

# BULLETIN 1969

By SAGITTARIUS

## Flag Officers

COMMODORE . . . . . S. H. R. Clarke, **Esq.**  
VICE-COMMODORE . . . . . D. E. Taylor, Esq.  
REAR COMMODORES . . . . . A. V. Sainsbury, **Esq.**  
Lt. Colonel K. R. **Brooke**

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## EDITORIAL

We have now completed a full season in the extended club premises and it is clear from the remarks of members and visitors that the design and layout of facilities are much appreciated, and that the faith and vision of those concerned with the project have been amply justified in the creation of a club of which all members can be proud.

With the advent of more berths and improved river facilities at the town quay, in the new marina, and at the club, much additional traffic has been attracted to the Lymington river, all of which have contributed to the foreseen rapid growth in membership.

Whilst the day has gone when all members knew one another, in its new form the club offers the opportunity of a wider pattern of yachting and social friendships and facilities. Nonetheless the question

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of communication between members and the committees, and what goes on at the club, becomes increasingly important. To aid this a brochure about the club is freely available, and a stop press notice board at the head of the main stairs giving headline news, dates or information has proved welcome. A suggestion book is to be found in the reading room.

A sub-committee has been set up to consider the question of limitation of membership and also to review the implications of income and expenditure over the next few years.

With the increased use of the river, the Masters of the British Railways ferries are concerned about the unpredictability of some yachts and attention is called to the "Rule of the Road," which has special articles on navigating in rivers and confined waters and also on sound signals to be made by vessels when they are in sight of one another. The main channel is narrow and the fore and aft moorings are laid as near as practicable to it. It is important that dinghies are not left on long painters to avoid them drifting into the fairway. That the ferries are open to difficulties was witnessed this season when two moored cruising boats were badly damaged by one of them.

A former Vice-Commodore, Commander M. H. Brown, who has been a member of the Harbour Commission for ten years and its Chairman for the last six years, and Lionel Byrne, who has been a member since 1951, have both retired and deserve the thanks of all users of the river for the work they have done in improving its facilities. Rear Commodore Vernon Sainsbury and G. Clarke (Commodore, Lymington Town Sailing Club) have been elected Harbour Commissioners.

Your committee is always considering ways and means of extending interest in sailing and though dinghy racing is at present under an eclipse, cruising and racing in other classes is increasing. It is thought the time has come when there should be appointed a Sailing Secretary who can concentrate on that part of our activities. Proposals, or an offer by somebody to promote this important activity, would be most welcome.

Mary James, the Assistant Secretary, was married this year and left with our best wishes. We welcome in her place Victoria Handcock.

With the growth of the club, its administration makes more demands on those who so willingly give of their time in undertaking various duties or serve on committees, and the thanks of members are due to them.

Despite the ever increasing work, our Secretary, George Edwards, who serves the club so efficiently and economically, does so with the same office staff as ten years ago—to him our grateful thanks.

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## YACHTSMEN AND THE LIFE-BOAT SERVICE

Life-boat calls to yachtsmen last year accounted for 50% of the total of 2,295 launches.

An annual donation to the R.N.L.I. would seem to be normal for every yachtsman to make but subscribers in our club are disappointingly few. Please help to alter this.

Subscriptions can be sent to the Hon. Treasurer, Lloyds Bank, Lymington.

## SAILING MATTERS

**General.** We seem likely to have a fleet of five or six **Solings** in the river for next season's racing and anybody interested in joining this class, please contact Richard Creagh-Osborne, c/o Nautical Publishing Co., Captains Row, Lymington.

Agreement has been reached in principle between the club, the Lymington Town Sailing Club and the **Salterns** Sailing Club to adopt the 420 class of dinghies and it is hoped this agreement will be implemented during this winter. The Sailing Committee would be interested to hear of anyone wanting to purchase one of these dinghies and full details and specification are available in the Secretary's Office.

