

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1966

By BON CERF

Flag Officers:

COMMODORE	.....	.....	.....	.....	.....	P. J. B. Perkins, Esq.
VICE-COMMODORE				....	.....	H. Goodhart, Esq.
REAR-COMMODORES	.....	Air Marshall Sir Arthur McDonald, K.B.E., A.F.C.				C. A. C. Bowen, Esq.

EDITORIAL

On the 15th July *Her Majesty the Queen*, accompanied by *Prince Philip*, visited the Borough and unveiled a plaque commemorating her visit, in the newly opened Town Hall.

A large concourse of loyal Burgesses attended the ceremonies and your Club was represented by the Vice Commodore.

The Club continues to grow and there are now around 1,600 Members. We are not yet bursting at the seams - but that is only a matter of time.

The Selective Employment Tax has reached the Club. The direct cost of this is around £315 per annum -which is a lot of money to have to find.

Financially the Club can meet all normal expenses, but the abnormal ones may give our Honorary Treasurer a bit of a headache. He is already thinking about various repairs to the Starting Platform, the Club Pier and, in a couple of years or so, a new launch. The present launch is over 40 years old and the engine is nine years old. The launch works hard all through the Season and is working smoothly but its days are numbered.

SAILING

Sailing Instruction:

We are grateful to Ted Barrowclough for taking on responsibility for the Sailing Instruction this year, at short notice, owing to Arthur McDonald's absence in America.

Two successful courses were held, one before and one after the Regatta. Weather was mixed, but the twelve pupils made good progress and were most appreciative of their instructor's efforts.

Short Passage Races and Races Round the Buoys

These started with the Lymington to Poole Race on April 16th. The wind for this was light and variable. It was so light at the start that all competitors had to kedge before the start and several completely lost steerage way after starting. At least two were seen proceeding towards Hurst stern first, carried by the tide! The wind remained light all day and many yachts failed to finish within the time allowance and retired.

The winner was R. Amey's *Noryema IV*; 2nd, D. J. Maw's *Bluejacket HI*; 3rd, S. H. R. Clarke's *Quiver IV*.

For the return race next day the wind was stronger, but easterly, so times were slower than usual.

The winner was *Quiver IV*; 2nd, W. M. Vernon's *Assegai II*; 3rd, *Noryema 1 V*.

The results of the Lymington/Nab End Whistle Buoy/Cowes and Lymington/Spit Sand Fort/Cowes on April 23rd were:

Division A 1st *Quiver IV* 2nd *Bluejacket III*
3rd N. Bond-William's *Bowstring*.

Division B 1st G. B. Bowles' *Sunmaid IV* 2nd F. King's *Excalibur II*
3rd M. Pocock's *Whisper*.

Cruiser Races

The Ware and Power Cup races were held on Friday, September 9th. The entry for the Power Cup was disappointing, only two, *Franesta* and *Anahita*, whom she beat by two minutes.

There were twelve entries for the Ware Cup, including *Kilovar II*, a Catamaran, which presented the handicappers with a difficult problem. This was solved quite arbitrarily, by adding the lengths of the two hulls together, for handicapping purposes. Unfortunately, *Kilovar* had one engine out of action for much of the race and we shall never know how she would have fared had she the use of both of her powerful engines, one in each hull. In spite of her large handicap and engine trouble she wasn't last.

The winner of the Ware Cup was Arthur McDonald's *Theodora*. *Ereina*, another *Atalanta*, was second and Chris Bowen's *Pomerol* was third. Chris might have won if he hadn't got stuck on Ryde Sands for quite a while.

Potter Ship

The entry for the Potter Ship was slightly down on last year, possibly due to the fact that the race was held on October 1st, and some insurance policies expire at the end of September. The wind was fresh for much of the race and the 48 competitors had some enjoyable and exciting racing, Winner of the Potter Ship and Class III was L. A. Edwards' *Jose of Lymington*. Winner of Class I was *Quiver* /F(3rd overall), and winner of Class II. (X.O.D.) was P. E. A. Stevenson's *Spey* (6th overall).

Dinghy Sailing

The Easter Meeting apart, our 1966 dinghy racing season when compared with several other years, was rather a lean one.

The doubts and hesitations that arise from the multiplicity and clashing of fixtures in the numerically large classes are blamed by many clubs for poor attendances at their open meetings and certainly our Flying Dutchman and Solent Salver (Firefly) meetings were so affected.

