard for Class III. 2nd and winner of Class II (X Class) was Kennedy Cater's *Doice Vita* and 3rd and winner of Class I was J. G. Edmiston's *Daiquiri*. One minute and eighteen seconds separated the corrected times of the first three boats.

Ocean Racing:

In the R.O.R.C. Inter-Club Points Championship we dropped from tenth last year to twenty-ninth. Stanley Orme's *Tiffany* scored most points for us and so won the King's Cup. *Bowstring*, *Balkis* and *Quiver III* were the only others who got any points for the Club.

Cruising:

R.L.Y.C. yachts ranged far afield in cruises this year, no doubt encouraged by the finest summer for many years.

It was good to see "Hum" Barton in the Club again after a considerable absence in foreign parts. He spent several weeks in Lymington following a transatlantic crossing from Halifax in twenty-one days. He left for his seventh transatlantic crossing bound for the Caribbean.

Four logs were entered for the Cadiz Cup which was won by a very fine account of a cruise by C. D. Dawson's *Ayesha* from Cork to Lymington via the North and West coasts of Brittany. The unusual feature of this cruise was that it was done in very light weather, in the old fashioned way, without the use of an engine. This involved kedging in and out

of harbour on a number of occasions. *Ayesha* is fitted with an engine but it was unservicable and has since been removed. By contrast, most of the other cruises submitted involved considerable use of engine owing to long periods of calm or very light winds.

Quiver III had a year off from serious racing and carried out a successful cruise to the South coast of Ireland, making quick passages from port to port, as one would expect from a yacht with such a fine racing record.

Derek Hobson's *Anahita* visited North and West Brittany ports as also did Christopher Biddle in *Winkle*. The latter reports seeing no less than seven other R.L.Y.C. yachts during his cruise as follows: Port Manecn, *Donella*; Belle He and Morbihan, *Pleiades Euphemerae*; He de Batz, *Whisper*; Treguier, *Aloha* and *Bowstring*; St. Peter Port, *Dorado* and *Anahita*.

John and Boo Budgett took *Fairlight* to the Baltic by easy stages and were so taken with the attractions of that part of the world as a cruising ground that they laid up there for the winter with the intention of starting their explorations in the area next season.

A very successful yacht rally was held in the Medina River off the Folly Inn. Twenty-two members' yachts foregathered for a very jovial get-together. Two more are being arranged for 1965.

Changes of ownership:

The Commodore took delivery of his new motor cruiser. *Tamarack*, in May and has since visited Paris and a number of other places. Robert Pretty's new boat. *Transit*, was launched early in the season. She can be correctly described as having "every modern convenience" and is reported as having a steering position at the top of the mast; the best place for conning the ship through passages in coral reefs! Ernie Moore eventually settled for a Nicholson 36, *Lynnessa*, and has done well with her. Stanley Orme has also had a good first season in his Nicholson 32, *Tiffany*, which has since been sold. John Paterson's glass-fibre *Rolima* has been well used both racing and cruising.

1965 is a Fastnet year and there are a lot of very hush-hush vessels on the stocks. **We** know there is to be a *Quiver IV* and a replacement for *Tiffany*.

Jack Bryans is about to build a motor-sailer to take the place of *Cheemaun*.

Race Officers:

We are indeed fortunate in having two such devoted members as Freer Jardine and

Val Powell who with their willing helpers act as Race Officers for the dinghy and the "X" and Handicap Classes. Both have been elected Honorary Life Members in recognition of their services. They richly deserve it.

They and all of us have come to rely on our Boatman, Doug Baverstock. The launch is always ready on time, the race marks are always in their correct positions, dinghies are baled out and the Forecourt is swept and tidy. He repairs and maintains the launch, the G.P., the Scow and two pulling dinghies and yet he is never too busy to lend a helping hand at any job whenever required. We thank him.

