

ROYAL LYMINGTON YACHT CLUB

**BULLETIN 1965**

*By "L'AGNEAU"*

**Flag Officers:**

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

**EDITORIAL**

The outstanding success of the year was that we were placed second in the Royal Ocean Racing Club Points Championship. This is fully reported in the Sailing Section. Otherwise, it has not been much of a season. Summer came rather late and the best period of pleasant, settled weather was in October. Many members were able to take full advantage of it and thereby delayed the boat yards' hauling out programme.

Your Committee have had to keep a keen eye on expenditure this year. We finished last year with the coffers denuded of ready cash and, after providing the new pontoon and a new deep freeze, we are likely to finish this year in much the same state. The pontoon was a "must" to relieve the congestion on the others and the deep freeze was down for renewal in 1966 but failed to last the course. The Honorary Treasurer is not alarmed but, if we are to work up a reserve in order to allow us to embark on further improvements, we may have to look round for some other source of additional income. Debentures, for capital expenditure, higher subscriptions and fruit machines are all under consideration.

The Borough Council's scheme to enlarge the Bath Road Car Park is delayed by their negotiations over the purchase price of the land they require. The District Valuer is involved and that department is not noted for its speed of action. If Loan Sanction is also required the Credit Squeeze may cause further delay. Considering the present car park has spaces for 125 cars and the attendant sold 300 season tickets this year, members who did find room to park were lucky.

The number of motor-cruisers in the river is increasing and the Sailing Committee have co-opted R. van Moppes to represent them and assist in organising competitive cruises for them.

Safety in dinghies has been a subject of considerable concern to the Sailing Committee during the past season and they would like to bring to the notice of all members the following points affecting the safety of dinghies sailing in local waters.

First and foremost, it is evident that many dinghy helmsmen have no real appreciation of some of the quite sudden changes which may be encountered, mainly due to the change of direction of the tidal stream.

On August 29th, a young couple lost their lives when sailing a dinghy in the Solent, in spite of the fact that their capsizing was seen by a number of people ashore and afloat, that the authorities were alerted, the R.N.L.I. Inshore Rescue Boat went out but had to return on account of the weather conditions, the Yarmouth Lifeboat went out, a helicopter from Thorney Island was airborne and the dinghy with the crew clinging to it was seen and approached by two yachts which endeavoured to take the crew off. This happened on a day when the weather was not particularly bad, it was, in fact the second day of our Annual Regatta when our dinghy classes were racing in the Solent. In addition there have been a number of near misses during the past season when the crews of capsized dinghies in the West Solent have been rescued by pure chance of passing craft. But for the purely fortuitous presence of these craft (in one case a submarine) other fatalities might well have occurred.

The weather forecast and TIDE TABLES must be consulted before undertaking a trip across the Solent. Of these, the TIDE TABLES are by far the most important. The Club cannot, of course, take any responsibility for the safety of dinghy crews except when they are racing in races organised by the Club or taking part in sailing instruction also organised by the Club. At all other times their safety must be their own responsibility. Members are, therefore, earnestly requested to ensure that their children do not sail dinghies beyond the mouth of the river unless the following precautions are taken:

1. Lifebelts must be worn and adequate buoyancy, securely fastened, must be fitted to the dinghy. Other essential gear - rudders, tillers, bailers, etc. must be secured so that they cannot float away in the event of a capsizing. (A pamphlet has been prepared by Major A. D. G. Braithwaite on this subject with the approval of the Sailing Committee. Copies can be obtained from the Secretary.) A drill for righting the boat after capsizing must be worked out, memorised and, preferably practised. The best practice can be obtained when racing, when rescue launches are in attendance in case anything goes wrong.
2. Weather forecasts are often inaccurate, but it is certain that when a Spring High Water is predicted and a fresh or strong wind is blowing from the south-west conditions for dinghies in the West Solent will deteriorate rapidly and dangerously from approximately one hour before High Water, Lymington, for a period of five to six hours. This deterioration will occur quite independently of any increase in true

wind strength.

