

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1967

By BON CERF

Flag Officers:

COMMODORE	.....	.....	.....	P. J. B. Perkins, Esq.
VICE-COMMODORE	.....	.....	.....	H. Goodhart, Esq.
REAR-COMMODORES	.....	.....	.....	C. A. C. Bowen, Esq.
	.....	.....	.....	A. V. Sainsbury, Esq.

FROM THE COMMODORE

This bulletin will reach you just before Christmas and I hope that you will find it interesting. The Vice-Commodore has taken immense trouble in getting the 'copy' from the various contributors who compete with each other in trying to get as much as possible past the censor, but of course there just isn't room to include all the variety of activities for which this club is responsible.

Mention has been made of the new alterations, and I would like to take this opportunity of apologizing to members for any inconvenience, which they may be caused by the upheaval. With your goodwill we will not only eventually make you more comfortable, but do it in such a way that you won't realise what temporary hardship you are suffering.

A Happy Christmas to you all.

HOUSE MATTERS

Alterations:

The Steering Committee reports, that the final plans and costs have been accepted by the Executive Committee and the rebuilding of the Club will commence forthwith. The preparations for this sizeable operation started nearly two years ago, with the forming of a small Planning Committee, under the able leadership of Donald Taylor and regular meetings were held to discuss and formulate the original outline plans.

At the last A.G.M., members approved the plans and sanctioned the financing of the building programme by the raising of a Debenture Issue up to a maximum of £35,000.

The original Planning Committee now grew in size to incorporate the views of the Sailing and House Committees and was re-styled the Steering Committee, under the direction of Harry Goodhart, your Vice Commodore.

For the past year regular meetings have been held and visits to other Yacht Clubs have been arranged to assist the Committee in gaining ideas for your future comfort.

On the technical side, Donald Taylor and Frank Webster have been fully occupied and Jimmy Mallett has led the Finance Committee dealing with the Debenture Issue and other financial aspects attached to the project. During all this, your Vice Commodore has had the problem task of directing and guiding, and in the end leading over-enthusiastic Committee members back to more rational ideas, more in keeping with the funds available.

In all this work our Commodore has played a leading role by attending important meetings and providing T.S.M.Y. *Tamarack* as the transport yacht for visits to the R.S.Y.C. and the Island Sailing Club, to whom our grateful thanks are due for their hospitality and helpful advice on showing us their splendid Clubs. To the Commodore, the Steering, House and Sailing Committees wish to express their thanks for his ever open hospitality both ashore and afloat in conducting the Club's business.

Gifts:

The furnishings and fittings for our new Club is going to be a costly affair. Whatever we do we must do well, and it is of the utmost importance to ensure that all fittings, such as doorknobs, lampshades, curtains and carpets, etc., are of the required quality. It is felt it would be a grave mistake to attempt to buy too much with limited funds, which could lead to a shoddy appearance after a few years, by using poor quality materials.

This is an appeal to members to be generous enough to donate to the Club, a Gift in Guineas, in multiples of one or more, as the "Club Christmas present". Our needs are numerous and are detailed below with approximate costs of the smaller items

Door knobs - Three Guineas; Lamps Shades - Five Guineas; Bar Fittings;
Curtains; Carpets; Dining Room Tables - Ten Guineas and Dining Room

Chairs - Four Guineas, Occasional chairs for the new Bar; Bar Stools - Four Guineas; Ash Trays; Rugs and many other items. The target is not less than £500, which amongst our large membership should not be beyond our reach. Every Guinea counts, so please, after reading this do help by sending your donation without delay. The Steering Committee has to plan ahead and this can only be done when we know how much money is available.

Any member wishing to donate one of the above mentioned articles, rather than a Guinea Gift may do so, so long as the item conforms to the chosen patterns or design as selected by the Architect and the various Committees involved. Such generosity will be much appreciated and I am glad to be able to report that already gifts have been promised, and in fact, a splendid new Electric Bar Toaster has already arrived which will be installed in the new Bar for supplying toasted sandwiches when the dining room is not in operation.