X.O.D. Class:

Early in the year Derek and Jane Pitt-Pitts joined the Lymington Division with the venerable *Gypsie* (X 12) to be followed later during the season by P. Walker-Munroe and Miss Molly Rymer with *La Mouette* (X 144) and, just before Cowes Week, by the Jardine Twins with *Madcap* (X 5), one of the original six X-boats built for the Royal Motor Yacht Club in 1911. This brought the total up to twenty-three and keener racing than ever. Richard and Augusta Creagh-Osborne again won the Wednesday and Saturday Points Races and the Cock-Boat Cup in *Dolphin* and they also tied for the Allott Cup with Mr. and Mrs. Harold Hayles (Yarmouth) in *Helena*. The Pitt-Pitts also had a bumper season in *Gypsie*, being runners-up to *Dolphin* in the points racing and Cock-Boat Cup and winning the Marriage Handicap. Derek won the Single-handed Race while Jane won the Helmsman's Cup and the Ladies' Race.

Full results were:

<i>Event</i>	<i>Winner</i>	<i>Runner-up</i>	<i>Third</i>
Jade Cup (Saturdays)	Dolphin	Gypsie	Xanthus (J., R. & W. Westmacott)
Hotham Cup (Wednesdays)	Dolphin	Gypsie	Persephone (Jimmy & Eileen Caulcutt)
Cock-Boat Cup	Dolphin	Gypsie	Xanthus
Helmsman's Cup	Jane Pitt-Pitts	Dr. Rowan	Gerald Gray
Single-handed Race	Derek Pitt-Pitts	Donald Taylor	Michael Sharp
Ladies Race	Jane Pitt-Pitts	Mrs. Rowan	Miss G. Cater
Crews Race	J. D. Hillier	Mrs. Brooke	Mary Goodhart
Marriage Handicap	Derek & Jane Pitt-Pitts	Sam & Joan Southern	Harry & Mary Goodhart
Allott Cup	<i>Tie:-</i> Dolphin and Helena		

In the X-Class Races held by the Poole Bay Olympic Sailing Association in at the end of June and beginning of July, *Xanthus*, the only boat able to enter from this Division came fourth on aggregate.

In the Inter-Port Team Racing we got away to a very encouraging start by beating Itchenor on their home ground, following this up with a very narrow win over Parkstone and a comfortable win against Cowes in a very interesting race from a tactical viewpoint, both these in our waters. Towards the end of the season in an "away" race against Yarmouth we lost a commanding position owing to a tactical error and mistaking a mark and, as there was only one race which was stopped on the first round, there was no chance of recovery so we spoilt our winning sequence. The race against Hamble had, unfortunately, to be cancelled.

In Cowes Week we managed to muster eight boats and this saw the debut of *Madcap*, who after a hectic "do it yourself" fitting out, appeared in the nick of time from some eyrie up Southampton Water to gain third place in the Captain's Cup (59 starters) with progressively a 6th, 4th, 3rd and finally a win on the last day. The first three boats were only separated by two points in the aggregate! *Xanthus* was 12th and *Dubonnet* 15th and the Lymington Division was 3rd in the Phillipson Challenge Shield as in 1961 when we also mustered eight boats.

For the Team Races, the Commodore very kindly made a very early start on Sunday and towed *Dolphin* over to Cowes to make up our team of *Madcap* (X 5), *Dolphin* (X 36), *Xanthus* (X 56) and *Blue Phantom* (X 105) and was suitably rewarded by seeing *Dolphin*, sailed by Augusta and crewed by Richard, win both the semi-final and the final to secure the extra quarter point by which small margin both these races were won; and consequently the Team Race Shield which now hangs in the Club House. Inspection shows that it *has* been won previously by Lymington but before we were the Royal Lymington, and as long ago as 1931 at which date the Royal Motor Yacht Club was still actively competing. Sights must be set even higher in 1965.

Alas, Colonel and Mrs. Gray (Gerald and Anne) have retired from racing and *Sirena* (X 94) has been taken on by Donald Symington. Peter Bell is commissioning a new boat (X 152), as yet unnamed and Major P. A. B. Ashton is joining the Division, bringing *Cactopus* (X 90) back to the river to make our total twenty-four. There are rumours that two other eminent members are thinking in terms of "X".