Dinghies should, therefore, never start a trip across, or far out into the Solent when a spring flood stream is running and wind is fresh from the South-West unless it is CERTAIN that the return trip will be COMPLETED before the commencement of the ebb stream, *i.e.* one hour before High Water. Every tide exceeding 7.5 feet should be regarded as a spring tide for this purpose.

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## SAILING

The outstanding feature of the 1965 season has been the performance of Rendall Clarke's new *Quiver IV*. Congratulations to Ren on being selected as Captain of the British team for the Admiral's Cup which rebuffed the strong Australian challenge, on winning Class I in the Fastnet Race and on his many other successes during the season. As a result of *Quiver IV*'s performance, ably backed by *Assegai*, *Daiqiiri*, *Liz of Lymington* and *Bowstring*, the Club came second in the R.O.R.C. Points Championship, the highest we have ever achieved.

### **Sailing Instruction:**

One course was held. There were fifteen applications for the course, but, owing to shortage of instructors, two could not be accepted. This, once again, emphasises the need for more members to volunteer to instruct if these courses are to continue.

### **Yacht Tenders:**

The new pontoon has been fully used and has done much to reduce congestion. Nevertheless there is still a tendency for the majority of tenders to be concentrated at the outer ends of the pontoons, thus causing congestion there and blocking access to the inner ends, where there is often ample space to spare. The co-operation of members is sought in avoiding this inconvenience.

### **Short Passage Races and Races Round the Buoys:**

This year, in our traditional early season races, the normal order was reversed and our season commenced with the races to and from Cowes on April 24th and 25th, followed by races to Poole and return on May 15th and 16th. This was done to suit the tides.

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The results of the Lymington/Nab End Whistle Buoy/Cowes and Lymington/Spit Sand Fort/Cowes races were:

Division A	1st <i>Firebrand</i>	2nd <i>Noryema III</i>	3rd <i>Blue Jacket HI</i>
Division B	1st <i>Sunmaid IV</i>	2nd <i>Corunna</i>	3rd <i>Daiquiri</i>

The result of the return race Cowes/Lymington was:

1st <i>Firebrand</i>	2nd <i>Daiquiri</i>	3rd <i>Corunna</i>
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The results of the races to and from Poole were:

Lymington/Poole	1st <i>Firebrand</i>	2nd <i>Quiver IV</i>	3rd <i>Camelaird</i>
Poole/Lymington	1st <i>Rebel</i>	2nd <i>Blue Jacket III</i>	3rd <i>Quiver IV</i>

### **Royal Lymington Yacht Club Regatta:**

This year, for the first time, challenge cups were presented to the winners of Races One and Two. The Langtry Cup for the larger boats in Race One and the Harkaway Cup for the smaller boats in Race Two.

The Langtry Cup has recently been presented to the Club by Major R. E. J. Parsons, m.b.e., who attended the Potter Ship Party and gave us a brief history of the Cup before presenting it to the winner, Rendall Clarke of *Quiver IV*. The cup was originally won by Mr. Langtry in a race in the Lymington Town Regatta in 1832. Mr. Langtry was the husband of the well-known actress Lily Langtry, otherwise known as "The Jersey Lily," who lived in this vicinity at that time. The cup had not since been competed for. It was given to Major Parson's family by Mr. Langtry.

The Harkaway Cup, which was won by Peyto Slatter's *Charlotte Amalie*, has been in the Club's possession for many years. It was originally presented for inter-club team racing in the West Solent One Designs but had not been competed for since that class died.

### **Cruiser Races:**

There was, once again, a welcome increase in the number of entries for the Ware and Power Cups, a total of twenty for the two races.

This year a new method of limiting engine running time was used. Instead of giving each boat a fixed limit of engine running based on rating, each skipper was allowed to use his engine at his discretion without limit but required to keep a log of the times it was running. The total engine running time was then multiplied by a factor which took

account of the power-weight ratio and added to his corrected time. This meant that it only paid him to use the engine when progress under sail alone dropped below a certain critical speed. This method presented owners with some interesting navigational problems and much midnight oil was burned in the days before the race in working out the exact critical speeds at which the engine should be switched on and off.