**Passage Racing and Round the Buoys.** Our two early passage races were again well supported this year. The Cowes Race attracting eight starters in Division A. won by **Long Bow II**, with **Ravelin** second and **Norlethe** third. Division B had fourteen starters, with **Sunmaid V** the winner, **Flyover** second and **Marionette II** third. The return race from Cowes to Lymington, where both classes were combined, attracted eighteen starters, **Long Bow II** again winning from **Sunmaid V** and **Flyover**.

The following weekend, the Poole Race had twelve starters in Division A, with **Phantom** (later to lead the Admiral's Cup Team) winning from **Qualio II** and **Gallant**. There were twenty-three starters in Division B, led home by **Marionette II**, with **Sunmaid V** second and **Judy Too of Langston** third. Division C attracted three starters, with **Mary Poppins** winning from **Salterns**.

The return race to Lymington was understandably less well supported but nevertheless we had twelve starters in Division A, where **Qualio II** won from **Prospect of Whitby** and **Phantom**, and fourteen starters in Division B, with **Sunmaid V** winning from

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*Marionette I!* and *Devonair*. Division C had only two competitors *Mary Poppins* again winning from *Salterns*.

Mention must be made of Arthur Slater's impressive record of wins throughout the season in *Prospect* of *Whitby* and the splendid performance by David May in *Winsome* during Cowes Week.

**Ocean Racing.** A vintage year with the Admiral's Cup and the Fastnet. The club was ninth in the R.O.R.C. Inter-Club Points Championship out of 113 competing clubs. Chris Dunning had a splendid season in *Marionette II* and was the highest individual scorer for the club with 4,135 points out of our total of 8,477 and is for the second year in succession the winner of the King's Cup. Probably the outstanding innovation this year was the lifting ballast keel in *Noryema VII* and in the American *Red Rooster*, in which Dick Carter, her designer, won his second Fastnet in a boat of his own design.

George Tinley won for the third year running the B.P. Crystal Trophy in the Cowes/Plymouth multi-hull race.

**Round the Island Races.** In the open race the club team covered themselves with glory. *Quiver V* won Class I, *Prospect of Whitby* Class II and *Marionette II* Class III. In addition Jonathan Rogers in *Contessa* of *Wight* was second overall. Ironically we were only second in the team prize cup which is based on overall placing.

In our own races, the Ware Cup was won by Admiral Sir Manley Power in *Swan Lake* and the Power Cup was won by Sir Derek Steele-Perkins in *Jorem*.

**Regatta.** Our Regatta was not well supported by outside entries apart from the X boats from Yarmouth and was held in light weather which provided good racing except that on the second day it was spoilt by Sowley Buoy removing itself from its normal position. The Langtry Cup was won by Commander E. A. Morrison in *Timonier*. The Harkaway Cup was won by K. S. Jenner in *Wakatere* and Class III by Major D. F. Furlong in *Jumbly*.

**Potter Ship.** There was a good turnout on one of the most delightful days of the year, with some most interesting racing as the large and small boats arrived together at some of the buoys. The overall winner of the Potter Ship was *Dorado of Keyhaven*, owned by Jack Lewis, who also took Class III Tankard. Class I Tankard was won by David May in *Winsome*, and Class II Tankard by George Tinley in *Whiskey Johnny*.

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**uising.** The response to the request by the Captain of the Cruiser Class for brief details of the year's cruises was disappointing. Many members are interested in the peregrinations of others, so please may we have a better response next year.

The Sailing Committee feel that many members who have written records of their cruises would be willing to let other members read them. To this end a register will be kept in the main Club Room in which owners are encouraged to record their cruises in brief outline.

One of our most senior members, Mr Kevin O'Riordan, aged 83, cruised in his yacht *Charmina* to Cherbourg in July. It will be remembered that he crewed Humphrey Barton in *Venue* XXXV, who crossed the Atlantic to "New York in 1950. As far as is known he is the only one of our members to have rowed a dinghy round the Island. Humphrey Barton left the club in *Rose Rambler* on September 15th for the West Indies, his fifteenth crossing of the Atlantic. The Rear Commodore (Sailing) took his new Westerly Centaur on a cruise to the Brittany coast and up through the canals to Roche Bernard, where they met *Winkle*, and eventually returned to Lyminster, John Hay and Jim Maslen in *Yauwa* went to the Channel Islands.