Catering:

This has been a record season and our Mr. Brooks has, of course, been at the helm, ably supported by Michael and the staff. The increase in lunches is up by twenty per cent and the dining room facilities at weekends are fully extended. This has necessitated the House Committee, laying down a policy covering the booking of tables, and when a table is booked, members are requested in their own interests to take up the booking on time, this cannot be after 1.05 p.m.

Next season the dining room facilities will be increased by approximately twenty seats, together with other improvements such as, fitting "acoustic tiles" to the ceiling.

A good year Mr. Brooks and our thanks to you and your staff.

Bar:

Clive Fry, our new Steward, has been with us now for approximately one year. He is happy and so are we, and when we get out of that "passage" and into the new Bar upstairs, we shall all be happier still.

Social occasions:

No lectures this Season due to the rebuilding programme. The Club Dinner arranged for the 9th December was held at the Camden Hurst Hotel.

Flowers:

Repetition on my part, in writing these remarks, but the "faithful" continue to arrange the Club's floral decorations year in and year out. Thank you Audrey - Anita and Vi, together with all your many willing helpers and especially to new lady members who have joined in to help.

Conclusion:

Our George and Mary James are in for a tough winter - no proper office for much of the time and this is going to mean a great deal more work for them both, added to which many additional problems with this Club's building will fall upon George. All members I know will wish to express their sincere thanks to George Edwards for the magnificent manner in which he sees to our needs, and to Mary who is always smiling, helpful and charming to everybody.

FINANCE:

Although normal expenditure for 1967 should still be well within income, increased charges for National Health, Insurance and Selective Employment Tax now cost the Club a little over £600 a year. This is exclusive of catering staff.

Electricity charges, moreover, will go up substantially and we are faced with the probability of increased gas charges. These make heavy demands upon the Club.

To meet capital outlay on the proposed improvements to the Clubhouse, the Debentures issue will not affect 1967. For the year 1968, and onwards, the issue of Debentures will result in a serious decrease in Subscription Revenue. This method of raising funds, however, is undoubtedly the best way of raising money for capital outlay and should prove advantageous to many members.

SAILING:

Ocean racing:

Despite only five R.L.Y.C. boats taking part in Ocean races during 1967 the Club finished 9th in the inter club league table. This position was largely due to Ron Clarke on *Quiver IV* and Mike Vernon in *Assegai*; the latter retires next year as Commodore of the R.O.R.C. John Paterson and *Mutineer* made a useful contribution and it was good to see two recently joined members having a go in *Marionette* and *Susanna*. It is hoped that Messrs Dunning and Steams will be tempted to do more races next year.

With R.O.R.C. policy tending to help the older boats and to provide racing in the cruiser as distinct from the open divisions, it is once again becoming possible for owners of moderate means and for boats and crews not up to the very high requirements of the open division to enjoy keen racing where good navigation and seamanship can still lead into the prize list. So let's have some more R.O.R.C entries next season.

Cruising:

A report on the season's cruises is unavoidably incomplete, as cruising members do not all seem to have notified the Club of the boats they own, and inquiries of known owners have not all brought replies. It is hoped that next year a more complete census will enable this section to be more representative.

A "cruise" to be recorded first is that of Cdr. Errol Bruce, bringing Sir Francis Chichester and his family in *Gipsy Moth TV* from Plymouth to meet Her Majesty the Queen at Greenwich. It is perhaps fortunate that we are not all expected to terminate our cruises with such split-second timing, or to come alongside under the critical eye of so many millions.

A trans-Atlantic passage was made by Mike Pocock with a single companion, bringing back *Rose Rambler* from the West Indies. From Grenada, 300 miles of day sailing brought them to English Harbour; their direct passage from there to Salcombe took thirty-three days of watch and watch. The last eleven days were slow, an anti-cyclone bringing steady head winds. *Rose Rambler* with her owner Humphrey Barton in charge and a full crew later left for the Western Mediterranean, via the Biscay ports and the Canal du Midi.

