

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1968

By BON CERF

Flag Officers:

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The Club season started with a widespread feeling of frustration and with equally widespread elation with the splendour of the new House.

The result of so much effort and money is particularly happy at a time when the activity in the Lymington River is greater than ever before.

The opening of the Marina has collected together a large number (over 100) of splendid yachts -- many strangers to the River. So successful is it the yacht space is now being doubled for next year.

The Autumn both the Harbour Commission and British Railways are g to dredge the River.

It is fitting that further imaginative plans are in hand for a great improvement in Club waterside premises.

The use of the River, like it or not, will, without doubt, increase in the immediate future. There is widespread agreement that the part played by the Royal Lymington should in no way be reduced.

PASSAGE RACING and OCEAN RACING:

Generally a rather quiet season as is always the case in Ocean Racing in a non Fastnet Year. Passage Racing was somewhat overshadowed by our own rebuilding programme, and it was not possible to welcome our old friends the Parkstone Yacht Club as our own Club House was closed. The Lymington - Poole and Return was well supported, but the Lymington – Cowes Return clashed with the first ocean race of the season and entries therefore suffered.

Ocean Racing. The Club finished eleventh in the R.O.R.C. Points Championship with 80 % of our points coming from Mr. C. A. Dunning's *Marionette II* to whom our congratulations on winning the Kings Cup. It is to be hoped that next season we have four or five boats ocean racing for the Club; if they do as well as *Marionette II* did last year we ought to get a Silver or a Gold.

Passage Racing. We had forty entries for the race down to Poole and thirty-three on the return trip on the Sunday. This is always a well supported race as it is used by the Ocean Racing boys as a tuning-up race.

On the passage:-	FIRST	SECOND	THIRD
Down results:			
Division A	<i>Outlaw</i>	<i>Norlethe</i>	<i>Quiver</i>
Division B	<i>Sunmaid V</i>	<i>Contessa of Mell</i>	<i>Joran</i>
Division C	<i>Mary Poppins</i>		
Return results:			
Division A	<i>Outlaw</i>	<i>Drumbeat</i>	<i>Margilic VI</i>
Division B	<i>Sunmaid V</i>	<i>Joran</i>	<i>Marionette II</i>

Parkstone Yacht Club were our hosts and entertained us to a splendid buffet in their usual hospitable style.

Lymington - Cowes.

A disappointing entry of nineteen boats up to Cowes and only seven returning to Lymington. The weather was obviously affected by the poor entry as the wind failed to cooperate and only two boats finished.

1st *Happy Starky* 2nd *Vain Lady*

The return race to Lymington had better fortune with the weather.

1st *Quiver IV* 2nd *Mutineer* 3rd *Vain Lady*

Regatta:

Entries were frankly disappointing in that we had few visiting with seven starters in Class I, fourteen in Class II, and twelve in the r Unrated Yachts. There are over two hundred yachts in the ongoing to members of the Royal Lymington Yacht Club, and Regatta is the time to come and have a go at racing round the /e want many more entries next year. Generally speaking handicap i the Solent was at a fairly low ebb and with certain notable ns owners seem unwilling to travel to the smaller Regattas.

Results:

Class I:	<i>Quiver IV</i>	First Saturday, first Sunday
	<i>Swan Lake</i>	Second Saturday
	<i>Marionette II</i>	Second Sunday
	<i>Daiquiri</i>	Third Saturday, third Sunday
Class II:	<i>Olivia Ann</i>	First Saturday, first Sunday
	<i>Happy Starky</i>	Second Saturday, Second Sunday
	<i>Galatea</i>	Third Saturday
	<i>Joran</i>	Third Sunday
Unrated Yachts:	<i>Mary Poppins</i>	First Saturday, first Sunday
	<i>Jumbly</i>	Second Saturday, second Sunday
	<i>Yauwa</i>	Third Saturday
	<i>Yogi</i>	Third Sunday

Weather for the Regatta was fine but we were a little short of wind on on the Saturday.