W. E. Tapley in *Jane of Jordons* took two trips, the first to the Channel Islands and the second to Deauville. Sam Fenwick and John Dean in the former's *Spondulix*, a Great Dane, had a very interesting first cruise over to Belgium, visiting Breskens, Flushing and Veere. They had an eventful and somewhat rough journey home, being stormbound in Ostend for two days.

Derek and Anita Hobson have left *Anahita II* at Ile des Embiez for the winter and are berthed close to Col. Soames' *Tercel II*. They had a wonderful three months trip, including a very rough passage to the French coast and a long hard haul through the Canal du Midi, eventually arriving in the Mediterranean, where they were joined for a time by Donald and Kay Taylor, and pottered along the Riviera coast, enjoying the many new marinas. Next year they hope to go far afield in the Mediterranean.

Tom and Isobel Walker in *Black Bess* went to Cherbourg and Deauville, up the Seine to Paris and down the River Marne to Epernay in the champagne country, back along the canal to Rheims and through the great tunnel, eventually rejoining the Seine and home.

C. A. Leavens is undertaking a two year cruise in the Mediterranean in *Faune*.

*Wei-Hai* went to the joint Royal Cruising Club and Cruising Club of America Rally in Ireland and a number of other boats, including *Bowstring*, *Mutineer* and *Quiver V*, have undertaken various off-shore

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races and cruises. One of the most interesting items this year that *Quiver V*, *Mutineer*, *Bowstring* and *Prospect of Whitby* took part in a sail training weekend organised by **Methuen** for his scouts.

Cadiz Cup. This cup for the best cruise of the year attracted four entries. **K. J. Cook** in *Trixena* to Plymouth; Jack and Anne Bryans in *Cheemaun* to the Baltic; Derek and **Anita Hobson** in *Anahita II* to the South of France; and Maurice Hope in *Okapi* to **Ostend**.

The judges, who were **Bill Martineau**, **Rupert Hughes** and **Derek Steele-Perkins**, were unanimous in awarding the cup to *Anahita II*.

Motor Cruisers. As far as it is known the first rally solely for motor cruisers was held on June 8th to Gins Farm on the **Beaulieu** River. Ten cruisers took part in the rally and over thirty members enjoyed a good fork luncheon provided by the Royal **Southampton** Yacht Club.

We were delighted to welcome on the rally two of the Flag Officers, Rear Commodores **Sainsbury** and **Brooke**. Their presence was very much appreciated by all skippers of motor cruisers as some had doubts, quite unfounded needless to say, that they were not really welcomed with their "stinkpots" at the club.

As a result of the success of the first rally, members requested another rally. This was held on the **30th/31st** August and was to **Bembridge**. The turnout was most disappointing, only five boats taking part. In fact only four arrived at the pontoon. One skipper, who shall remain nameless, arrived very late off **Bembridge** and went aground on the hard mud damaging the rudder and propeller. However, all was well as he was able to get assistance and he was seen the following day safe and well at the Clubhouse, having had his boat repaired.

In organising these rallies, we try to please all our members with motor cruisers, and it would be appreciated if they contacted the Class Captain, **Major (Hank) Clement**, as to their wishes or put forward ideas. Hank has asked me to thank those members who so kindly sent him letters after the two rallies,

Well-informed sources state that **John Howell** is having a new motor cruiser built for him at a local yard. We look forward to seeing it next season. He is a new member and was welcomed at the **Bembridge** rally, as was another new member, **Gardiner**, at the first rally.

**J. R. Bryans**, in his motor yacht *Cheemaun*, cruised from **Lymington** to **Holland**, **Germany** and **Denmark**, using the **Kiel Canal**, visiting eighteen ports or harbours, including **Copenhagen** and **Rotterdam**. He brought back some very valuable, useful and practical

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Information about cruising in these waters, which is available at the Secretary's Office.