Also in the Mediterranean was *Bowstring*, which had already been taken round Spain to Malta when N. Bond Williams started a three month cruise early in May. His crews included the Hobson's and Taylor's; from Malta they made Corfu, then through the Greek Islands and Corinth Canal to Athens. Their furthest east was Rhodes, but no landings were made on the Turkish coast, more of the Aegean Islands were visited on the return journey, in perfect weather with a prevailing north wind. Corfu was reached again by the end of July.

Tamarack on a astronomical cruise with the Commodore, found herself going up the Seine, the Yonne, the Burgundy Canal, the Rhine-Rhone Canal, the Saone, the Moselle, the Meuse, and ended up at Ostend.

She covered 1,942 Kilometres (1,204 miles) on in land waterways, missed damaging herself in 580 locks, and negotiated six tunnels.

Her running time was 314 hours and as this is an average speed of 3.9m.p.h. there must have been plenty of time for astronomical delights.

In *Cheemaun*, Jack Br'tins circumnavigated Ireland in leisurely fashion, taking forty days and calling at 29 ports.

Donella (G. B. Heywood) went furthest of those who explored the Bay of Biscay. In six weeks from St. Mawes he cruised down to La Rochelle before crossing to Lequeitio, San Sebastian, Bilbao (without enthusiasm), Santona and Santander, returning direct to Belle Isle.

Balkis also reached La Rochelle, where W. F. Cartwright took over from son Peter who had taken her out. He reports the finest cruising weather ever remembered, but had dense fog coming into the Raz, and narrowly escaped being run down twice in Paluden anchorage. *Mutineer* (J. M. A. Paterson) after competing in the La Rochelle and Benodet races, turned east again as far as Belle lie before making a less hurried return.

Others, in the Bay were *Wei Hai* (B. R. Macnamara) early in the season at Pont Aven, and *Jolina* (H.F. Gilham) under power later.

The cruise up the Seine was a popular one; Alan Baker in *Goose Girl*, C A Leavens in *Faune* and C. Foss Smith in *Gay Chloe* not only reached but were able to get away again.

Many other boats have crossed the Channel, most of them contributing ever increasing congestion in St. Peter Port by pausing there on the way. The Rance estuary behind the tidal barrage is now an added attraction St. Malo area. Among those exploring the north Brittany coast were J H McC. Reynolds in *Fey Loong*, recommending Rotheneuf for boats that can dry out; the Edmiston's *Daiquiri* made the tricky stay at Ploumanach . Others on this coast were *Anahita II* (D. R. Hobson); *Tumblelina* i(J H Guillaume); *Woh Jata* (P. C. Bullock); *Rosemary IV* (A. D. Sharp); *Reflection* (R. N. B. Gatehouse); *Cestrian* (David Cobb); *Sea Jester* Roy Marshall); *Alexa* (C. W. McMullen); *Mary Helen* (Mr. and Mrs J E H Towl; *Kilovar II* (A. N. Irens); *Winkle* (C. A. Biddle); *Segrist* (P. Sandison); *Susanna* (D. M. Steams); *Tomahawk* (K. Isted); *Heather* (N.R.Nock).

There were five entries for the Cadiz Cup this year, covering such cruises as *Cheemaun's* voyage around Ireland: Bob Nock's trip to Cherbourg and Alderney in his new motor yacht *Heather*; Noel Bond-Williams' Mediterranean cruise in *Bowstring*; Colonel Landon's cruise under sail to the Rias of North West Spain and Mike Pocock's voyage across the Atlantic from the West Indies in Humphrey Barton's *Rose Rambler*. The judges were unanimous in awarding the Cup to *Rose Rambler* as being the most outstanding achievement.

The "X" CLASS:

Division as a Whole:

The retention of the Phillipson Challenge Shield for the second year running, at Cowes, is a measure of the overall strength of the Division, particularly as *Dolphin*, last year's winner of the Captain's Cup did not go to Cowes this year. The high standard of racing is helped by the Combined races against Yarmouth who have come on enormously and are now one strongest Divisions. The fact that the "X's" are the only local Class that provides regular, high standard competitive racing throughout the season is attracting young Club members, many of them good dinghy helmsmen. They are very welcome and their presence augurs well for the future. The present strength of the Division is twenty-seven yachts.