Easter generally falls before the general ebullition of clashing dates and before our river becomes choc-a-bloc with moorings and summer traffic but also - most important - whilst we are still able to get services of launches and keel-boat crews who, later on, are themselves busy racing or cruising and cannot help. In fact, as last Bulletin noted, it is only at Easter that we can hold a Dinghy Regatta.

Last Easter the number of competitors reached the approximate figure of recent previous meetings - about a hundred-and-fifty boats. There was again an increase in the proportion of single-handed craft mostly in the O.K.s. As usual the Fireflies provided the largest entry - over 40 - in the two-handed classes - more than the total of the Ospreys Merlins and Nationals. It would not of course be possible to start forty or more boats from the Club Line except when the moorings are unoccupied and except at the Easter HW Springs. This year we had to resort to a "two-minute Rule" (i.e. disqualifying anyone over the line in the two minutes before the start) and next Easter we should introduce it straightaway for the Fireflies and O.K.s.

We have not this year so much to say about the doings of our Olympic yachtsmen all of whom are rumoured to be finding that their livelihoods and personal responsibilities do get in the way of serious yachting.

In the same way as in the Finn Autumn Trophy last year, Richard Creagh-Osborne's old *Finesse* was taken down from the shelf and dusted but this year there was no challenge from the reigning British Olympic representative who a week before had somewhat startled the Class by taking 88th place in the World Cup Series. Vernon Stratton another ex-Olympic representative came for the Trophy Race but did not press Richard very close.

Stuart Jardine now stationed in Germany has been having some interesting Flying Dutchman racing with the German Olympic representative and they have been seen together crewing for Lewis Jardine age three. Stuart has also been exploring the possibilities of Olympic trial racing in the Star Class which is almost non-existent in England. The Services Gold Cup has been won for the last four years by a Sapper boat with a Jardine in it; Adrian's presence was also significant in the 5.5. which did so well in the World 5.5. Championship in Denmark last summer.

Nicholas Davies who captains our Fireflies was in the Oxford University team which defeated Cambridge in the annual match and which went on to win the Allbury team championship at Hamburg. **He** was also in the British Universities team which, after winning the Dutch Universities championship, carried off the European (Universities) Championship at Munich. Because of all this foreign activity he was unable to attend Firefly Championship Week at which our only representatives were the Bagnalls.

The Tew name for international dinghy racing has been maintained by the second youngest one, Malcolm, who finished well-up in the World Championship of the 420 Class and was third in the corresponding series for the "UNO" class which is the single-handed form of the 420. Another of yester-year's Tew babies - James - of ten years of age and almost an equal period of boat experience behind him, is now seen leading the Beaulieu Scows.

None of the Easter Open Series was won by our helmsmen. The Finn Sugar Bowl went to Maynard of the R.A.F., the Merlin Trophy to Potter of Hamble from which club came also all the competitors in the 12ft. National Series. The two Moth Series went to visitors, and Ware, a well known visitor here beat our Jeremy Rogers in the numerous OK class. The big Firefly Class was won by Rodney Pattisson, his brother J. Pattisson who later won the Points Championship at Firefly Week, was 11th. Second was Slimming, the Class Secretary and third our Firefly captain Nicholas Davies. The Bagnalls beat several distinguished helmsmen to take 6th place.

In our September Open Meeting for Fireflies, Nicholas Davies won the Edmond Single-handed Trophy and was third in the Solent Salver.

The Coronation Cup for Cadets was won by visitors from Parkstone but there were no entries for the similar event for Fireflies.

The Open competition for schoolboys and girls for the Fortescue Cups was won by Peter Rowan with another Carthusian as crew.

Malcolm Tew won the Peter Andreae (under 21) competition. The Cock Boat Points Series was not completed and the weather was not the right sort for attempts at the Tar Barrel Trophy.

The Regatta

Both Regatta days dawned with a dead calm. Not ideal weather for such an event. Yachts with engines came to the help of those without and most competitors were on the line and kedged in plenty of time. Val Powell, on the Platform, was not a bit perturbed by the conditions and judged to a nicety when to haul down the postponement signal and get the various classes away. Once the wind came it was a pleasant breeze and all the courses were completed.