**The X One Design Class.** The Class had a very successful season's racing, thirty-five points races sailed, none of them cancelled through either too much or too little wind and kedges were hardly ever used. There were frequently over twenty boats racing out of a total fleet of thirty. During the season we lost **X.5** and **X.92**, but gained **X.22**, **X.23**, **X.37**, **X.109** and **X.117**. It is likely that two of our leading experts will be leaving the division for Solings next year. It was very noticeable during the year how some of the newcomers' boats have already begun to make their mark, and racing next season promises to be varied and keenly contested.

Team racing was organised throughout the season by Sir Arthur **MacDonald** and resulted in wins against Hamble and Cowes away and Itchenor at home. The match against Parkstone Division in **Poole** Harbour was lost but **Lymington's** revenge came at Cowes when the Team Racing Shield was won in the final race against Parkstone by the narrow margin of three-quarters of a point. The team for this important race consisted of Richard **Creagh-Osborne** (Captain) and Augusta, Derek and Jane **Pitt-Pitts**, "George" Tinley and **Paton**, and Peter Rowan crewed by his parents. Twelve of our boats attended at Cowes and, by and large, had a very enjoyable week. In the points score for the overall week, **Whiskey Johnny X.102** was third, **Gypsy X.12** was fifth and **Dubonnet X.86** was twentieth out of about seventy competing boats.

We just won the annual race against Lymington Town Sailing Club, which provided one of the best matches of the year, seven of the eight boats finishing within one and a quarter minutes after one and a half hours' hard racing with much changing of places.

The Class resisted a proposal for a race on the trapezes of the Ospreys and a return match against the Town Club on October 5th in Oxye Birds resulted in a win for them.

The Invitation Race, invented and organised by Harry **Goodhart**, was **successfully** held at the end of the season in ideal weather, about Force 4/5. The X Class just beat the invitees, who consisted of Captain **Chapman** (Ferry Skipper), Fred **Woodford** (Harbour Master), Douglas Baverstock (Club Boatman), Bill Smith and Val **Powell** (Race Officer). The Commodore acted as Race Officer. After the race, a buffet lunch was given by the club and the Commodore entertained both teams on his yacht **Quiver** V, whose equipment aroused much interest and admiration.

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As regards individual racing, the cups were won as follows :—

**Jade Cup**

(Saturday Points) X. 12 *Gypsie* Mr. and Mrs D. Pitt-Pitts

**Hotham Cup** X.102

(Wednesday Points) *Whiskey Johnny* S. P. Tinley, Esq.

**Cock Boa! Cup** X.102

*Whiskey Johnny* S. P. Tinley, Esq.

**Helmsman's Cup**

Dr. M. Rowan

**Ladies' Cup** X. 86 *Dubonnet*

Mrs. M. Rowan

**Single-Handed Cup** X. 52 *Anitra*

W. Westmacott, Esq.

**Crews Cup** X. 52 *Anitra*

Mrs. V. Witherby

**Marriage Handicap** X. 12 *Gypsie*

Mr. and Mrs D. Pitt-Pitts

**Persephone Trophy**

(race at Lyminster) X.120 *Morena*

H. M. Gunn, Esq.

**Allott Cup** X.138 *Spray*

Mr. and Mrs.

J. F. H. Flanders

**Dean Maiden Cup** X. 57 *Coral*

Mr. and Mrs. A. P. Cave

**Open Race for**

*R.M.Y.C. Trophy* X.138 *Spray*

Mr. and Mrs.

J. F. H. Flanders

**Dinghy Racing.** In the 1969 Summer Season, there was a further fading-off, indeed practically a total disappearance of dinghy racing in "domestic" events at the club, although with the aid of visiting supporters the Easter Meeting, Club Regatta, Solent Salver Open Firefly Race and the Junior Regatta provided a more cheerful aspect.