Cowes Week:

Thirteen yachts went to Cowes from Lymington - a record number - a total of 62 competitors. The four yachts that did best were *Gypsie* and (Jane and Derek Pitt-Pitts), the Westmacott family in *Anitra* and *Xanthus* and Peter Stevenson in *Spey*. Richard Westmacott got a first on the Friday,

out of forty-three starters, which was a very praiseworthy performance. With a bit of luck *Gypsie* might have won the Captain's Cup - all depended on the last race in which, unfortunately, she did badly. For the second year running Lymington threw away the chance of winning the Team Race Shield, through a disqualification in the second round.

Gypsie and Dolphin:

These two yachts remain supreme with nothing to choose between them. In 23 starts *Gypsie* got 20 guns, comprising 13 ~ 1sts, 5 - 2nds, and 2 -3rds. *Dolphin* had 15 starts and 14 guns, comprising 8 - 1sts, 4 - 2nds, and 2 - 3rds. They tied in one Points Series and had not the last race in the other been cancelled this might well have resulted in another tie. They tied for second place, yet again, in the Allott Cup. *Dolphin* was not entered for any local Trophies outside the two Points Cups. it is necessary to remember this when studying the "Table of Results" that follow.

Racing in home waters and Team Racing:

Despite the light and variable winds of a fine summer it was a very interesting season with good turn-outs on both Saturdays and Wednesdays, with a record of 22 yachts on Saturday, 9th September. Apart from the two yachts specially mentioned above there was keen and interesting competition for the first six places which changed hands very often. The Division was not so successful this year as last year in Team Racing. The Bar Y.C., Hamble and Cowes were beaten but Lymington lost to Itchenor and Parkstone. Next year, under the guidance of Sir Arthur McDonald, it is hoped to do better.

Innovations during the season were a Pursuit Race won by *Margeret*; and 12 yachts had a day outing to the Beaulieu River ~ the outward race being won by *Margaret* and the race home by *La Mouette*.

<i>Trophy</i>	<i>Winner</i>	<i>Runner Up</i>
Jade Cup (SATURDAY POINTS)	X.36 <i>Dolphin</i> <i>Richard and Augusta Creagh- Osborne & X.12 Gypsie</i> Jane and Derek Pitts-Pitts	Tied
Hotham Cup (WEDNESDAY POINTS)	X.12 <i>Gypsie</i> Jane and Derek Pitts-Pitts	X.36 <i>Dolphin</i> <i>Richard and Augusta Creagh- Osborne</i>
Cock- Boat Cup	X.12 <i>Gypsie</i> Jane and Derek Pitts-Pitts	X.36 <i>Dolphin</i> <i>Richard and Augusta Creagh- Osborne</i>
Helmsman's Cup <i>BOAT'S DRAWN FOR :-</i>	Donald Taylor	Sam Southern
Ladies' Race	X. 12 <i>Gypsie</i> Jane Pitt-Pitts	X.83 <i>Spey</i> Jenny Stevenson

Single-handed Race	X.52 <i>Anitra</i> William Westmacott	X. 152. <i>Beaver</i> Peter Bell
Crews' Race	X.12 <i>Gypsy</i> Derek Pitt-Pitts	X.130 <i>Ilex</i> Joan Southern
Marriage Handicap	X.12 <i>Gypsy</i> Jane & Derek Pitt-Pitts	X. 83 <i>Spey</i> Jenny & Peter Stevenson
Persophone Trophy:-		
Off Lymington	X.12 <i>Gypsy</i> Jane & Derek Pitt-Pitts	
Off Yarmouth	X.12 <i>Gypsy</i> Jane & Derek Pitt-Pitts	
The Arlott Cup West Solent Regattas	Mr. & Mrs. Harold Hayles	

Dinghy Racing:

