

# BULLETIN 1971

By SAGITTARIUS

## Flag Officers

COMMODORE . . .	Surgeon Vice-Admiral Sir Derek Steele-Perkins, KCB, KCVO
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REAR COMMODORES . . . . .	C. A. C. Bowen, Esq. B. D. P. Bennett, Esq. V.R.D.

## EDITORIAL

*"The people here are very civil, and even sociable too: which together with the good ayre, the good exercises for gentlemen, the good language, and the great privileges, make many strangers draw bridle here, and sommer it at . . ."*

RICHARD LASSELS 1670

The foregoing was not written of Lymington, but it is beyond doubt that those of our members who live here or come to visit us will endorse those sentiments.

It has been a splendid summer and despite a variety of weather conditions there has been ample opportunity for enjoyment of the Solent which offers such first class sailing and water recreation. The price we pay for this is, of course, the ever increasing use of our waters and as once was said by Mark Twain in relation to land, "it is no longer made". Whereas control is exercised over those who take to the roads and highways, little or no control is as yet exercised over those who take to the sea. This is particularly noticeable in three cases. The first is the incessant noise which arises from the rapping of uncontrolled halliards, which, like church bells, is sweet music from a distance, but becomes unendurable when close to, particularly when trying to sleep. Our members are asked to do their utmost to remember to tie up their halliards when boats are not in use.

The second case is the heavy wear and tear which is put upon boats and inconvenience to their crews when at moorings, by the excessive wash created by the undue speed at which some thoughtless boat owners travel. There is a speed limit in the River which is difficult to enforce except with the goodwill and co-operation of all concerned, and our own members are asked to set the example to other users in the River and to report to the Harbour Master any flagrant cases with details of the craft involved.

The third case is the problem of the ever increasing pollution of the sea and beaches by thoughtless disposal of gash and the like. The Solent & Protection Society ask all yachtsmen to play their part in preventing the spoilation of the unique Solent waters.

As usual the ferry skippers have threaded their way through the increased traffic, with their customary skill, but the hazard for them and for boats was given a sharp reminder during the season when one of our members yachts was sunk in collision and the four members of the crew were in grave danger of losing their lives. Elsewhere in this Bulletin is written an article of what happened to a member who was caught up in the ferry some years ago.

The sailing activities and achievements of our members are recounted elsewhere, but particular good wishes and congratulations go to Mr. Arthur Slater and his yacht *Prospect of Whitby*, who had the distinction of being one of the three members of the Admiral's Cup team representing our country, and who did so very well.

Our congratulations are also due to Mr. K. Adlard Coles, the well known author and publisher of so many sailing books, on the award to him of the Gold Medal for 1971 of the Institute of Navigation for his services over a lifetime of sailing to the navigation of small craft.

The year 1972 will be our Jubilee Year and is to be marked by various events including, the issue to all full members of a History of the Club, a small exhibition of items likely to be of interest to Members, the start of a RORC race from our Line and a special Summer Ball and Annual Dinner.

"The people here are very civil, and even sociable too . . ." every successful Club must have this said of it and it has been most pleasing during the course of the year that so many visiting yachtsmen have given praise to the Club and its members and staff, which underwrites the quotation.

How often in the Bar and elsewhere does one overhear a conversation embodying the inevitable expression "well why doesn't the Committee *do* something". Members will know that the Executive Committee under the Chairmanship of the Commodore is responsible to the membership for Club affairs and inter alia approves or disapproves the work of the two main committees, which are the Sailing and the House Committees.

In addition, of course, sub-committees are continually sitting to review and recommend particular aspects affecting our very large membership such as Finance, Development, Jubilee Year and the like.

Thus a lot of members are giving of their time and knowledge towards "doing something" and the thanks of us all are due to them and to our Secretary George Edwards and his staff for their continued devotion to our affairs.

## SAILING MATTERS

**Passage and Round the Buoys Racing.** This year saw the introduction of the I.O.R. Handicap rule. The predictions of a fall off in entries due to the cost of re-rating proved to be false and large fleets throughout the Solent have had excellent racing.

The season opened early in April with the first of the 26 race "Wednesday Afternoon" series. These rather more relaxed races under a local handicap attracted a regular half dozen boats and on several days over a dozen started. The eventual points winner was *Tern* sailed by Derek and Jane Pitt-Pitts. Next year the series will be organised by Major Peter Wilson and anyone interested in taking part should contact him directly.

The first serious race of the season was the Club S.P.C. race to Cowes. Sailed in light conditions *Tern* not only won her class, but was also overall winner. The following weekend the race to Poole was won by David May's *Winsome* in gale force winds. *Tern* won her class and the Division C for unrated boats was won by Dr. Cattnach's *Giovanna*.