Plans for next year 1969”

Easter Regatta	4/7th April
Lymington - Cowes and Return	18/19th April
Lymington - Poole and Return	25/26th April
Regatta	16/17th August
Junior Regatta (in conjunction with L.T.S.C.)	19/20/21st August
Town Regatta	23rd August

The Seagulls are continuing their successful experiment of racing as a class starting after the "X's" on every alternate Wednesday, and a move is affot to have a **third** class starting after them for handicapped yachts. Dr. J. Rogers is organising the handicap class and would be pleased to hear from interested owners.

CRUISING

It seems likely that many owners have not reported their 1968 voyages, those of which details have been received are fewer than those reported 1967. If the reduction is real, it is a pity in a year when the weather so much better away from home waters.

A long cruise was made by Capt. McMullen in *Alexa*, in a clockwise round the British Isles. He passed inside the Hebrides, but checked the circumnavigation was otherwise complete by actual landings at north and south extremities, on rocks of the Minquiers and north of the Shetlands. It should perhaps be added that these landings were intentional. The cruise took 3½ months, with a crew varying between one and four.

D. M. Stearns took *Susanna* to Scandinavia and covered 1,500 miles in three weeks. A direct crossing was made from Harwich to Kristiansand; thence by Oslo and Goteborg to return by the Kiel Canal to Holland.

Donella (G. B. Heywood) starting from Fowey, toured the west coast of Ireland up to Galway, reporting perfect weather in those parts.

There were two long journeys by continental canal: Col. Walker in *Black Bess* covered 1,200 miles with 155 locks in Belgium, Holland and France. Col. Soames took *Tercel II* from Alkmaar up the Rhine to Koblenz, thence up the Moselle to enter the Canal de L'Est; descending Saone and Rhone to St. Tropez and Iles des Embiez -1,250 miles in all.

A favourite destination was the Morbihan area of the Biscay coast, Capt. Bullock made the canal trip to the Vilaine from St. Malo both ways *Woh Jata*, and was away for 2½ months; a noteworthy journey was that made by C. A. Leavens' much larger *Faune*, as her draft is 4ft. 9ins., considerably more than the official depth of the same canal. One gathers there was often choice between disturbing the bankside fishermen or the bottom, but *Faune* got through; she returned the long way round, visiting many ports en route.

Other visitors to the Biscay coast who made the trip by the Canal de Four were the Commodore in *Quiver IV*; J. R. Bryans in *Cheemaun*, visiting forty anchorages in all in July and August; and Air Commodore Macnamara's *Wei Hai*. D. R. Hobson's *Anahita* voyaged for seven weeks in the end of May, crossing from Dartmouth; with France still troubled strikes, no fuel could be replenished short of Benodet, and no "duty frees" obtained until St. Nazaire. Furthest south reached was the Ile d'Yeu. Col. Landon's *Morva* in August reached Camaret, returning via West Country.

Anahita, *Morva* and *Cheemaun* made other cruises to the north coast France and the Channel Isles. Other boats to visit these parts were Russell's *Maya*, A. Baker's *Goose Girl*, Mrs. Tew's *Mary Helen*, W. Hodgkinson's *Blossom*, Mrs Le Couteur's *Sumala* and Gp. Capt. Reynolds *Fey Loong* and there must have been many more. It will be interesting to see whether more cross Channel journeys will be encouraged the opening of the new Guernsey Marina (ex-quarry), relieving the increasing congestion on St. Peter Port. Visitors to the West Country

who did cross the Channel were V. Sainsbury's *Grayling*, R. N. B. Gatehouse's *Reflection* and Col. Biddle's *Winkle*.

The Cadiz Cup was awarded to Lt. Peter Bruce for a very fast; long cruise to Malta in *Delfin*. Second was W. F. Cartwright in *Balkis* H. L. Pollock in *Olivia Anne II*.

FIREFLIES:

Owing to the Club's rebuilding programme the Easter Team Racing and Open Meeting was cancelled. Instead, five R.L.Y.C. Fireflies attended Bosham S.C. at Chichester which had kindly arranged to keep this Easter Event on the South Coast. Of the ten teams, with three Fireflies per team, Lymington came second, losing to the home team, Bosham in the final. Thirty eight Fireflies raced in the points series, among them from Lymington being Nicholas Davies, Richard and Peter Thompson, Richard and Harvey Bagnall and Peter Rowan.