In spite of this there were wide differences of opinion. Dr. W. R. Thursfield, who won the Ware Cup for the second successive year in his *Atalanta Rambler*, used his engine for four and a half hours, while Derek Hobson, who won the Power Cup in *Anahita*, used his for just over one hour. In the latter case, it is rumoured, the critical moment for stopping the engine was not decided by the skipper but by the motor itself!

### **Potter Ship:**

The season ended with the traditional Potter Ship Race and Party. With a dying wind and a strengthening spring ebb, conditions favoured the larger yachts and a most exciting race for first place developed between *Quiver IV* and *Firebrand*. *Quiver* entered the river and finished first but had to give *Firebrand*, who was not far behind, four minutes and twenty-two seconds. There was doubt until the last moment whether she could do so and eventually she failed by fifty-one seconds. So *Firebrand* won the Potter Ship with *Quiver IV* second, Roy Coomb's *Galatea*, with a very much lower rating, did very well to gain third in the overall placing in such conditions. The Tankards for Class II (X Class) went to A. and S. Jardine's *Madcap* and Class III to Mike Pocock's *Whisper*.

### **Cruising:**

The miserable weather must have disheartened the cruising enthusiasts. Not a single log was submitted for the Cadiz Cup. However, two of the Flag Officers set a good example. The Commodore was away for ten weeks in *Tamarack* and spent a considerable time in Danish waters and had a lot of fun in the Dutch and German canals. The weather, he reports, was no better there. Rear Commodore Bowen in *Pomerol* did an extensive cruise in Dutch waters.

### **Race Officers:**

Frier Jardine and Val Powell continue to give their usual wonderful service in running the races for dinghies and the "X" and Handicap Classes. While Freer recruits his helpers from the Mum's with Mrs. Tew, Mrs. Davies and Mrs. Bagnall very much in evidence at all dinghy meetings, Val runs an all-male group with Philip Gardener, "Sandy" Denny and Lionel Cox. The last named has had a cataract removed from his eye and it is nice to see him back in the team. We owe them all a big thank you.

Colonel Davies and Mr. Bevan's symphony on the Flags and Guns has been much

appreciated at Easter and the Regatta.

Doug. Baverstock, our boatman, has once again contributed his invaluable share in ensuring that everything is ready when it is wanted and every member gets a helping hand whenever required. Once again we give him our grateful thanks.

### **X.O.D. Class:**

At the Annual General Meeting of the Lymington Division last winter Roddie Stewart and Gerald and Anne Grey were invited to become Honorary Life Members in appreciation of their many years of service, encouragement and example to the Division.

James Tennent has sold *Zest* and joined Chris Bowen in *Vin Rouge. Beck (Sea Foam)* has transferred his affections to a Nicholson 32. New members are Squadron Leader P. E. A. Stevenson with *Spey (X.83)* and J. B. M. Coates with *Margaret (X.93)* bringing our total up to twenty-four boats.

A season of improving standards of racing again proved Richard and Augusta Creagh-Osborne invincible in the Wednesday and Saturday Points Races and the Cock Boat Cup, thus completing the hat-trick not to mention four times in their five seasons. For the second year running they tied with Mr. and Mrs. Harold Hayles in *Helena* for the Allott Cup. Jane Pitt-Pitts repeated her success of last year in the Ladies' Race and the Helmsman's Cup (which is in danger of becoming a misnomer!). Full results are:

<i>EVENT</i>	<i>WINNER</i>	<i>SECOND</i>	<i>THIRD</i>
Jade Cup (Saturdays)	<i>Dolphin</i>	<i>Xanthus</i> (J. R. and W. Westmacott)	<i>Gvpsie</i>
Hotham Cup	<i>Dolphin</i>	<i>Madcap</i> (A. & S. Jardine)	<i>Gypsie</i>
Cock Boat Cup	<i>Dolphin</i>	<i>Madcap</i>	<i>Gypsie</i>
Helmsman's Cup	Jane Pitt-Pitts	Donald Taylor	Gerard Combe
Single-handed Race	P. E. A. Stevenson	Derek Pitt-Pitts	William Westmacott
Ladies Race	Jane Pitt-Pitts	Joan Southern	Mrs. Braithwaite
Crews' Race	Peter Rowan	J. D. Hillier	Mrs. Stevenson
Marriage Handicap	Captain & Mrs. Stuart Jardine	Donald & Kay Taylor	Sqdn. Leader & Mrs. Stevenson
Allott Cup	<i>Dolphin )</i> <i>Helena )</i>		
Persephone Trophies:			
Race off Lymington	<i>Dolphin</i>	<i>Gypsie</i>	<i>Helena</i>
Race off Yarmouth	<i>\ Helena</i>	<i>Lucrezia</i>	<i>Anitra</i>