Over Whit weekend eight boats raced to Le Havre as part of the Club Rally. The weather proved ideal and a long close reach developed into a beat as the wind veered to the south. J. Rogers *Red Herring* narrowly beat Lt. Cdr. Balme's *Hephzibah* with David Sadler's *Contessa of Hurst* third.

Several Lymington boats were racing during Cowes week. *Red Herring* and *Tern* had several wins in conditions which produced the roughest week for some years. Three weeks later *Red Herring* shared honours with Peter Webster's *Liz of Lymington* in the Club Regatta. Chris Dunning's *Marionette III* dominated Class I with a clear win on both days. Mr. A. Cowper's *Green Tambourine* had similar success in the class for unrated yachts.

A determined effort to win the Half Ton Cup has been made by Harry Pollock and Michael Swain in *Olivia Anne IV*. Although this trophy returned to Sweden for the fourth time, *Olivia Anne* has done very well in J.O.G. events throughout the season, finishing third in their points Championship.

The Solent Points Championship has developed into the major cruiser racing series in the area. *Prospect of Whitby* won Division I and carried off the Club's Saluki Salver. *Tern* maintained the promise she showed early in the year to win Division V overall. It is hoped that several more boats from the Club will enter this excellent series next year.

The final event in the season was the Potter Ship. Thick fog, spring tides and a light wind produced a rather Marathon event. *Marionette* driven with an almost amphibious quality proved a clear overall winner. However the race was later cancelled after a protest was lodged against the Committee. Class III winner was *Tern* and G. D. Palmer's *Helena* won the X Boat Division.

The Annual Race Round the Island for the Ware and Power took place in July with above average entries.

**Cadiz Cup.** Colonel Tom Walker in his ketch *Rima* was judged to have submitted the best log for a cruise carried out during the year. The cruise is

full of interest and covers 2,300 miles, Le Havre-Paris-Chaon sur Soe - Lyon-Arles-Bordeaux-La Vilaire-St. Malo-Home. This can be described as a delightful sightseeing run through the middle of France.

**The Admirals Cup Series.** The following is an account by Chris Dunning (*Marionette III*) of the Fastnet Race:

The Club was fortunate enough to have four boats for the British Admirals Cup Trials, which took place during June, these being *Prospect of Whitby*, *Quiver VI*, *Winsome* and *Marionette III*. There were four main qualifying races, two inshore and two offshore. It quickly became apparent throughout these preliminary trials that *Prospect of Whitby* showed the best potential of our Club boats, and produced consistent race results always being placed within the first four. *Winsome* was then next, a consistent fifth or sixth, followed by *Quiver* and *Marionette* being around eighth and ninth. As you are all no doubt aware *Prospect* was chosen to represent Great Britain and a very wise choice this proved to be, as she was the boat to score the most points for our team throughout the series.

The Admirals Cup Series started with the Channel Race, which *Prospect* won overall. *Winsome* and *Quiver* did not take part but *Marionette* was eleventh in Class 2.

Next came the two inshore races during Cowes Week, which were run separately to the main weeks programme, these being held on the Monday and Wednesday. Both events proved somewhat exciting due to the rough conditions that prevailed with torn spinnakers and broaching being the order of the day.

The last race of the series was the legendary Fastnet, the start of which in Division 2 was a very hair raising event. One would have thought it was more for a crack round the cans start than a 650 mile five day ocean race. There were boats tacking right inshore to the Cowes Green calling for water while others were on starboard and the whole melee became involved with moored spectator boats, and the language even shocked the on-lookers on the sea wall, obviously not expecting to hear such coarse language from those nice gentlemanly yachtsmen on their smart sailing boats.

It proved to be quite a hard beat out to the Needles, Force 5, and immediately these were cleared the wind dropped to Force 2 which meant much headsail changing. It was then a long slow windward passage right down to Land's End in light Westerly Winds, and apparently the key to the race was where one happened to be off Start Point. The boats right inshore were becalmed on a kedge for five hours, whilst those 10 or 20 miles offshore had a good free wind and were able to average between four and five knots. We on *Marionette* were some 12 miles off and had sufficient wind to stem the tide and make up two miles.

When we reached Falmouth the decision was made to tack close inshore to stem yet another foul tide and hoping to pick up an offshore breeze. This we were fortunate enough to do and on approaching the shore we saw many boats, one of which turned out to be *Prospect* and the remainder

vision I yachts. This then gave us great hope until *Mersey Oyster* appeared very close by.