In the centerboard classes, Helen Tew, who was deputising for Col. Jardine while he was looking after his grand-children in Germany, was a tower of strength. All classes were postponed until there was the faintest breath of wind when they were sent away on the shortest courses in the book. These courses were further shortened from the rescue launches to enable the dinghies, especially the Scows and Cadets, to finish one race in time to start the next one. May the Mums forgive us if any of their offspring missed their mid-day meal. Butterflies in the stomach and "kittens" galore must have been the portion of Helen Tew and we owe her a great deal for taking the job on at short notice.

X.O.D. Class

A study of the Club Fixture List shows the extent of "X" Class racing and, for this reason, Members who are not au fait with **X.O.D.** yachts might like to know more about the Association.

The Association comprises six Divisions each having between 20 and 30 yachts based at Cowes, Hamble, Itchenor, Lymington, Parkstone and Yarmouth. They compete against each other in team racing during the season but the chief battleground is at Cowes, during Cowes Week, where some 60 yachts, from the six Divisions, meet for nine day's racing.

The Phillipson Challenge Shield is awarded to the Division that does best overall during Cowes Week: the Captain's Cup is for the best individual performance and the Team Race Shield takes the form of a knock out competition held on the Sunday before the start of Cowes Week. The Division that wins the Phillipson Challenge Shield can, justly, claim to be the "cock" Division.

1966 Successes:

These started early in June with *Gypsie* (X.1 2) owned by Jane and Derek Pitt-Pitts winning the Poole Bay Olympic Sailing Associations Golden Dolphin Trophy - the first time that a visiting yacht has taken the Trophy away from the Parkstone Division. This set the pattern for later successes for, during Cowes Week, Lymington won the Phillipson Shield for the first time since it was competed for in 1947 -and by a handsome margin. Dolphin (X.36) owned by Augusta and Richard Creagh-Osborne, won the Captain's Cup, this Cup having been won only once before by a Lymington yacht in 20 years of competition and again by a handsome margin of four firsts in four races. In addition, *Dolphin* won, at Cowes - the Eustace Grenfell Trophy, the Grantham Trophy and the Cowes Town Trophy. These successes, in such a large field of starters, is quite remarkable and deserving of the highest praise.

In Team Racing, Lymington beat the Cowes, Itchenor, Parkstone and Yarmouth Divisions during the season. The one real failure was the defeat by Cowes in the first round of the Team Race Shield caused by one of our yachts being starboarded on the Start Line and having to retire. This was a great disappointment particularly as Lymington had beaten Parkstone (the eventual winners) easily in early July.

The Division as a whole:

Club Members may wonder why there has been such a sudden upsurge in the standard of racing this year. The answer is that a very high standard is set by the Creagh-Osborne's, the Pitt-Pitts and the Jardines and to catch this trio the remainder have to gallop, thereby improving their own standard.

This was illustrated very clearly at Cowes where nearly everyone of the twelve competing Lymington yachts contributed to the score sheet. In other words, the Division has depth and flexibility which augurs well for the future.

Technical:

John Westmacott has *Anitra* (X.52) fitted with experimental metal spars at the request of the X Class Committee. This yacht was raced by Class Members from within and without the Division so that a cross section of opinion of the yacht's performance could be gauged. No firm conclusions have been reached yet. JW deserves a word of thanks for his sportsmanship, not only for lending his yacht to all and sundry but forgoing results in the series of points races.

Racing in home waters

Turn-outs on Wednesday and Saturday were consistently good, the number of yachts on the start line being 21. Weather-wise it was a typical English summer, there were very few occasions when oil-skins were not worn - Cowes Week was the wettest ever. However 1966 will be remembered as a good but uncomfortable racing season with plenty of wind and rain.

Broadly speaking, the pattern of the Wednesday's and Saturday's Ppoints racing was as follows. A certain win for Dolphin: probably second and third guns for Gypsy and Madcap (the Jardines) and a very close tussle between some half dozen evenly matched yachts for fourth place. The backmarkers kept their interests up by trying to increase the yachts behind them on the finishing line.

It is of interest to note that the three yachts mentioned above were husband and wife combinations, the wives steering: all credit to them. The two combined races with Yarmouth for the "Persephone Salvors" were well supported by both Divisions. Strangely enough Dolphin ace off Yarmouth and *Helena* (X.69) Harold Hayles from Yarmouth won the race off Lymington.