The causes of this decline in dinghy racing are not all apparent. The lay-off during the rebuilding of the club brought about a temporary change in dinghy sailors' habits. The congestion of moorings and traffic in the river is another obvious discouragement. The ferries, however skilfully they are controlled, cause understandable apprehension to parents of very young would-be sailors. (Indeed our "sailing school" has had to be discontinued in the river.) An alternative site for dinghy races with "Olympic-like" courses was resorted to in Oxey Lake, but the depth of the water makes it available only for two or three hours around high tide.

The constant multiplication of new varieties of dinghies is apparently also discouraging some other clubs from putting on domestic races for one-design classes.

The Easter Meeting, fortunate in being held before yachts go out to their moorings, was resumed after last year's void. The programme began with the Good Friday Team Racing in Fireflies and as the crews stayed on for the individual races, there was consequently a very handsome entry—over fifty boats—in this class. Other good numbers were 22 O.K.'s, many of whom are "graduates" from the Cadet Class, and 15 International Moths. The remainder were 8 Five-0-Fives, 7 Cadets, 5 British Moths, 5 Finns, 4 Ospreys and 2 Nationals. The 420's who used to come at Easter and who had started their own meeting at Beaulieu in 1968 did not appear. This class has been "adopted" in conjunction with the Town and the Salterns Clubs as the class recommended for youngsters who have learnt their sailing in Cadets or Moths and wish to graduate into an exciting racing craft.

Ten teams of three Fireflies each took part in a knock-out competition. United Hospitals S.C. managed by  $\frac{3}{4}$  of a point to beat Bosham S.C. in an exciting Final. There was another knock-out competition for those who were beaten in the first round and this was won by Parkstone Y.C.

The individual series over the next three days with 52 Fireflies provided some spectacular racing particularly on the Sunday, when a fresh wind enlivened the blue sky and white sails. Very fittingly the series was won by our Firefly Captain, Richard Bagnall, in his brand new G.R.P. Firefly *Crystal*. Second and third were two visitors, Tony Kershaw from Rickmansworth S.C. and Mimie Currey of Itchenor.

At the Annual Regatta in August, the 420's, O.K.'s, Fireflies, International Moths, Cadets and Scows provided a good dozen boats each, but these, of course, seemed diminutive fleets compared with the Grand Fleet of forty X.O.D.'s at the Platform.

In the Junior Regatta, the chief interest is in the Pursuit Race in which the course is mostly in Oxey Lake. Felicitous handicapping was reflected in there being six different classes in the first eight to finish.

The Firefly Week at Weymouth was attended by 129 Fireflies. The club was represented by the Bagnalls in *Crystal* and Peter and Tiggie Rowan in *Tosca*. During the week both these boats were seen in single-figure positions but sudden shifts in the light airs caused many drastic changes. In the Gore Race, which as often before was sailed in gruelling conditions, the Bagnalls were in the first three in the early part of the race and finished seventh. Only twenty-two boats completed the course.

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The Firefly Class put on a Single-Handed Championship on Saturday, thus clashing with our Edmond Trophy Race. As a result only four boats competed in our race, which was won by Nicholas Davies.

The following day, Sunday, was the Solent Salver Race, for which twenty boats came to the line at the Platform. With a north-easterly breeze and an ebb tide, there were some interesting on the wind tidal tactics in sea conditions perfect for dinghy racing. Coming up to the finishing line against the tide, the leaders had to consider the angle of the line with the strength of the tide. The result was almost a dead heat between Brockbank (Hollingworth Lake S.C.), Mimie Currey and the **Bagnalls**, who got their gun in that order. At Weymouth, Brockbank was runner-up to Mimie in the Firefly Week Series.

Some of those who learnt when there was more dinghy sailing here have during the year brought some satisfaction to those interested in the doings of the club's international representatives: Adrian and Stuart **Jardine** were both members of the Olympic team for the third time. Bronze Medallists, Adrian **Jardine** and Robin **Aisher**, in this year's summer Olympic Training Regatta at Poole, won the series for the new Olympic Class—the **Solings**. Stuart **Jardine** in Singapore won the Sailing Championship of the Far Eastern Games. The British Championship of the 420 Class was won by **Malcolm** Tew and the corresponding event for the 10 Sq. Metre Sailing Canoe was again won by Colonel Biddle's son, John. We now have very few Finns at Lymington, but Nicholas Davies was a member of the British contingent at Bermuda for the World Championship.