It was a very tricky manoeuvre to round Penzance due to light winds and heavy overfalls. Two boats *Corrilian* and *Firebrand* cut it too fine and hit the offlying rocks, the former with disastrous results, and had to be towed into Falmouth by lifeboat. It was then a windward beat from there to the Fastnet Rock in conditions varying from Force 4 to 7. Six miles from the rock the wind tended to fade due to the shelter of the Irish coast. We rounded in *Marionette* at 02.15 hours on Tuesday morning, three boat lengths ahead of *Morning Cloud* who we were not very happy to see as she started half an hour after us and had a much lower handicap rating.

It was then a dead run from the Fastnet to the Bishop Rock Lighthouse on the extreme South Western end of the Scilly Isles, starting in light airs, and eventually reaching Force 6 to 7 with high towering rolling seas. Everyone was anxious to set their largest spinnaker and this is when all the troubles began. Making enquiries afterwards everyone I spoke to had suffered some sort of damage due to overstress and we on *Marrionette* shattered the spinnaker pole cup which therefore made it necessary to gybe the spinnaker on one pole which in those conditions was extremely difficult and dangerous. In view of this it was decided to change spinnakers every time a gybe was undertaken. The rough conditions even took toll on the helmsman as it was not possible to helm the boat for more than half an hour as ones arms ached abominably. Oh, for a gorilla as a crew member! It is not surprising therefore that the Australian Admirals Cup boat *Koomooloo* reported a lost rudder.

On reaching the Bishop Rock we were doing quite well having drawn away from *Morning Cloud* by at least half an hour on the 20 hour run down from the Rock. On approaching the Wolf Rock we had to gybe again at midnight and then disaster once more overtook us. The spinnaker became wrapped round the forestay and there it stayed for one hour before we could retrieve it from a pitching and rolling deck in total blackness as the mast lights had been swept overboard. Even so we were still doing  $6\frac{1}{2}$  knots under Main alone, but this seemed relatively slow, as with the spinnaker up we were surfing at somewhere between 11 and 12 knots.

From the Wolf Rock it was a spinnaker run in light airs to the Lizard when the wind finally petered out altogether on Wednesday morning for three hours. During the later morning a steady breeze set in from the South West and spinnakers were set again to give a good run home to Plymouth. We crossed the finishing line at 17.20 hours being 15 minutes behind *Morning Cloud*.

It was a great race and there was a tremendous welcome for everyone from the great crowd of spectators gathered on the quay at Mill Bray Docks, Plymouth, but perhaps we were lucky enough to arrive in with some of the better known boats.

In the final positions *Prospect* came tenth in Class I of Admirals Cup. Of the non-Admirals Cup boats in Class 2, *Mersey Oyster* was first, *Marionette* second with *Winsome* in fourth position. Regrettably *Quiver* was not entered for this race.

In conclusion, it was a most invigorating and enjoyable sail with ~~times~~ times being recorded together with strong wind and light air sailing so that one had a mixed bag of weather conditions. This supplemented with a well found boat, stereo and a well stocked booze locker made it a very happy and enjoyable series.

**Le Havre Rally, 1971.** The Societe des Regates du Havre extended a generous invitation to Royal Lymington Yacht Club members to sail their boats to Le Havre for a general "get together" during the Spring Bank Holiday.

Twenty-nine R.L.Y.C. boats and their crews took advantage of this invitation. Those owners who wished to race, a total of eight boats, left on the Friday evening, while the remaining 21 boats cruised to France in their own time, arriving between Thursday and Sunday morning.

The weather was variable with a mixture of from virtually no wind to moderate to fresh S-SW winds. Most return journeys were done under a mixture of power and sail.

At Le Havre the yacht club had laid on everything from duty free stores, and cocktail party and prize giving to excellent meals in the clubhouse. Special prizes were presented by the President of the club to place winners in the race, while the owners of all boats were given a gift as a memento of the visit.

On the Sunday the R.L.Y.C. boats were "At Home" to members of the French yacht club. Rafting of boats was carried out as far as possible within the limitations of the weather which was appalling to say the least with heavy rain and some wind. However, quite a few of the French members braved the dinghy work and the poor conditions to bring the official part of this very enjoyable rally to an end.

**Round the Island Sail and Power Races, 1971.** The following is an account by Sir Arthur McDonald:

This year the Ware and Power Races were sailed East about, or clockwise round the Island with an alternative rough weather course inside the Solent in reserve to be used in the event of an adverse weather forecast. Next year we shall revert to the more usual and more comfortable, West about course.

The Ware Cup for yachts of 24 feet and over was won by the Commodore's *Jorem III* with *Wishstream* entered by R.M.A. Sandhurst 2nd, and Admiral Sir Manley Power in *Swan Lake* 3rd. The Power Cup for smaller boats was again won by *Bacchante* with Dr. Cattanach's *Giovanna* 2nd and Captain T. H. F. Wilson's *Ngauruhoe* 3rd.