Dinghy Racing:

1964 being Olympic Year, the doings of some of our more mature dinghy helmsmen attracted some publicity. In the Flying Dutchman Class series at Poole, on the result of which the selection of the British representative was made, Stuart Jardine was defeated by Keith Musto, the consequent selection and eventual silver medalist. A week or two later Stuart, sailing in the National Championship series on Musto's home waters at Thorpe Bay, turned the tables and regained the British Championship which he had

previously held in 1961 and lost to Musto in 1962 and 1963.

Stuart Jardine and Richard Creagh-Osborne accompanied the Olympic Team as reserves; actually, the latter, after being defeated in the Finn trials, had an opportunity, in the Finn Autumn Trophy here, of showing that he could beat the helmsman selected on the trials. Graham Mann was, of course, Team Manager. He sailed a Dragon so successfully in the trials at Poole that it seemed possible that the manager might win the selection series.

Adrian Jardine, who crewed in the British 5.5metre yacht at Tokyo, had his own successes during the year. Though overshadowed by his brother in the Flying Dutchman Class, he won, for the second year in succession, the Inter-Service Gold Cup at Seaview in the Mermaid Class.

There is encouraging news too about the Club's younger dinghy helmsmen. This year Nicholas Davies, Captain of the Firefly Class, took a gaggle of four boats to the Firefly Championship Meeting at Weymouth. Though obviously lacking in experience of racing against nearly two hundred boats involving "gate" starts, all acquitted themselves well in what was their debut in Championships. The best performance was that of the Bagnall twins who finished 24th overall on the week. It must be remembered that the first twenty or thirty boats in these championships are always sailed by top-rank helmsmen.

The only two "One-design" classes in the Club of numerical racing importance are the "X" Class and the Fireflies, each with some twenty boats. For the third year in succession our Firefly team was victorious in the Good Friday team racing.

The Oxford University team which beat Cambridge this year, in Flying Fifteens, was captained by Giles Biddle and included Nicholas Davies.

Of the Firefly Club Trophies, the Coronation Cup was won by Nicholas Davies and the Cock Boat Points Series by the Bagnall twins. The latter also won the Peter Andreae Prize which is open, on handicap, to all club dinghies sailed by under-21-year-olds- The Fortescue Cups for Firefly sailors who are still at school was won by Malcolm Tew, of Canford, and his cousin, Richard Graham of Blundells.

Open Dinghy Meetings:

The Easter Meeting attracted one hundred and twenty boats including thirty Fireflies, thirty Moths, twenty International Finns, twenty O.K.'s and some twenty-five Merlins, 12ft. Nationals and Enterprises. Easter being rather early and the dredging programme having delayed the laying of moorings, the upper reach of the river had not yet assumed the appearance of an overcrowded marina and it was still possible to set courses where Club spectators might see something of the racing. As to the results, we have to summon up our xenophile sentiments of last year's bulletin; practically none of the trophies were won by our members.

As to the Summer and Autumn Trophy meetings; we had to call off the Flying Dutchman meeting as it clashed with the Olympic Selection Trials at Poole. It was fortunate that the weather permitted racing in the Solent for the Solent Plate and Solent Salver Open meetings because, as these meetings are fixed at neap tide week-ends, when water may be low in the river and lakes, the alternative of river courses is no longer available since congestion prevents racing in the upper reaches.

The Junior Regatta is held in mid-week when traffic in the river, is, of course, less than at week-ends. Nevertheless, it was perhaps not disastrous when fewer visitors turned up than in previous years (if we exclude the large fleet of Scows brought round from Beaulieu by Helen Tew). The lovely weather made a very enjoyable meeting with agreeably safe sailing.

International Finn Class:

Local Finn Class racing has again been confined to the Open Meetings. This year there was an additional series during April to give practice to those going on to the Olympic Trials, which was won by Brian Saffery-Cooper of Ranelagh S.C. who eventually represented us at Tokyo. Previously Mike Astley of Northampton S.C. had won the well supported Easter series with Jonathan Rogers second and Desmond Stratton third. Astley was selected as Olympic Reserve helmsman.

The Autumn Trophy was won by Richard Creagh-Osborne from Saffery-Cooper with Richard Elliott of Staines S.C. third.