Instead of the Inter-Port Team Race with Yarmouth this year, in order to provide a large number of starters as practice for Cowes Week, Jimmy and Eileen Caulcutt promoted two combined races with the Yarmouth Division, the first starting off Lymington and the second off Yarmouth. They generously presented two very handsome silver salvers, to be known as the "Persephone Trophies," for the winners of the two races.

Three of the Division took part in the Poole Bay Olympic Sailing Association Week in June. Derek and Jane Pitt-Pitts in *Gypsy* scored a first and second during the week.

In the Inter-Port Team Racing we won both our "Home" races against Itchenor and Hamble Divisions but lost our "Away" races with Parkstone and Cowes. The Bar Yacht Club also visited us this year and severely trounced us. We were led to believe they were a very weak team and fielded our second team, so the silver candlesticks will not grace our table for a while. Gamesmanship? What ever you call it, the House Committee are furious!

At Cowes we won the Team Challenge Shield again. In the final against Parkstone, thanks to *Madcap* and *Dolphin* who were first and second respectively, our remaining boats, *Xanthus* and *South-wind* only had to complete the course without hitting anything to achieve our win by 1 point for the second time. In the Captain's Cup for the individual aggregate *Madcap* came second and *Dolphin* fifth and both had a win on one of the days. In the Phillipson Challenge Shield, which is decided on the score of the four best boats in each division each day, we were, most disappointingly, only third. On the first day the wind suddenly failed on a downwind, downtide start and *Madcap* and *Xanthus* both drifted helplessly onto the outer distance mark and retired. If they had managed to score their average points for the week in that first race we should have won comfortably. To make it worse we only had two of our boats scoring that day and we lost further points due to a muddle over declaration forms.

Roll on 1966! Parkstone and Itchenor are not unbeatable but we must turn out in force.

The season was wound up with an Invitation Race in which six members of the Class raced against a team comprising Val Powell, the Race Officer;

Captain Chapman of British Railways Ferries; Doug. Baverstock, the Boatman; Bill Smith who services most of the Class; Ben Boxall, the Sailmaker; and David Letts, skipper of *Quiver IV*. The last named being crewed by none other than *Quiver IV*'s Owner. Rendall Clarke very kindly had his yacht berthed on the Club jetty and a memorable lunch party was enjoyed onboard by all taking part.

### **Dinghy Racing:**

As in last year's Bulletin, we are able to report successes in open or international racing of some of our dinghy helmsmen.

Richard Creagh-Osborne who got his old Finn down from the shelf for the Autumn

Trophy Meeting again defeated our National Olympic representative.

Stuart Jardine, who has now won the British Flying Dutchman Championship more often than anyone else, won so many races at the Poole Bay Olympic Association Week to make sure of this year's title, that he was able to get away before the end of the series to take the helm of *Ilex*, the **R.E.Y.C.** yacht, in the British team in the One Ton Cup series. Later he won the Inter-Services Gold Cup, which his brother Adrian had won the two previous years.

In this year's Inter-Varsity Yachting Match, Cambridge were defeated by Oxford perhaps because the latter team included Nicholas Davies and Giles Biddle, this year's and last year's Captains respectively. Giles' brother John took part in the I.Y.R.U. trials to select a new single-handed dinghy class. He sailed a canoe right away not only from all the other competitors but also - it might seem - out of the ken of the Press - so poor was the publicity he got!

Three of our boats went to the Firefly Championships at Herne Bay, Peter McDonald, Ian Tew and the Bagnall Twins. The weather was bad and, in one race, the majority of the boats capsized but, in this race, the Lymington boats made a good impression by their seaworthiness.