Another member of the **Dunhill** Finn selected team is Brockbank, runner-up in the Firefly Championship and winner of our Solent Salver. Third in the Final Finn trials was our Firefly Captain, Richard **Bagnall**.

Richard Thompson was the crew in the runner-up boat in the Prince of Wales Cup for 14ft. Internationals, and his wife, Carol, crewed for Mimie Currey in Firefly Week, and they became the first all-female Champions of the class.

Feminine helmsmanship also marked the National Championship of the new Pacer Class (14ft. **G.R.P.**), which was won by Pape **Jardine**.

**Race** Officers. We have grown accustomed to the continued zest and enthusiasm of **Val Powell** and Frier **Jardine** and their willing helpers to act as Race Officers for the Dinghy, X.O.D. and Handicap Classes—but as always they deserve our warmest thanks for their devoted services.

Likewise, at all times and in all weathers, **Doug**, Baverstock looks after the wishes and wants of racing and cruising members—we are very lucky to have him serve us so well. We thank him.

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## HOUSE MATTERS

**General.** A new and enlarged House Committee was appointed in the Spring to undertake the running of club functions which, in our new surroundings can now attain a standard of comfort and space not previously possible. Audrey Thomlinson and Anita Hobson, who have done so much in the past, retired; the standards they set are an example for the present committee to follow and a firm foundation on which to continue the increasingly popular social life of the club.

**Catering.** It is evident from the use made of the dining room that the facilities provided by Mr. Brooks and his staff are as popular as ever, and our thanks are due to them for their willingness and for the often long hours of work they do on special occasions. Members can help to ease their burden, when they are pressed, by clearing used plates and dishes to the hatch and this, and any other consideration members show in helping things to run smoothly, is much appreciated.

**Bar.** In spite of rising costs, we have maintained a healthy net profit without passing too much on to the "customer." This is due to increased turnover consequent upon the greater number of members using the bar and the amenities it offers.

We are indeed grateful to Geoff and Ellen Poolton, who joined us last Easter, for the efficient and willing service they give and the friendly and courteous atmosphere which they create in doing so.

**Flowers.** As always, we are greatly indebted to the many ladies, organised by Joan McGill, who keep the club so splendidly decorated. Their efforts are an endless source of pleasure to so many members.

**Social Events.** As anticipated, our increased amenities have led to a greater use of club premises for private parties organised by individual members.

This year, too, saw the return of the Easter Regatta, which included a highly successful discotheque dance for competitors and their friends.

In addition to our usual annual events, e.g. Regatta and New Year's Eve Balls, Annual Dinner, Wine Dinners and Bridge Drive, we are reviving the Race Game Evening, which proved so popular three years ago.

**Lectures.** An attractive series of Lectures has been arranged by Donald Taylor and those held to date have been extremely well supported. It is not always easy to find suitable subjects for interesting lectures and your committee would welcome suggestions as to subjects and speakers and particularly well prepared slides and films of members' voyages.

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**Annual Dinner.** This ever popular event was held on November and once again proved extremely successful both as to the occasion, the quality of the dinner and, in particular, to hear from Mr. Robin **Knox-Johnston** a witty, polished and informative address on his epic voyage in which he circumnavigated the globe non-stop, alone, in his yacht *Suhaili*.

**Conclusion.** The foregoing gives a **resumé** of the activities which take place throughout the year within the scope of "**House Matters**." They do not just happen; all have to be organised, staged and manned. The brunt of the burden of their presentation falls on a small and willing band of members and not forgetting Doug, whose practical knowledge of arranging anything from tables and chairs to flowers is almost encyclopaedic. Again to them all our thanks.

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