During May, Robin Jackson, the Bagnalls and the Thompsons attended Barnt Green S.C.'s Vines Trophy Meeting, near Birmingham. Although conditions were extreme, racing on this inland water provided an interesting change from usual Solent conditions. Forty Fireflies took part in this event, the Bagnalls in *Otter* finishing third overall.

Otter raced in the Christchurch Kedge event, finishing second to the redoubtable David Bacon of Castaways S.C. In July, six R.L.Y.C. entered for the Itchenor Burgee.

The Firefly National Championships were held this year at Llandudno, with a fleet of 126. Again the usual extreme conditions were encountered, Peter Rowan, who has much improved through his team racing experience for St. Thomas's, did well in the Marlow Trophy, finishing eleventh. The second points race was quite eventful, the race being abandoned after two rounds due to strong winds and through a protest was re-sailed within an hour. In this, *Otter* took fourth place and at the end of the 'nships finished tenth overall.

It was unfortunate that both the Fortescue Cup and the Peter Andreae Race was cancelled, due to lack of entries. However, six Fireflies took part in our own Junior and Club Regattas.

Itchenor Regatta in August, Nicholas Davies gave a fine display in the single-handed event, winning by a good margin in gusty conditions. This, Nicholas repeated when racing in perfect conditions for our own Edmond Single-Handed Trophy, but this time he was chased by Minnie [*Mimi*] Currey from Itchenor S.C. and Richard Bagnall. The following day, the Solent Salver was won by the Bagnalls in *Otter*, Starting from the Club

line the race had many exciting changes among the leaders and at the finish off the Club, Mimi Curry was again runner up, pursued this by Nicholas Davies.

It is hoped that with the Club's new facilities many more dinghy sailors will be encouraged to the Lymington River and we hope - sailing in Fireflies !

1968 DINGHY RACING

The building operations made the Club unusable for the conduct of dinghy racing during last winter and spring and practically the whole of last summer. The unavoidable uncertainty regarding completion dates ruled out the publication of reliable dates for open meetings. Eventually it was as found possible to hold the Annual Regatta on a date late in August when spirits were lifted by a by no means depressing entry, particularly boats sailed by the younger young. Out of 125, over half were Cadets, Scows and Moths. Twenty-five were Fireflies, O.K.s and 420's. The weather added an untypically cheerful contribution. It had been on its worse behaviour for our day of the Junior Regatta, and again relapsed on the day, later on, of the Solent Salver open race for Fireflies. This year one of our own sailors and the Captain of our Firefly Class at that, was the winner. Winners in previous years have included the *Superdocious Sailor Acalpulco*.

Next year the Club is to make an extra special effort to get our Easter Meeting back on the map of the principal Regattas of the country and i more prominently than ever before.

THE "X" CLASS

Captaincy. Donald Taylor completed his three years as Captain at the of the 1968 season. In his first year Lymington won the Phillipson Shield at Cowes, for the first time ever. The Division retained the Shield 1967 and was runner-up to Parkstone in 1968. This is a record for any Captain to be proud of and he fully deserves the thanks of all members he Division for the successful way he has conducted their affairs. His successor is the young veteran Sam Southern, with John Coates as his Vice Captain.

Racing Results - Inter-Division: The Division felt the absence of the Creagh-Osborne's, whose yacht *Dolphin* was out of commission this year. Apart from the loss of the Phillipson Shield Lymington were knocked out in first round of the Team Race Shield, at Cowes, and in Inter-Port team racing they lost to Itchenor and Parkstone for the second year. Finally, Yarmouth had the edge on Lymington in the West Regattas. On the credit side Hamble and the L.T.S.C. were beaten team racing.