Our Open Meetings for Finns and Fireflies are the Finn Autumn Trophy and the Edmond Single-handed Trophy and the Solent Salver, all of which take place in August or September in the Solent.

The Solent Salver is now used by the National Firefly Class as one of the races counting for the new Vines Trophy, a competition based on each competitor's best four races from races selected from various meetings around Britain. This year we had twenty starters, of which half were Royal Lymington Yacht Club boats, and amongst the visitors there were half-a-dozen top-rankers. Unfortunately Nicholas Davies had to retire early but the remainder of our representatives, led by Peter Bruce, came in third, fifth, seventh, tenth, eleventh, twelfth and sixteenth which, against such distinguished opponents, was a remarkable performance.

In the Single-handed event, also won by Rodney Pattisson, Nicholas Davies was second; Peter McDonald fourth; Peter Bruce fifth, and the remainder well up. It all goes to show that in our Firefly Class we have helmsmen of promise.

As was mentioned in last year's Bulletin, these meetings are held at weekends near Neap tides when, due to Low Water being near mid-day, alternative courses inside the river are not available if it is too rough outside. However, at Neaps it is possible to hold races in the Solent with a fresh South-West wind provided they take place while the Flood (East-going) stream is running. This gives a long beat and the probability of a comparatively undisturbed sea, making, as it did this year, for some very pleasant racing.

The Easter Meeting and the Annual Regatta have to be held at or near Spring Tides. This presents the Race Officer with a very difficult problem. In the afternoon the ebb tide will be running and with a fresh South-West wind conditions outside may become very nasty. Congestion in the river makes it impossible to race all classes there. Under these conditions any courses outside are set close inshore and up-tide of the river mouth.



Thus, with the rescue boats to keep an eye on them, and the marshes handy on which to beach, competitors realise that their security is safeguarded as much as possible.

Our Easter Dinghy Meeting is not only the chief event of our Dinghy Year but it is now, in fact, our only Dinghy Regatta since in the Annual Regatta dinghy racing is hardly practicable unless the weather is kind enough to permit safe sailing for them in the Solent. But at Easter few moorings are occupied, the summer service of ferries has not started and there is altogether more elbow room in the river. Last Easter we had 147 entries of which about 60 were single-handed - Finns, O.K.'s, and Moths - the remainder being two-men craft. For the first time ever this year the weather interrupted racing on every one of the three days. The wind was too high for anything but a short river "storm course" and even then the rescue launches were strained to the utmost. Under these abnormal conditions crews had to hang about ashore in the hope that a lull might permit them to race and the Club House was as congested as a Cowes club during the "Week".

The most lucrative annual prizes for young members of the Club are those of the "Peter Andrae" Competition. This year's event was saddened by the news of the death of the donor, Herman Andrae, a Life Member of the Club. In memory of his son, Peter, who was lost at sea in a yachting accident before the First World War, he presented a sum of money, the dividends from which were to form the annual prize for a competition amongst members under twenty-one years of age. This year's competition was won by Peter McDonald with Peter Rowan second, and Malcolm Tew third.

The Coronation Cup for Fireflies was won by Nicholas Davies and the one for Cadets by Margaret Power. Nicholas also won the Cock Boat Trophy.

The Fortescue Cups for schoolboys or girls sailing their own Fireflies was won by Malcolm Tew (Canford) with Miss V. Borthwick (St. Mary's, Calne) and second Peter Rowan (Charterhouse) with D. Soames (Wellington).

To some extent, the performance of the *Club* representatives in team racing is an indication of their ability. On Good Friday we invite other Clubs to come and race against us in Fireflies. Some of them are well known for their prowess in this sport. This year teams from the Castaways, Parkstone, Christchurch and the Army Sailing Association accepted the challenge. For the fourth year in succession our team, under the captaincy of Nicholas Davies, emerged the winners.

The Firefly Class in the Club numbers some twenty-odd boats but it is expected that this number will increase before next season. Parents of children who have "passed out" from our instruction courses are reminded that the two racing boats the Club recommends for these young sailors are the Cadet and the Firefly. The Cadets all sail round at Keyhaven where there is a Squadron under the captaincy of Brigadier Maurice Hope. The Fireflies sail in the river here. An advantage of this boat is that it has a "reduced rig" consisting of a smaller jib and main which are set on the standard mast. It is thus possible to go right through from childhood without changing boats. A further

attraction of this class is the opportunity of pitting oneself against really tip-top helmsmen.