Between the lines of last year's Bulletin can be sensed some uneasiness as to whether dinghy racing in the Club, particularly in domestic events, was falling off. This year There was more depressing evidence of such a decline. Some of our domestic events including that remunerative race (under 21s) for the Peter Andrae Prizes had to be abandoned for lack of chasers. Apart from the hesitation of some parents of young children to encourage sailing amongst the congested moorings and ferry traffic, no one has detected any cause for the decline which may be to some extent one of those phenomenal phases which periodically affect public behaviour. No diagnosis, no remedy. From information reaching the RYA, it would appear that whilst there is a general increase in dinghy sailing in inland waters and reservoirs, there has been a decline in some of the coastal or 'keel-boat' Clubs such as ours. There is also some evidence that schoolboys or University students nowadays, like many of their American counterparts, go abroad in their vacations and take paid jobs. But a very saddening thought is that so few of those who have had free sailing instruction at our annual "school" go on to acquire a class boat and take up racing. We do not know whether our close-neighbour Clubs report a similar falling-off but the number of local entrants at our Regattas leads us to suspect that the phenomenon is not confined to our Club.

Our Regatta at Easter is about the only time in the season when the traffic and moorings congestion does not make impracticable any multiple start from the Club Line. About 130 to 140 boats, half of them single-handers, turned up last Easter. The Army Sailing Association, besides sending two teams for the Good Friday Team racing, were the Club providing the largest contingent of competitors. Hamble River and Parkstone each sent a dozen boats. The local Clubs, LTSC, Salterns and Keyhaven together sent a dozen. Clubs as far apart as Warwick and Hong Kong were among those contributing to the remainder. The Army, though they lost to us in the Team Racing did well in the Firefly individual points

series, taking 2nd and 3rd places (the 2nd was veteran *Javelin*, famous in this Club and at championships). Fourth was this year's Firefly Champion, Mike Arnold. There were good entries in the Finns and OKs-: the former were led by *Pym* and *Maynard* now our principal contenders for Olympic representation; the latter by a scion of the Cowes Ratseys. There were thirty Moths but only three of them from the Salterns - and one of those the young Hibbert was 2nd overall, the winner being one of eight that came from the Medway.

For the August Regatta we do not get many of the crack sailors of each Class but this year we put on races for the "420"s and nine came from Beaulieu together with seven Scows, Brigadier Hope had as usual brought over the Keyhaven fleet of 20 Cadets who remained on to sail in the Coronation Cup on Monday and the Junior Regatta and Town Regatta in the following week. The RLYC contributed half of the 18 Fireflies and the Bagnalls who had Prior-Palmer and David Baco against them got two firsts in the four races. Similarly Robson our only only in the 18 O.K.s did well getting two 2nds and a 3rd.

In May Richard and Harvey Bagnall won the Christchurch Sailing Club "Christchurch Kedge" Race for Fireflies.

In June the Bagnalls, Peter Rowan and Richard Thompson represented the Club at the Firefly's Birthday meeting at Itchenor. Racing against the flower of the Class, the Bagnalls were over-all runners up out of 101 Fireflies. The Birthday Cake was cut by Uffa Fox the designer of the Firefly.

Nicholas Davies the previous Firefly Captain toured North America as Vice-Captain of the British Universities team. In addition to "doing" all the "sights", they raced on both coasts and on the lakes in boats varying from Flying Juniors to 'A' Class Scows (these set spinnakers of the same size as a 12-metre). They won 14 out of 16 matches including the Sir Thomas Lipton Cup and have established the exchange of tours with the American Universities as an accepted regular proposition.

At the Firefly Championships at Torquay we were represented by the Bagnalls and Peter Rowan. The former finished up on points ninth out of one hundred and sixty five, with a score or more top-ranking helmsmen behind them.

Leaving Torquay early on Saturday, Peter Rowan got back in time to win the Edmond Single-Handed Trophy at Lymington in the afternoon.

The Solent Salver Race in September was one of the best races seen at the Club. Miss Currey led for most of the race and only in the last lap was she passed by Mike Arnold, this years Firefly Champion. The Bagnalls led a contingent of RLYC boats to 5th, 6th, 7th and 9th places,

Stuart Jardine, with a new yacht of the International Star Class, having won the British Championship of this class, then represented GB in the South American, Venezuelan, Portuguese, European and World Championships. He and his crew naturally found that they had a lot to learn about these boats and have not yet reached the top of the international table.