Local Racing: In the absence of *Dolphin* and the late arrival of *Gypsy* racing was much more open in the Wednesday and Saturday Points Series. Any one of some half a dozen yachts were potential winners. George Tinley in *Whiskey Johnny* was the most successful helmsman in the two series winning the Hotham Cup (Wednesday) and being third in the Jade Cup (Saturday). Also, he was runner-up to the Pitt-Pitt's in the Cockboat Cup. A very fine record for a newcomer to the Class. Peter Stevenson, in *Spey*, had a good season winning the Jade Cup and being the best Lymington performer at Cowes - sixth overall and second on one day.

Table of Results is as follows:

<i>Jade Cup</i>	Peter Stevenson
<i>Hotham Cup</i>	George Tinley
<i>Cockboat Cup</i>	Derek Pitt-Pitts
<i>Helmsman's Cup</i>	William Westmacott
<i>Ladies Cup</i>	Jenny Stevenson
<i>Single Handed Cup</i>	William Westmacott
<i>Marriage Handicap Salver</i>	Mr. and Mrs. P. Stevenson
<i>Persophone Trophy (Off Yarmouth)</i>	Cancelled
<i>(Off Lymington)</i>	Dr. and Mrs. Rowan
<i>The Allott Cup (West Solent Regatta)</i>	Mr. and Mrs. H. Hayles

Prospect for 1969: With the welcome arrival of Ray Williams, the Class Captain; with George Tinley in full cry and the Creagh-Osborne's and Pitt Pitts in action - this is indeed a formidable quartet to set the pace rest of the Division. The prospects are, therefore, extremely rosy but it must be emphasised that the standard in the other Divisions is not standing still, e.g. Yarmouth, and if the Division is to win the major trophies and Inter-Port team races it must field its best team on every occasion. Any complacency will bring defeat.

SAILING INSTRUCTION FOR THE CHILDREN OF MEMBERS, 1968:

There were eight days of instruction spread over two weeks. The total number of pupils was eight, but the whole eight were not able to come y day, and the maximum on any one day was six. There was a falling off of numbers during the second week.

All the pupils had had some former experience, and for four of them this was the second year that they attended the course, and they all now have a very good idea of how to sail a boat.

On the whole the weather was very good, in fact on some days we could have done with a bit more wind.

Thanks are due to Derek Hobson and General Bill Fryer for the help they gave, it was a great thrill for some of our budding sailors to have a sail in Bill Fryer's *Wayfarer* and go planing down the Solent.

POWER BOATS:

The Restricted Log Competition laid on for the weekend April 27/28th with a course from Lymington to Poole on the Saturday, returning on the Sunday had to be cancelled owing to lack of entries. It would appear that it was too early in the season for this event as a number of possible entrants were not fully operational at that time. Consideration is being given to a later date in 1969 for a similar competition which, it is hoped, will attract more entrants.

FINANCE:

During the year the Club incurred considerable capital outlay on the improvements recently completed. The response to the Debenture Issue a success and many members were quick to take advantage of the scheme. With this issue and Reserves built up over previous years we will be able to meet the bill, although full costs have yet to be determined.

As a result of the Debenture Issue our Subscription Revenue will be reduced £1,344 annually. It is anticipated, however, ordinary running expenses will be well within income for 1968.

With the imposition of increased rates for Selective Employment Tax, our payments for National Insurance will now cost the Club approximately £730 a year. This, moreover, is exclusive of the Catering Staff.

STEERING COMMITTEE:

"A Policeman's lot is not a happy one"

As soon as the Executive had decided to accept the tender of Chivers & Company to extend the Club, they also decided to form a steering committee who would have power to act in the day to day evolution of the building programme.

It was their job to see the project through, and to report at monthly intervals to the executive as to how things were going. If they made a wrong decision at any time, they were told "loud and clear" by the executive to go back and put it right.

None of us quite knew what we were in for and none of us expected that we would meet in such odd places and at such odd times. There were hundreds of small decisions to make and many problems to overcome, but are pleased to report that we survived the ordeal without growing more ulcers; that we had great co-operation from the architect; and builders could not have been more helpful or willing in their i our behalf.