The Power Cup race, as seen from *Bacchante* was again interesting and eventful. Our first problem was to decide whether to risk a short cut across Ryde Sands as to get stuck in the middle is fatal. The bank is saucer shaped. It is shallower at the edges than in the middle. The problem was solved by following a larger competitor about a mile ahead of us. If he stuck we could have time to divert round the edge of the bank. The boat ahead appeared to be bumping on the bottom at one point, but he did not stop

ving. So, reassured in the knowledge of our lighter draught, we crossed the bank without incident.

Off Shanklin we were watching, with growing concern, how *Yauwa*, last year's runner up was drawing ahead of us, when we saw her mast fold in the middle and collapse in the water alongside her. This was very bad luck on her skipper as there was no obvious reason for the failure.

Our next problem was to decide how close to the Needle point we should go when crossing the Bridge. On previous occasions we have always given the wreck off the point a wide berth unless we could see the vertical steel spike which marks its Western extremity and only shows at low water. This year we could not see the spike but two of our competitors ahead seemed to be heading straight for the position of the wreck. We wondered if their skippers knew that it existed as it was not marked on our chart. For the second time in this race we decided to follow exactly in the track of a larger competitor, prepared to make a rapid diversion if anything untoward happened to the boat ahead. The next few minutes were fairly hectic. At the last moment we saw the spike just below the surface. We passed inside of it over the body of the wreck. We gybed round the point. The mainsail split from luff to leach.

Seven miles from the finish with a foul tide and not enough engine time left to motor to the finish we tried the spinnaker, but it was too much for *Bacchante* in the gusty wind from the cliffs. We lowered the spinnaker and hoisted and boomed out the genoa. To keep moving while changing head sail we risked two further short periods of engine running time.

We then added up the total engine running time and calculated that we could not finish before 5.24 without exceeding our engine time allowance. At 5.20 we were four hundred yards from the finish. We luffed away from the line for about one minute to make sure and crossed at 5.27-35. *Bacchante* had won again.

**Cruising.** We know there have been a number of cruises carried out this year but all too few owners have responded to the appeal for details of where they have been or how they got on. This information is so very useful to others intending to make similar cruises and it would be most helpful if members would be good enough to record at least the outline of their cruise in the book on the chart desk. From remarks of members the information available in the Cruising Corner has been appreciated and the more information that can be built up the more useful it will become.

The following is an abbreviated note of such cruises as have come to light and it is hoped that this information may be helpful to others.

Brounlie in *Golden Goddess* did 1,200 miles from Sete to St. Tropez, then to Corsica, Sardinia and back home via the French and Italian Rivières. Vile weather most of the time, engine caught fire and the boat holed, otherwise a nice pleasant trip. Jack Bryans went to Scandinavia in *Cheemaun*.

The following members were known to have visited at various times throughout the summer the Channel Islands and the Brittany coast:

Tapley in *Jane of Jordans*, Trounson in *Evening Song*, Macnamara in

*Gulliver G.*, Baker in *Goose Girl* and Bond-Williams, who was joined by Vice-Commodore and his wife, in *Bowstring*.

Other members who went to the West Country were:

Austin in *Dennana*, Poeton in *Asredua*, King in *Birdham Lass* and Cresswell in *Respect*. Rose went to Le Havre in *Bianca* and in his new boat, *Nariza*, to Holland and Belgium.

The Rear-Commodore, Sailing, Chris Bowen, went in *Barbarine* to Le Havre and the Channel Islands and at some later date in the season his boat disappeared mysteriously from its moorings which caused a furore amongst the coastguards, customs, Interpol and local yacht owners until it was eventually found in the Marina!

**Motor Cruiser Section.** Perversely enough the sunny weather, which preceded Whitsun 1971 gradually deteriorated as the holiday approached so that by the weekend of our Rally at Le Havre, it was anything but balmy. Skippers who made the crossing earlier in the week were more fortunate than those who came later, as there were several reports of decidedly uncomfortable passages on Thursday and Friday.

Eight Motor Cruisers made the crossing and the warmth of the welcome at Le Havre, did much to offset the grey and, at times, damp weather there. The scale of the hospitality at the Reception and Cocktail Party on the Saturday evening gave us all something to remember, so much so that everyone was anxious to show their appreciation when we were scheduled to be the hosts on our ships on Sunday morning. But, although ships companies were standing by with an impressive assortment of "duty free" at the ready, the damp conditions outside discouraged the planned ship to ship visiting by our French friends. We earnestly hope we can make up for this when they in turn visit us.

Skippers and crews of Motor Cruisers and launches have given invaluable help by making up the teams of Rescue Boats for our meetings and Regattas. The time and trouble so willingly given to man this very vital service is keenly appreciated.

Patrolling up and down in conditions which may well be uncomfortable for all concerned is not necessarily everyone's ideal way of spending a weekend. The reward seems to be the satisfaction of the knowledge of having done a very worthwhile job.