Richard Creagh-Osborne, Desmond and Jonathan all did well in away regattas this year.

Richard kicked off by retaining the four-yearly Festival Solo Trophy at Cheddar and then came sixth in the Inland Water Championship at Pitsford. In the British Championships, in splendid conditions, at Little-hampton he was runner-up with Jonathan fifth out of an entry of fifty. Not bad, too, for two of the original boats built in 1950!

Desmond came second at the Royal Corinthian, Burnham, series and then, in the Olympic Trials Richard was third in a very hard fought series.

The Finn Gold Cup was held in England this year, at Torquay. This World Championship was won by the superlative Austrian, Randaschi, later to come fifth in the Games at Tokyo. The Swede, Kellner, was second and Richard was third, winning two of the seven races but also having to score two 50th places in his total! Bruder of Brazil, seventh at Tokyo, was fifth and Wind of Denmark, bronze medal at Tokyo, was sixth. But the Tokyo weather was much tougher than the light, fickle conditions in Torbay.

Lymington Pram Class:

This year some owners have been abroad and some working too hard to sail regularly but the remaining few have enjoyed many hours in the Solent. E. M. Knight, *Greenfly*, includes Scratchells Bay and Bridge Buoy in his itinerary of over 135 miles; but most owners find Hurst, Shalfleet and Gins far enough. The Island beaches provide perfect landing but the mainland gets more restricted and dinghy helmsmen do not always get the welcome they deserve.

It was observed that the tide turned unexpectedly early this summer.

Hon. Lawrence Methuen-Cambell is getting "something with an engine" and has sold *Osprey* to W. Landells. She has gone to Keyhaven.

Miss Molly Rymer and Colonel H. M. Davies kindly acted as Race Officers, but racing was badly supported. After a bumpy passage across the Solent, R. Close-Brooks, *Kingfish*, won the Outport Cup, he also won the Helmsman's Cup. The Kelly Trophy for Points racing was won by Miss M. Fortescue, *Bobby*, and the races in the Regatta by Colonel R. Butler, *Blue Peter*, and C. Goodhart, *Grasshopper*, from Keyhaven.

GP I 4 Class:

The G.P. Points Series was won by Julian Thompson and the G.P. Trophy by Richard Bagnall. The racing was good and helped by fine weather, but, considering the number of G.P.'s in the Club, it is clear that many owners are still missing a great deal by not racing.

It is very important to stress again that the clauses in the Class Rules with regard to buoyancy are not just for those who race regularly but are a basic safety requirement.

HOUSE MATTERS:

Club Improvements:

Thanks to the co-operation of the builders and the ever watchful eye of Frank Webster, the Club improvements were completed in time for the Easter meeting. Now that we have had several months experience of using the new amenities, the general opinion is that the effort and expense were well worth-while.

Catering:

During the course of the year, catering once again has undergone a considerable change. However, as so often happens, what appeared to be a calamity turned out to be otherwise and we are now enjoying a well established self-service catering with some excellent cooking provided by our Mr. Brooks. With the emphasis on the "self-service," your House Committee would like to remind all Members how much nicer it is to arrive for the "second sitting" at a clear table. This can only be achieved if everyone co-operates and removes the used plates etc. to the kitchen.

Bar:

Once again we are happy to report that bar takings show a substantial increase and much of the credit for this goes to our genial Steward, Bob Hales and his wife, Jose, who helps him at week-ends and on other special occasions.

Social Occasions:

These have all been well attended and many functions have been over subscribed. The feature of the season was the Regatta Ball, which was voted a huge success and this was due to the fact that for the first time in the history of the Club space was found for Members to foregather with their parties by means of having a marquee on the forecourt. This is an obvious "must" for the future and it is already on order for 1965. In the light of this year's experience we now know that we can now take up to a total of 250 members and guests for the Ball.

Votes of Thanks:

To the "Flower Girls", so ably organised by Audrey Thomlinson, who continued to devote so much time, skill and patience in making the Club look so nice all the time.

To Frank Webster - for all he has done.

To the Secretary and Staff - To them, especially George Edwards, we are grateful for the smooth and efficient running of the Club.