We were "got at" by both the sailing and house committees at various stages - we were "shot at" by a few members whose suggestions were not always very practical, but we came up smiling knowing that in the end, would provide the facilities for which the members had asked,

We were criticised for the delay in finishing but our critics completely foregot that the additional works approved by the executive during the building meant an extra 9 weeks for the builders to complete

Fore the benefit of those who may be responsible for any future alterarations a complete set of plans together with the relevant papers of weekly sie meetings have been have been lodged in the secretary's office, as we think these may be helpful to somebody when we have all "shuffled off this mortal coil."

Looking back we can say that we have enjoyed our experience and are forward to becoming redundant when we have our final meeting of November, 1968, to clear up the accounting side.

HOUSE MATTERS:

General: After months of frustration and improvisation our new Club Hiuse has taken shape and few, I think, would disagree that it has all been worth while. The Regatta Ball was a fitting introduction to what one feels is an era, and the weather did its best to enhance the occasion, and shows us what a superb setting we have as a background for our activities.

Let us not forget those who had to bear the brunt of the frustration and organise the improvisation. We owe a very real debt of appreciation to our staff for the cheerful and willing manner with which they accepted working conditions which, to say the least, were poor; and for the ingenuity which they showed in making some sort of order out of apparent chaos. It is unfortunate that no one made a sound film of George Edwards and Mary James working in "the Ladies", Mr. Brooks producing lunches, Clive Fry behind his improvised bar, all to the accompaniment of drills, sawing, hammering and several transistor radios.

Catering: It is indeed pleasing to report that, on the re-opening of the Club, the dining room catered for a record number in its first month. The credit for this, of course, must go to Mr. Brooks and his staff. The increase in popularity of the dining room does tend to produce a congestion problem at the service door of the kitchen. This can, to a large extent be overcome if only one or two members of a party collect the food for the whole party, rather than every member of the party joining the queue.

During the "leave period" when the dining room was closed, Mr. Brooks and his staff were not idle. They repainted the whole of the kitchen premises themselves, thus saving the Club a lot in charges for maintenance and redecoration.

Thank you, Mr. Brooks, and your staff, and may this year be just as busy but more tranquil.

Bar: Clive Fry has now graduated from "the passage" via various temporary structures to what we hope will be his permanent residence for a long time. The contribution he makes to what is now the established centre of the Club's social life is a valuable one in terms of both amenity and profit.

The indications are that while the increased popularity of the bar will result in increased takings additional costs may result in the net profits not increasing proportionately.

Clive will need additional help if the standard of service, which he is used to giving, is to keep pace with the increase in demand. The cost of this additional help, aggravated by S.E.T. and a recent increase in it, will eat into the margin of profit we can show very considerably.

Flowers: No Bulletin such as this would be complete without a tribute to Audrey, Anita and Vi and their helpers for their floral decorations. They came into their own on the occasion of the Regatta Ball and have excelled themselves ever since.

Steering Committee: One of the many comforting things, during the trials and tribulations of the last year, has been the knowledge that the Steering Committee's full support was behind us in alleviating and overcoming the difficulties that arose as regards House matters. Thank you, John Perkins, for your prompt and cheerful help at all times.

Social Events: This year the Annual Dinner returned to its normal venue on a larger scale - we can now accommodate double the previous number. Similarly there is a full programme of Lectures arranged by Harry Goodhart, and a series of Club "Wine Dinners" in the early part of 1969.

A new innovation has been the Bridge Afternoon organised by Audrey Thomlinson on November 21st. Could this not be a regular - perhaps, more regular event?

Conclusion: The dust has now more or less settled but the task of consolidation remains. We have got to learn to make the best use of the equipment and amenities at our disposal so that the Club continues to be, perhaps increases in being, part of the regular social life of members while.

Better surroundings and amenities bring their problems as well as advantages; Additional costs in rates, S.E.T., heating and lighting, additional staff to ensure a service compatible with the standards of our surroundings, and to compete, one hopes, with increased use of our facilities. All these are factors, which have a bearing on our future pattern of operation.

Only when we have had a full year's working shall we be able to see how the pattern is developing and how best to assess the balance between the desirable and the practicable.

Whatever schemes we may devise, their ultimate implementation falls the shoulders of George Edwards and his staff. We owe them all a debt of gratitude for the hard work they do in looking after our welfare and interests.