Several cruisers have acted as Guard Ships in the national and international Power Boat events. John Howell's job, in *Islay Maid* during the Daily Express Cowes/Torquay/Cowes Race, was from his station in the North Channel keeping track of the contestants on his R.T. He has a very nice plaque to show for his trouble which, in view of the weather conditions during this race, was very well earned.

The organisers of the South and West Boat Show have very kindly invited the Motor Cruiser section to compete for a Trophy they are generously presenting during the Boat Show at Poole in April 1972. The Competition for the trophy will, in all probability, be a Predicted Log for a passage Lymington to Poole on a date arranged with the donors, who have stipulated a minimum entry of ten cruisers. Full details will, of course,



announced well in advance of the date fixed for this event. It is hoped that Motor/Sailors will join in making this event a success.

**Solings.** We lost one boat to Hamble but gained another, *Forlat* belonging to Martin Wheatley. The mooring problem has so far killed any further development of this class.

All the boats attended the National Championships at Poole without being able to get in amongst the leaders. At Cowes, however, in very hard wind *Insolent* gained places three times and *Frequently* once—if you follow me.

*Frequently* and *Forlat* are joining the Olympic winter training at Hamble. John Hackman in the former has made great strides after last winter's racing series.

### **"X" Class**

**General Administration of the Division.** It is not out of place to remind people of the amount of general and detailed work involved in running a Division of this size—some 30 yachts—and of their good fortune in having such a capable and conscientious Captain to take on this work, ably supported by the Vice-Captain. The thanks of the Division go to Sam Southern and Arthur McDonald for all they have done from the sailing and social aspect to make 1971 such an enjoyable season.

**Open Racing.** Cowes week was one of the roughest for many years with winds almost always over Force 5 and the results show that only very high class helmsmen get to the top whatever the weather.

Of the first 10 places in the competition for the Captains Cup six were taken by Parkstone boats, two by Yarmouth and one each by Itchenor and Lymington. The latter was represented, nor surprisingly, by Ray Williams in *Tortoise* with one first and one second; *Anitra* (the Rowans) with one fourth was the only other one to get into single figures during the week.

In the West Solent Series of Regattas the Rowans did splendidly to tie with Harold Hayles for the Allott Cup. Apart from this success Yarmouth who out of their small total of boats have at least three first-class helmsmen supported by several others who take a lot of catching, were successful throughout the season.

**Team Racing.** This was a mixed bag of results with victories against the Bar Y.C. and the L.T.S.C. and a solid defeat by Parkstone (away). In both the Persephone Salver Races which are virtually blown up team races between Yarmouth and Lymington, Yarmouth won all the top places.

**Local Racing.** The Wednesday and Saturday Points Series were well supported and provided extremely keen and even racing with many exciting finishes. Courses set were invariably good and the weather on the whole was reasonable with an above average number of Easterly starts. Ray Williams repeated his 1970 success by winning two of the three major trophies, the third being out of his grasp because he does not race on Wednesday. Nearly all his racing was done in the first half of the season.

Apart from this outstanding yacht and helmsman the competition between the remainder was very open, in fact it was only at the end of the season that *Helena* (Godfrey Palmer) and *Xanthus* (The Westmacotts) established a marked ascendancy. In the last eight races these two yachts got 13 guns between them including eight firsts, the duel ending in a neck and neck finish in the Potter Ship Race (Class 3) *Helena* who had trailed the whole race catching *Xanthus* on the finishing line to win by less than a boat's length in a race that had lasted 7 to 8 hours.

The table of results shows that the three yachts mentioned above won most of the trophies.

The season ended with the customary Invitation Race—a six a side team race against friends of the Division on the waterside, including three representatives of the Ferries. The race was won by Lymington, our popular Doug Baverstock being the first man home for the visitors, sailing Molly Rymer's *La Mouette*.

**Prospect for 1972.** The keenness of crews and the size of the Division augur well for next year, but the restriction of mooring space presents a problem here as elsewhere.