In the absence of the "big three," *Spey* (X.83) owned by Jenny and Peter Stevenson won a great duel with *Blue Phantom* (X.105) owned by Gerard Combe and 'Hook' Sangster, in the Potter Ship race, finally pipping her by 20 seconds to win the X Class tankard. These two yachts 6th and 7th respectively overall.

The season ended with the Invitation Race, sailed in a Force 5 wind with the (compulsory) rolls down. The visitors comprised the Commodore sailing Michelle (X.18) which he had owned and raced in previous years, George Edwards our Secretary, who laid down his pen for the tiller for the day; the redoubtable Bill Smith from the "Yard"; Val Powell, our Officer: our ever obliging Harbour Master, Fred Woodford; Doug Baverstock and Captain Cooke, one of the admirable Ferry Skippers. The "Royal" won the contest and a splendid day's racing ended with just the right entertainment aboard *Tamarack the Commodore's* yacht.

A summary of the season's results is shown in the table, which follows. Dolphin with 12 firsts in 12 races once again won the three major trophies to cap a wonderful year's racing.

<i>Trophy</i>	<i>Winner</i>	<i>Runner Up</i>	<i>Third</i>
Jade Cup (SATURDAY POINTS)	<i>Dolphin</i>	<i>Gypsie</i>	<i>Madcap</i>
Hotham Cup (WEDNESDAY POINTS)	<i>Dolphin</i>	<i>Gypsie</i>	<i>Blue Phantom</i>
Cock- Boat Cup	<i>Dolphin</i>	<i>Gypsie</i>	<i>Madcap</i>
Helmsman's Cup	Hook Sangster	Peter Bell	John Coates
<i>BOAT'S DRAWN FOR :-</i>			
Single-handed Race	"Papa" Jardine	Joan Southern	Jenny Stevenson
Ladies' Race	Gerard Coombe	Donald Taylor	Peter Stevenson
Crews' Race	Jervis Devonshire in <i>Spey</i>	Jeffrey Phillips in <i>Blue Phantom</i>	Ruth Evans in <i>Blue</i> in <i>Beaver</i>
Marriage Handicap	Michael & Pommy Rowan in <i>Dubonnet</i>	Peter & Heather Bell in <i>Beaver</i>	Peter & Jenny Stevenson in <i>Spey</i>
Persophone Trophy			
Off Lymington	<i>Helena</i> - Mr.& Mrs. H Hayles		
Off Yarmouth	<i>Dolphin</i> - Mr.& Mrs. Creagh Osborne		
The Arlott Cup	<i>Helena</i>		
West Solent Regattas			

Obituary

The Division learnt, with sorrow, the death of "Binks" Price in September. He had a remarkable run of successes in *Mary Rose* (X.50) winning the Jade Cup four years running and five times in all.

HOUSE MATTERS

Plans for extending the Club facilities and moving the Bar upstairs etc. are now being considered by the Architects. Whether it will be feasible to continue with the much needed improvements due to the credit squeeze remains to be seen, but undoubtedly we owe Donald Taylor in particular his Committee a very special vote of thanks for all the work that has done. Donald's detailed plans have been of the greatest value to the Executive Committee and we are fortunate to have his specialised knowledge which he so readily gives to the Club.

Catering:

Mr. Brookes continues to provide his excellent catering service and the popularity of the dining room speaks for itself.

More members have used the Summer Supper facilities and in view of Friday suppers will be served throughout the winter. A further members is that future lunches will be served on Tuesdays. This has become possible

as Mr. Brooks' assistant; Michael is now a "Chef" of some repute. To Mr. Brooks and his staff we are all most grateful, as his catering arrangement have been an outstanding success.

Will members please remember that there are only two Wine Dinners this season, so please book early.

Bar:

Bob Hale left us in May to take over the management of the Ship Inn and we wish him every success in this venture. On his departure the bar will be short staffed for a few weeks, but thanks to George Edwards in and to Vic Kebby, the assistant Steward, we managed to carry on. Our new Steward, Tom Attwood has settled in well and we hope he new surroundings.

Social Occasions:

The two dances, Annual Regatta and the New Year's Eve were both a great success. We can now take up to a total of 250 members and their guests at the Regatta Dance, but this is about the limit with existing facilities.