### **International Finn Class:**

The local Finns have been very inactive in racing this post-Olympic year though there have been a few out day-sailing.

The Easter series was fairly well supported and resulted in a convincing win for the R.A.F. helmsman, John Maynard.

The main event, the Autumn Trophy Race was won by Richard Creagh-Osborne from Brian Saffery-Cooper for the second year in succession. In the accompanying series the order was reversed.

The National Championships in North Wales and the Gold Cup in Poland were too far away and received no support from local boats.

### **Lymington Pram Class:**

At present no satisfactory substitute for these boats has been found and they remain as popular as ever in certain sections. Unfortunately, as replacements are unobtainable, owners are reluctant to sell and a state of "stalemate" has been reached. It would help the Class if any owner willing to sell would notify the Class Captain before letting their boat go out of the area.

This year the passages through the Lakes from Keyhaven to Pitts Deep were explored. The only obstruction found was Pennington Sewer which is now much higher and should only be crossed at high water and then with care.

*Osprey, Jane* and *Ariel* have returned to Lymington bringing the number of boats in commission up to twenty.

### **G.P.14 Class:**

Again this year disappointingly few boats came to the line for Club races which were closely contested and keenly fought. The Points Series resulted in a tie between John Milles and Peter Thompson who also won the G.P. Trophy. The Tar Barrel Trophy for the Class was won by Julian Thompson. Next year the South-Western Area Championship Meeting will be held by the Club on June 25th/26th. It is hoped that there will be a good turnout of local boats for this event.

### **Motor Cruisers:**

In conjunction with the Club Rally at Beaulieu on September 26th, a competition on the lines of a "Predicted Log Contest" was organised and four motor yachts took part.

It is hoped to arrange more detailed contests next season and, possibly, to combine them with a team competition against another Club. These contests are tests of navigation and not of speed.

## HOUSE MATTERS

At times, such as Regatta Days and on Sundays during the winter, the Club facilities are often stretched to the limit, especially with regard to Bar space, but such problems are receiving the attention of your various Committees.

### **Catering:**

The "Self-Service" method run by our Mr. Brooks has continued most successfully and the use of the dining room has grown in popularity. In addition, the "Wine Dinners" have proved a great success. The first series ran from January to March and were all fully booked. Table reservations for the present series may be made through the Secretary and all bookings are taken in strict rotation. The dates are given in the Winter Programme.

We are all extremely grateful to Mr. Brooks and his Staff for the very excellent service he provides for members.

### **Bar:**

During the first part of the year the Bar proved to be extremely popular, as evidenced by the takings, but, in spite of the fact that we did not raise our prices to cover fully the Budget increases, the figures for the second half of the year compare unfavourably with those for 1964.

Members are reminded that Club improvements are financed mainly from bar profits and in this connection we can all help, especially during the sailing season, by purchasing our "ship's Stores" such as beer, liquor, wines, etc., from Bob Hale, who looks after us so well and is only really happy when his monthly takings are on the increase.

### **Social Occasion:**

Once again the Regatta Ball was a huge success. Next year, by a slight re-arrangement, we hope to have more tables in the marquee.

As a new venture, it is intended to hold Club Evenings for the benefit of new members and the first of these is scheduled for December 11th.

### **Flowers:**

Lady members certainly do, but how many males realise how dull the Club would be without flowers and how much time and effort goes into the beautiful decorations which we now take for granted. Audrey Thomlinson and her willing band of helpers deserve our very best thanks. Anita Hobson and Vi Edwards are her chief lieutenants on special occasions and deserve special mention.

**Vote of Thanks:**

To the Secretary and Staff. Team would be a better word. To the ordinary member the Club runs smoothly. Those who have anything to do with the organisation. Flag Officers and Committee Members all realise that we have a wonderful team and the Secretary is the Captain of it. We owe him more than words can express and thank him and the Staff very warmly for all they do.