#### X.O.D. Class Divisional Racing Results 1971. Lymington Division

##### Cup Winners

<i>Jade Cup</i>		
(Saturday Points)	X117 <i>Tortoise</i>	R. J. Williams
<i>Hotham Cup</i>		
(Wednesday Points)	X 69 <i>Helena</i>	G. G. D. Palmer
<i>Cock Boat Cup</i>		
	X117 <i>Tortoise</i>	R. J. Williams
<i>Helmsman's Cup</i>	<i>Boats drawn for</i>	Brig. R. Hutchins
<i>Ladies Cup</i>	X117 <i>Tortoise</i>	Miss A. Cardwell
<i>Single-handed Cup</i>	X 69 <i>Helena</i>	G. G. D. Palmer
<i>Crew's Cup</i>	X 56 <i>Xanthus</i>	Mrs. V. M. Witherby
<i>Marriage Handicap Salver</i>		
	X 56 <i>Xanthus</i>	Mr. and Mrs. W. Westmacott
<i>Persephone Salver</i>	X140 <i>Lucrezia</i>	Dr. and Mrs. J. Kiszely
(Race at Lymington)		
<i>Dean Maiden Cup</i>	X105 <i>Blue Phantom</i>	Air Vice Marshal G. Combe and Lt. Col. F. P. B. Sangster
<i>Allott Cup</i>	X 52 <i>Anitra</i> } X 75 <i>Delight</i> }	Dr. and Mrs. H. M. J. Rowan
<i>Gerald Gray Cup</i>	X 69 <i>Helena</i>	Mr. and Mrs. H. J. Hayles
(Race to Gins Farm)		G. G. D. Palmer

**Dinghy Racing.** It is only 12/15 years ago that helmsmen from the Club were representing Great Britain in International and Olympic Racing. At home sailing instruction was given in 1958 to no less than 40 candidates.

Since then dinghy racing has suffered a sad decline and reached such a low point that a really determined effort is needed by those who are interested if racing is to continue. A separate paper is included in this Bulletin giving the views and intentions of the Club. In particular this refers to the adoption by the Club of 420's as an all purpose dinghy, suitable for our waters and particularly suitable for younger and older members to sail in. What is now wanted is a member who will bring that personal enthusiasm and drive on which all successful enterprises are founded.

The Junior Regatta for the under 19s was poorly attended. Four classes, the Enterprises, O.K.s, Fireflies and G.P.s showed no interest and will not be separately catered for next year.

The Pursuit Race attracted 33 starters and as there were six different classes in the first eight over the line it may be said that the handicapping was successful. The first three boats home were all Moths and the winner was *Burgess*.

The summer Regatta also was extremely disappointing in attendance with entries for some of the classes being negligible. The entries for the 420s was creditable with boats from Keyhaven and Beaulieu; The winner was our James Tew. There were generally a dozen Cadets racing, four being from Lymington, and Tim Corfield was the overall winner with Jeremy Howard second.

The International Moths were all local and led by the National Champion, John Claridge.

We like to mention some of the "doings" during the year of those who learnt their dinghy sailing at the Club. Stuart Jardine was able to obtain a boat of the Star class and with Johnson Wooderson the distinguished Flying Dutchman sailor as crew raced with the British team in the trial Olympics at Kiel, and though not amongst the prizewinners he had better placings than his other countrymen. For next year he hopes to have a new boat.

Adrian Jardine has a new Listang and he and Robin Aisher sailed in one at Cowes, where its beautiful planing excited admiration, and obtained some successes.

Last year we referred to Colonel Biddle's son John, and his successful defence of his National Title in the International Sailing Canoe Class. This boat is an extreme example of a solo racing boat designed for fast sailing in fairly smooth water. This year he not only repeated his successful defence of the National title but went on to win the World Championship in a seven day series in Germany. Giles Biddle was 4th in the series.

Richard Bagnall was selected by the R.Y.A. to take part in the Soling Searcher Series in order to select helmsmen for the British representatives in the next Olympics. Unfortunately the selection was not made until after Richard had engaged himself to crew in larger yachts. He and his brother got a 2nd and 6th in the races for the Firefly championship this year and also finished second overall in the big Parkstone meeting in September.

Repeating his 1969 performance, Richard Thompson crewed in the 14 foot International which won the P.O.W. in that class. There were sensational accounts in the press of his immortal gybe which brought victory

in wild weather. In another boat in the same race, his wife Carol won the Morgan Giles Bowl awarded to the first lady home in the P.O.W. Richard later went to Canada as a member of the British Team to compete in the World Series for the 14 foot International Class.

**Race Officers and Other Helpers.** To those who play their part year after year in organising and running the sailing activities of our Club the Sailing Committee wish to place on record its grateful thanks.

A great many names come to mind, too numerous to detail here, but in certain cases proper acknowledgement of their services must be made.

Frier Jardine with the Dinghy Racing at the Regattas and his many willing helpers and all the work he does behind the scenes throughout the year.

Leslie Ash and Fiery Lock for running the Race Platform for all the main events besides some of the X.O.D. racing. In this connection Sam Southern started a most efficient service of voluntary Race Officers covering the Saturday X.O.D. racing and it is anticipated that next year the Cruiser Class and probably the 420s will be called upon for similar services.

Alan Roxburgh for his splendid organisation of rescue boats.