Adrian Jardine is also an Olympic aspirant. With Robin Aisher in the International 5.5 Class, they had four firsts in the French championship and will be competing in the World Championships in the Bahamas in November. Whilst on a recent visit to Holland, competed in the World Championship of the Hornet Class and got a 1st, 2nd and a 3rd. His crew was a young brother-in-law who is the world champion of the Flying Junior Class.

Finn Class:

Our two remaining active Finn sailors have not been very far afield this season. In the early months, Richard Creagh-Osborne scored two wins in three races in the big Olympic Trials regatta on the Grafham Water Lake. Desmond Stratton also went well to finish fourth in the equally important trial at Whitsible later on.

However, in the National Championships this year was a solitary second place by Richard.

Both these two skippers are hoping to be able to take part in the final trials for the Olympic selection which begins in February with the first of a series of eliminating races. The best ten will qualify to take on the ten new and identical Finns for the Finn Trials in Poolwe Bay at the end of July.

In the search for a new international single handed class, Richard has been active with his U-7 which is based on the UNIT design built by Peter Webster of Ropewalk Boatyard. In the recent series at La Baule in Brittany the U-7 finished 4th out of 25 entries in the unofficial points score and it transpired the first three boats were using illegally large sails!

Richard also was invited to Montreal as chief judge for the World Junior Championship during July, following which he visited EXPO, Chicago and New York. At Chicago, Richard borrowed an International Star for an open Regatta and finished 4th ahead of two World Champions and an Olympic Gold Medallist.

Fireflies:

This year the Firefly Class celebrates its 21st Birthday. Although the Club's own racing fleet has dwindled, the Open meetings were a great success, the Easter Team Racing was won against four other teams by the RLYC 'A' team. with Nicholas Davies (Capt.), Peter McDonald and the Bagnall twins. The Tobin Mug series which followed was sailed in near gale force winds, the 3rd race being completed by only seven of the 35 Fireflies.

The Firefly 21st Birthday Party held at Itchenor S.C. in June, was certainly the highlight of the season with the largest Open meeting of any class, the 101 Fireflies racing in perfect conditions. The RLYC was represented by Richard Thompson in *Frolic*, Peter Rowan in *Tosca* and the Bagnalls who came second overall. Uffa Fox, the designer of the Firefly,

watched the racing from a speedboat and after cutting the Birthday cake gave an amusing talk with many 'old day' hints and tips.

Jervis Devonshire in *Luciferine*, was this year's winner of the Tar Barrel Trophy. He also had his first taste of crewing at Firefly Week and is now keen to helm at next year's Championships.

Leaving Torquay early on the Saturday, after the National Firefly Championships, Peter Rowan arrived back at Lymington in time to tune up for and win the Edmond Single-handed Trophy in the afternoon. The Solent Salver with a fleet of 20 was won by Mike Arnold, this year's National Champion, in *Sea Goon*.

In the last week of September, Malcolm Tew in *Mole*, the Bagnalls and Peter Thompson visited the Parkstone Y.C. for the Parkstone Plate meeting.

Instruction for children of members:

The usual training for the children of members was held in August. This year the period was spread over two weeks, four days in each week, making eight days in all.

There were six pupils, all girls, and even so it was not easy to recruit instructors. We are very grateful to those who did help, but it is hoped that next year we may have a few more volunteers for the job, especially from younger members, this year all the teachers were in the grandfather bracket. It would also be nice if we could have a few more boy pupils who could train on and maintain the club's reputation for dinghy racing. We need some more embryonic Olympic helmsmen.

Our grateful thanks to Ted Barraclough and his team for all the work they put in to give these young people a chance.

Two Predicted Log Contests took place during the season. The club were asked by the Royal Yachting Association to run an open Predicted Log Contest to compete for a trophy presented by Mrs. Betty van Moppes in memory of her late husband, to be allotted to different clubs annually by the RYA.

This took place on September 10th and was won by Lionel St. Clare Byrne in *Playtime*. Eight cruisers took part and the close results showed that competitors had a good deal of thought to their predictions.

Following the contest, which finished at Cowes, the fleet moored off the Folly Inn. where the club members and their guests were "refreshed" on the yachts which had taken part in this enjoyable rally.