In addition to the above activities, the Vice Commodore's Lecture programme of six lectures proved most popular.

Club evenings continued for New Members at regular intervals, and judging the way our new members have responded it can only be concluded that they enjoyed these occasions as much as your Committee and their wives.

Flowers:

The year's results were even more magnificent than in the past. Visitors to our Club frequently express their admiration, and certainly the splendid flower arrangements do light up the premises and put a "Bloom" on the place. Our thanks continue to go to Audrey Thomlinson, Anita Hobson, Vi Edwards and the very many other ladies who work so hard. Members are reminded that each lady concerned puts in at least two mornings a week when it is her turn. They work without fuss and if you do happen to be around when the lady in question is "sweeping up" after completing her decorations, I am sure she would appreciate some assistance and perhaps a drink. A number of new lady members have joined the Club Flower Circle which is excellent news.

In conclusion, the flower arrangements for the Regatta Dance were superlative, and for this very special effort which took days to organise and complete, we acknowledge our debt to Audrey, Anita, Vi and Marjorie Rendall.

Use of Club Premises:

Members are reminded that when they bring guests to the Club and use the Bar, that it is their responsibility to see that the guest is "signed in," using the book provided in the main entrance hall. This formality is essential to ensure that the Club does not contravene the licensing laws.

Vote of Thanks

To our Secretary, George Edwards, his assistant, Mary James and other staff Members we owe a very special vote of thanks for the capable and smooth manner in which our Club is run.

ADMIRALTY FERRY CREW ASSOCIATION

Although the following is not strictly a Club matter, it has been included because it must surely be of interest to all Yacht Clubs.

If it interests you, Colonel Soames will be only too glad to give you more details.

During the late war a vast number of small craft were taken over by the Admiralty or were built to their order. They all had to be delivered to their bases or to pools from which they were shipped abroad.

The Admiralty enlisted the services of yachtsmen, engineers, etc., who for various reasons could not be accepted for the armed forces, but who would be available when asked to join a crew, to deliver a vessel from say, London to Londonderry, or from U.S.A. to Malta, etc.

At the end of the war, those who served formed the Admiralty Ferry Crew Association, which has held Annual Reunion Dinners at which the First and other Sea Lords have been among the high ranking officers who have been present.

A number of requests have been received for Membership from those qualified for a similar service, should the necessity arise.

The Association is now recognised by the Admiralty and encouraged to widen its scope - so that in case of an emergency - it can present a classified list of Skippers, Mates, Engineers, Deck Hands, Cooks, etc., it can confidently recommend. The Association is embraced in the Admiralty Ferry Crew Service, which is the Admiralty organisation for dealing with these matters. Thus members of the "Association" are automatically "members of the "Service."

ADMIRALTY FERRY CREW SERVICE:

Ferry Crews were formed by Lt/Comdr. C. D. Barber in 1942, under the direction of Admiral Sir Lionel Preston, K.C.B., who was then Director of Small Vessels Pool. Admiral Preston had charge of Trawlers, Drifters, Harbour Launches, Fleet Tenders, Yachts and Motor Fishing Vessels.

The number of Personnel in the Ferry Crew Service was roughly 1,600 and boats moved by these crews numbered 1,020.. Volunteers came from all walks of life, retired Service Officers, Civil Servants, Barristers, Manufacturers, Doctors, Dentists, Fishermen, Farmers, etc. and also men who relied on the pay for a living, but were either too old or too unfit for deep-sea Merchant Navy boats. No boats were lost, but unfortunately in the summer of 1945, Major A. C. C. Walker of Benrhydding, Yorkshire, was lost overboard in a gale in the Mersey. Some of volunteers were over 70 years of age, and there was one Engineer of undertook more than 50 voyages.

These men formed crews of six or eight, according to the size of the vessel, and collected the craft from the builders' yards, and delivered them Naval Base for Harbour Service work, or else to a port, such as Liverpool or Glasgow, for shipment to the Far East.

Several noteworthy voyages were made. For instance, delivering some Fleet Tenders from America to Malta, and one or two Norwegian M.F.V.s to Iceland and the Faroes from the United Kingdom.

Six M.F.V.'s of 60 **that** were delivered from Falmouth to Malta - with a first stop at Gibraltar. One of these little boats lost the convoy but got safely in spite of air attack off the West Coast of France and a severe gale.