Larry Brown, a former Vice Commodore, has for many years been of the greatest help to every Sailing Committee in preparing Tide Tables and handicapping systems, etc., has recently intimated that for the future he will not be able to continue. The above work is extremely technical and we are sincerely grateful for the invaluable help he has given.

In conclusion we all wish to express our thanks to Doug and his new Assistant, Jonathan Ellis. It has been a busy season and the winter will not be an idle one as there are many jobs already in hand, preparing for our Jubilee Year.

**One Way of Spending a Bank Holiday.** An account of an eventful sail by Gerry Richman:—

Whit Monday, 17th May, 1948 started as a very ordinary day. The School of Infantry Sharpie, *Micawber* lay on her mooring just above the Club House. My then girlfriend a 26 year old from London, by the name of Pauline Clarke and myself, a 27 year old, stationed at the School of Infantry, decided to give *Micawber* and ourselves an airing on what promised to be a sparkling Solent.

After packing a sandwich lunch we set off down river. The wind was South Westerly, about Force 3 and gusting sufficiently to sail the boat with eased sheets. The tide was low and had been on the flood for about an hour, so there wasn't much room for manoeuvre, within that stretch of the river. We tacked on towards Cocked Hat, with the Farringford quickly overhauling us. I was determined to get up to windward of her to retain the motive power of the wind. Peering under the boom I judged there was quite sufficient time to put in a short tack, instead of carrying right on to the leeward bank. At a point roughly midstream just beyond Cocked Hat I downed the helm and we started to go about . . . another quick peep under the boom and I decided that as we should have to point higher than pre-

viously the sheets should be pulled in. *Micawber* had a loose wire horse cross the transom and when there was no tension on the main sheet it lay limp across the tiller. The tiller fitted through the rudder stock and projected an inch beyond the stock. As I tightened the main sheet a loop from the main sheet block accidentally caught under the after projection of the tiller. The wind filled the main and taking up the remainder of the slack in the sheet, lifted the rudder neatly off its pintles. This left me with a tiller in my hand, no rudder, a 500 ton paddle steamer bearing down on us and my beloved girl friend taking advantage of a somewhat unique opportunity to inform me that she couldn't swim. I replied in a somewhat irreverent form of Army language to the effect that it was of comparatively little importance, and that she needed to fly not swim.

By this time the ferry was hooting with some justifiable concern, as she was clearly going too fast to stop in time. Just before the car ramp struck us I pushed Pauline overboard, because, being a non-swimmer, I feared that if she was reluctant to leave the boat she would, in all probability become enmeshed in the sails and rigging. I quickly followed her.

I remember the crunch of *Micawber* as she was rolled over the top of us. I remember the thousands of barnacles, seaweed and antifouling. The Farringford, in spite of reversing her paddles, still seemed to keep on going, so I decided to try to swim downwards and towards its stern: this was really the start of my undoing. After what appeared to be an eternity and what, in fact, was probably only some 10 seconds or so, the boat's engines stopped. By this time there was rather a shortage of air around and I gave up my swim towards the stern and turning left broke surface about 20 feet outside the starboard paddlewheel, which by now was stationary. There was a fair old flap going on aboard. Crew were running in all directions with life belts, but no-one threw one! The hordes of holiday makers were obviously getting their money's worth, brandishing all manner of cameras and probably silently hoping for a glimpse of gore! I was feeling a soggy numbed mass, but happy still to contain enough air to float.

I saw someone (afterwards I learnt it was Mr. Bernton Benjamin and Mr. W. D. Blatch in his dinghy) starting to rescue Pauline from a point near the ferry's bow. Evidently, being unable to swim she had done nothing . . . the ferry just ran over her and then reversed off her . . . and up she bobbed . . . mercifully rescuers were near at hand and she was lucky to escape—with only severe shock and no residual injuries. So perhaps, after all, there was an advantage in not being able to swim!

To return to my own plight . . . water sodden and winded and floating only just to my plimsoll, about 20 foot from a stationary paddlewheel, I was utterly stupefied to see this monstrous wheel suddenly start to revolve in a forward motion. I screamed blue murder and waved frantically for someone to stop the engines but to no avail . . . the thrash produced a ghastly suction towards the revolving wheel. In any case I was incapable of swimming and couldn't have made any impression against that inrush of water. I remember being swept up against some metal rails, designed presumably to keep boats and things like me out of the wheels. I clung on for dear life whilst this juggernaut churned away rather too close for comfort. In what

I thought were my last few seconds on earth my mind flashed back to my father's death in 1925 . . . he was killed by his leather motoring coat catching in the large flywheel of the electricity generator in our garage at home, near Salisbury. I thought how odd that a wheel should undo son, just as it had father. I don't think I had time to think anything else, except I was very frightened and wondered how much it would hurt, but there didn't seem to be much of an alternative right then.

After what can only have been but a few seconds, the suction got too great and my legs went in under the rails. I remember receiving the most almighty thump across the top of my lumbar region and in a flash being revolved upsidedown and thrown upwards and outwards against something rather solid, as the wheel continued upon its slow revolution. I was then under water all over again and bumping along the after half of the vessel. I surfaced once more on the starboard quarter, with the ferry and myself being borne further apart, partly by the flooding tide and partly by the fact that the boat was stemming the tide with its engines to avoid going on the mud or fouling moored vessels.

By now I was incapable of any movement below the waist and feeling terribly sick and rather second hand!

As the ferry receded, an immense anger filled me and I shook my fist at it: I felt I had suffered a quite unnecessary indignity and apparently with that last expression of defiance, the water momentarily closed over my head and I descended the few feet to the muddy bottom. For the seconds I was under it was quite peaceful . . . I remember no shortage of breath, whereas I had done so on my original immersion: After touching bottom I made no conscious effort, but rose again quite automatically. Looking back on it I sometimes wonder whether this was the initial stage of drowning. At this point I couldn't really have been capable of assessing depths or periods of time. Fortuitously I drifted quickly to within arm's reach of an empty mooring buoy. I still, God alone knows why, had the mental capacity to say "Hold on to it". I've often wondered from where the expression derives "A drowning man clutches at a straw". Anyway this buoy was my straw and I clutched . . . till the welcoming arms of our rescuers somehow got me into their dinghy and took me to the Club, where a club member, Dr. Johnson, attended me and arranged for my prompt evacuation to hospital.

Miraculously no bones were broken and apart from severe shock, odd cuts about the head and a blackberry coloured bruise over my whole back, I really got away with it very lightly. It took a little time before one could get dream-free sleep.

## HOUSE MATTERS

In April last Kenneth Brooke retired as Rear Commodore on the expiry of his three year term of office; his experience and sage direction of the affairs of the House Committee will be greatly missed. Molly Murray and Madelaine Tainsh also retired for the same reason and carry our appreciation of their good work.

In the continually changing conditions which exist in a club of this kind are many opportunities present themselves for the improvement in its running and the amenities available to members. The least of these opportunities must not be lost and it behoves every member in his own and the common interest who lights upon a reasoned and constructive suggestion to put it forward for consideration.

It will be of general interest to record some of the items undertaken by the Committee since this Bulletin was last issued.

#### **Completed Projects**

1. Dirty oil disposal facilities
2. Alteration to Dining room serving hatch
3. New dining room curtains
4. New lighting system in lounge
5. Re-siting of refrigeration unit in Bar
6. Introduction of a new method of kitchen waste disposal
7. Illumination of the pontoon

#### **Projected work or in hand**

1. Provision of caterers store
2. Re-positioning of dustbin area
3. Extension of beer cellar
4. Re-building of old verandah
5. Provision of additional ladies rooms
6. Provision of additional office space
7. Boatmans new workshop
8. Derrick for mast stepping etc.

**Catering.** The congestion in the dining room especially at weekends as mentioned in the last Bulletin has been eased considerably by ensuring that lunches start from 12.30 and to a greater degree by the cessation of the practice of booking tables. In this connection it is worth mentioning that on one notable Sunday in August 173 lunches were served by Mr. Brooks and his staff to whom we are very appreciative for the service and standard of meals provided at such very reasonable charges.

**Bar.** On the subject of congestion, a pressing problem is the short term peak demand for bar facilities on Sunday forenoons which is greatly increased by the presence of substantial numbers of member's guests. It is not unusual for as many as 70 guests to be present at these times which places a great strain on the bar staff and restricts space available for members. Members are reminded that their guests must at all times be accompanied by the host and it is essential to enter their names in the Visitors Book. Our thanks are due to the very willing and able work in the bar by the steward and his wife, John and Monique and their helpers.

**Social Events.** Members have been notified of the winter programme which follows that of previous years, viz. the New Year's Eve Ball, the wine dinners in January and March and the well supported lectures and suppers each month from November through to March.

**Annual Dinner.** This ever popular event was held in the Club on 12<sup>th</sup> November and attracted some 153 members and guests, including the Mayor of Lymington and the Commodores of the Parkstone Yacht Club and Lymington Town Sailing Club. The guest speaker was Mr. Hammond Innes.

**Thanks.** The thanks of members are due to Joan McGill and her large band of helpers for the excellence of their floral decorations throughout the year; to Doug for his unflagging help at all our functions and to many other such as Alf Claridge, who may not be known to many, but who appears unfailingly at any hour to deal with some emergency, as for example a blocked drain.

We tend to take for granted the smooth running of the Club until something happens. The work put in by members and the willing cheerfulness of the staff, often under adverse conditions, is indeed praiseworthy.